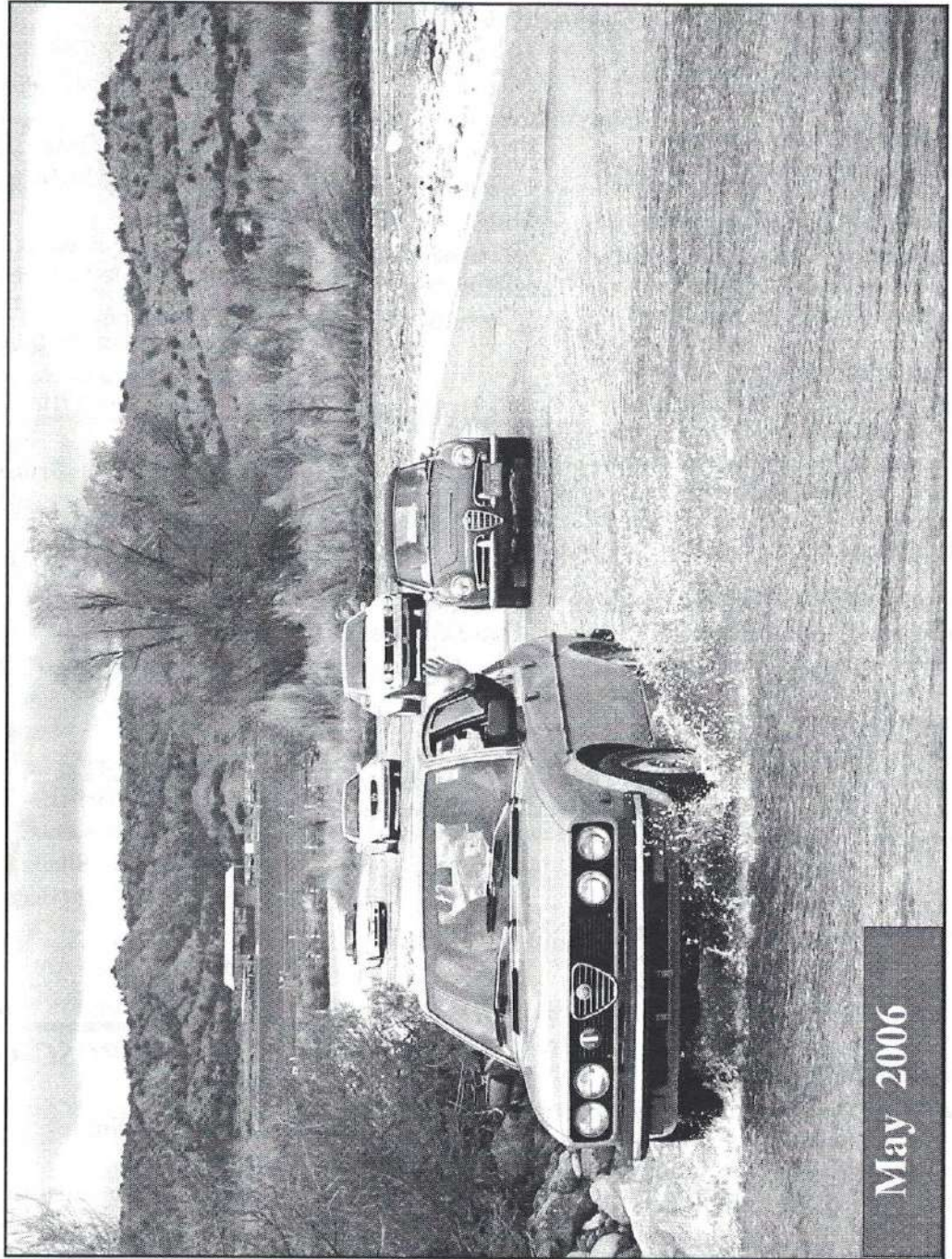


Yacimientos

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



May 2006

In This Issue: Spring Driving Tour, Willow Springs TT & Race, 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

The Spring Driving Tour did not provide as much Spring weather as hoped, but even fording streams didn't stop our intrepid group. This is Lockwood Valley Road, SS Randy Harris leading. Photo by Steve Edelman.

AROSC Web Site: www.arosc.org

Disclaimer (a.k.a. Lawyer Repellent)

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

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sidewaysalfa@email.msn.com

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

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

May 20 – General Meeting and Mangia Mobilia Lunch, Villa Italian, Culver City 2:00 PM

Note that we are avoiding the holiday weekend with this meeting/event. We had planned a dining experience in Brentwood's Little Italy, but the prices were more than we wanted to pay, so we are moving easterly to Culver City, and down-scale a bit. Details are on page 13. If we find a Gelato joint in the area, that will add to the mobilia!

Los Angeles Concours d'Elegance, May 21

This event will be held at the Rose Bowl, and we are working on about 20 Alfas for the show. See page 4.

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

This is our annual foray into Kern County to run an enduro in addition to our regular competition. There will be a track-side BBQ dinner Saturday during and after the enduro, plus the awarding of the Charlie Thieriot Cup. Come out and watch, volunteer help for the enduro, and enjoy a nice warm holiday weekend, with Monday at home!

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. 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 – spectator judging. More info on page 12

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

We are planning a speaker with dinner at the San Antonio Winery -- wine tasting, great food, and an interesting speaker! Save the date.

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 Phyllis Gaylard's home, Huntington Beach

August 18-20 – Monterey Historics Weekend

August 25 – General Meeting and Dinner, Castaway Restaurant, Burbank

September 2-3 – Drivers School, Streets of Willow

September 6 – Board Meeting at Luigi's, 7:30 PM

September 30 – General Meeting & Tour of Nethercult Musuem

October 4 – Board Meeting at Luigi's, 7:30 PM

October 7 – Dyno Session & Swap Meet at MagnaFlow, Aliso Viejo

DON'T MISS:
Lunch meeting in Culver City, May 20
LA Concours d'Elegance @ Rose Bowl, May 21
Concours/Go Kart races at Dromo 1, Orange, June 11

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

Every time I start to write these monthly 'Ramblings' I review my prior efforts and it dawned on me that Evelyn and I seem to be having too much fun. Have I been realistic in evaluating the results of our AROSC events? Am I too optimistic about future occasions? Is Pollyanna alive and a member of our club? No, no and no.

This month started with a successful competition at Willow Springs Raceway and ended with our General Meeting being held at the Peterson Automotive Museum. In between was one of the great road trips of recent memory, the Jim & Elyse Barrett's "Whose Fault Is It" tour of the San Andrea fault from San Fernando Mission to Ojai. Our primary object - to get every car there and back - was achieved in spite of 1 broken oil pan and 1 severely weakened battery (a Ford-made car). The second objective can only be measured in time. Will the harmonic resonance of a dozen Alfa's running along the San Andreas Fault shake it loose? Viewing the geologic up-thrust in Vasquez Rocks Park and the Alpine beauty of Lockwood Valley paled to the spectacular drive over Pine Mountain in the Sespe Condor preserve. 29 Alfisti made it to our fine Italian dinner in Ojai. Many pictures are available and can be linked to from the AROSC thread at www.alfabb.com.

Willow Springs was an unqualified success. Kudos again to Fred Hamilton for winning his Time Trial Class and celebrating his 92 Birthday. I think there may be a story there somewhere. I'm looking forward (no pun intended) to catching him (a rarity) at Buttonwillow the end of this month.

Speaking of Buttonwillow, this event has turned into not just great competition - Enduro Race, Open Race, Alfa Cup Race, Time Trials, but a great spectator opportunity. We need lots of volunteers to work the Enduro on Sat. and to help drain the beer keg at the end of the day when we will present the Second Annual Charlie Thieriot award. We present this bottomless cup to an individual determined by the BoD to best represent the dedication, irreverence and sense of humor that the late Charlie T brought to AROSC for over three decades. Last year nearly 200 people bellied up to the barbecue. The track has made some major improvements to the comforts available for non-participants. There is a shaded viewing deck around the upper level of the control tower, a large air conditioned classroom upstairs, dining area / gift shop down stairs and a covered patio for our outdoor

barbecue - real indoor plumbing!!!! Check out www.arosc.org for details.

This month ended with our General Meeting being held at the Peterson Museum. Our thanks again to Dick Messer, Director of the Peterson for his welcome and hospitality and the knowledgeable insights of our Board member and Museum docent, Paul Dexler. I again implore our membership to support this great venue by not just purchasing a membership, but actively participating in its activities. The newest exhibit was extremely timely, featuring alternative fuel vehicles from the early 1900's to the near future. Multiple technologies are obviously available to transform our mobility into renewable energy sources - all that's missing is the will. There have been some major changes to the regular exhibits including the Bugatti Showroom.

The May General Meeting is being held a week earlier this month (Saturday, May 20th) because of our Memorial Weekend event at Buttonwillow. Watch for a mailed flyer or your E-mail update from Jay Negrin. Unfortunately this will be the first General Meeting that I will have missed in nearly ten years. Please take pictures and send me a few words that I can put in next months 'Ramblings'. See you at Buttonwillow,

Keep the wheels side down
Norm Silverman (Norman I, Rex)

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*Inaugural
Los Angeles Concours d'Elegance*

Benefiting Assistance League of Southern California

The Inaugural Los Angeles Concours d'Elegance will feature more than 250 classic, vintage, antique and exotic vehicles that will be judged on Sunday, May 21, 2006, from 10 am to 4 pm. Specialty and competition vehicles of all types will also be on display, including race cars from years past – Formula One, Indy, sprint, Off Road and more. The Concours Honored Marque will be Ferrari. Carroll Shelby will receive the Auto Aficionado Man of the Year award presented by *Auto Aficionado* magazine.

The Los Angeles Concours d'Elegance will be held at the historic Rose Bowl and adjacent Brookside Golf Course in Pasadena, which will provide a magnificent backdrop for pre-war and post-war vehicles including European and American classics and European sports and touring cars. The avenue has ample free parking on site, which is close to southern California freeways.

There will be a cocktail celebration on Saturday, May 20 for exhibitors, sponsors and patrons as well as a VIP luncheon and beverage pavilion the day of the event on Sunday, May 21.

Tickets are \$25 pre-sale until May 15, \$30 at the gate and VIP Admission/Luncheon tickets are \$75, pre-sale only. Tickets may be purchased online at www.LAConcours.com.

Los Angeles Concours d'Elegance sponsors include Putnam Leasing, TalkRadio 790 KABC, Kayne Anderson Rudnick, Meguiars, Union Bank, Karla and Bill Ahmanson and Kathy and Tetsu Tanimoto.

All proceeds benefit the eight services of Assistance League of Southern California, a 501(c)(3) nonprofit corporation founded in 1919 that serves more than 100,000 individuals in need, from infants to the elderly, each year.

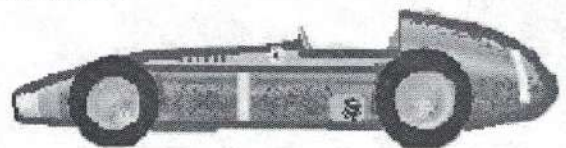
For more Concours information visit www.LAConcours.com.

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Douglas Adler
(805) 498-3945

Thousand Oaks, California



April Meeting: Petersen Auto Museum & Vault Tour!

Photos by Paul Dexler & MJ Kutkus



A brief meeting was held -- Oh No!!



The clean car show on the fourth level of the garage.



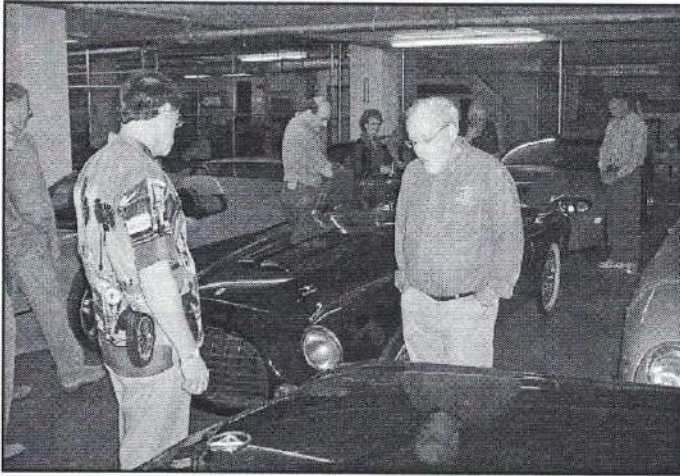
The alternative fuel cars include this coal-burning Citroen and a salad oil-burning Dodge Ram pickup.



This hot rod was the cover car for the 50th anniversary issue of Hot Rod Magazine.



'Impressions' won 3 top hot rod awards -- a real beauty.



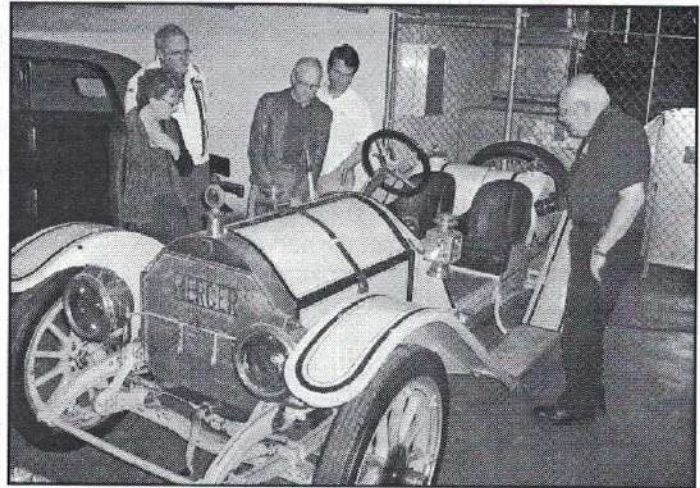
A group-drool in the Petersen vault, with the Ferarri barchetta in the background.



Admiring the 1953 Ferarri barchetta



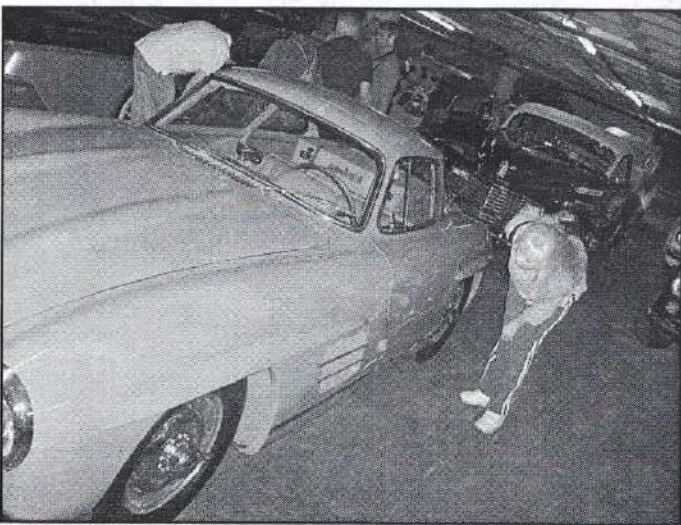
Sheila wants it! A new Mercedes zinger.



A 1914 Mercer gets a good look-over.



A honking Camaro with blower, etc.



Sheila would probably also settle for this gull-wing Mercedes 300 SL.



Lunch at Kantor's deli is a must when in the area.

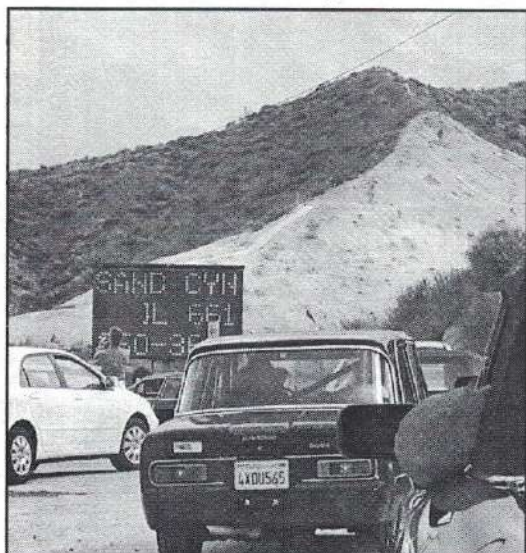
Spring Driving Tour Follow-up

Spring Driving Tour a Success, Through No Fault of Our Own

Photos by Elyse & Jim Barrett, Steve Edelman, Paul Dexler, MJ Kutkus, and Charlie Schwartz

The Whose Fault Is It? Let us count the ways that forces beyond our control kept trying to run us off the road:

- 1) The weather. More rains in mid-April sent mud slides down onto Highway 33 near Wheeler Gorge. The scenic two-lane was closed until April 20, just two days before the drive.
- 2) Town of Santa Clarita. Some municipal infrastructure workers had closed Sand Canyon Road without telling us; the nerve!



- 3) CalTrans. Repairs on the 14 Freeway left an incomplete joint between roadway and overpass that broke an oilpan and motor mount, and dinged a frame.
- 4) Old battery. One cranky (or non-cranking) battery kept one car from starting at more than several stops.
- 5) The weather. Clouds on the deck robbed us of the spectacular views from Hwy. 33
- 6) Motel maids. Cleaning staff nearly succeeded in lifting one couple's case of Agua Dulce Winery's finest.

These niggling impediments did their best to stress the tour-leaders. Paul Blankenship kindly suggested that since we had to re-plan the route more than once, we should get credit for two or three tours. Thank you very much,

but if it weren't for Mary's quick suggestion on re-direction, we may have taken longer to unwind ourselves.

The various zigs and zags slowed the drive a bit, but the record 15 cars spiring 27 AROSC members completed the weekend route, including 11 new converts in five cars. Thank you, Mike and Chris Riehle, Bill Bergman, Jay and Linda Negrin, Paul Dexler and Mary, MJ and Sheila Kutkus, and Mark and Lisa Medak for joining us to ensure that more fun would be had by more of us!

Whose Fault Tour Roster

Norm & Evelyn Silverman '65 Giulia Ti
Paul & Mary Blankenship '78 Alfetta
Charlie & Bonnie Schwartz '92 Spider
Nick & Virginia Zart '74 Spider
Mike & Chris Riehle Giulia 1600 Spider
Bill Bergman '85 Spider
Jay & Linda Negrin '78 Alfetta
Randy & Adrienne Harris '78 Sport Sedan
Paul Dexler & Mary '93 Aussie Capri
MJ & Sheila Kutkus Mercedes SLK
Louis Cayafas '01 Subaru RS
Mark & Lisa Medak '92 Spider
Steve Edelman '03 BMW Z3
Jim & Elyse Barrett '82 GTV-6



The group assembled at Brand park for coffee and oil checks before starting out.

The pervasive clouds parted for the first third of the drive, allowing a dry coffee klatch at Brand Park from which we were able to roll out close to "on time" at about 9:40 a.m. After the Sand Canyon re-routing, a sunny transit of Vasquez Rocks followed (yes, we will do a group photo here next time), then a pretty drive along the San Andreas Fault through Leona Valley and the Lake Elizabeth-Hughes-Quail country.

For those of us who had never visited Agua Dulce Winery, the stop here was a shoppers' paradise. The "power tasters" did a

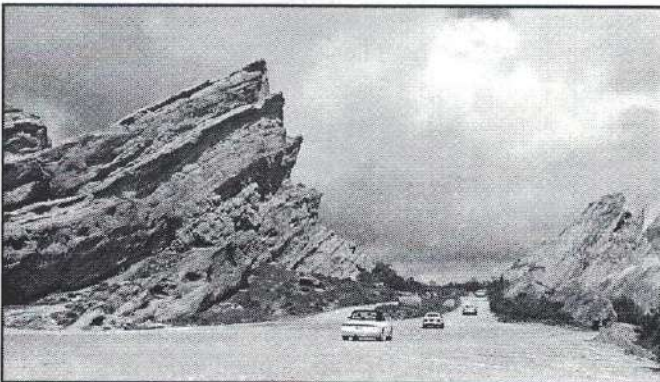


Wine tasting at Agua Dulce Winery.



Shoppers Paradise at Agua Dulce Winery

good job as well, sampling and purchasing in record time. We were back on the road by 11:30, sprinting up the 14 to the edge of the Antelope Valley. It was just a few miles before our exit that the '74 Spider of Nick and Virginia Zart and the Blankenship Alfetta met the bad road-to-overpass joint. The spider suffered a cracked oil pan, broken motor mount, bend fan blades and dented hood. With due diligence and a few quarts of oil and coolant, the machine got them around the mountain and back home to Long Beach, but it cramped Nick's usual con brio driving style.



A side trip to Vasquez rocks -- in the dirt!

The largely impromptu roadside photo op on Hwy. 138 brought the only contact with gendarmerie as a certain yellow SLK had its nose too far out onto the pavement for the CHP's liking. No tickets resulted and we were able to make it to the picnic stop at Frazier Park without further incident.



Time for a rest stop -- but no ticket -- on Hwy 138!

While the trees had leafed out at lower elevations, those in the park at 5,000 feet were still bare. OK – we will have a warmer lunch break in the future, with tables. The serious theme contenders were impressive this year. The Silvermans, Schwartzes and Kutkuses had a awesomely authentic Italian spreads; the Zarts went for a competition



The Zart's racing theme picnic spread.



The Blankenships were Earthquake-prepared!

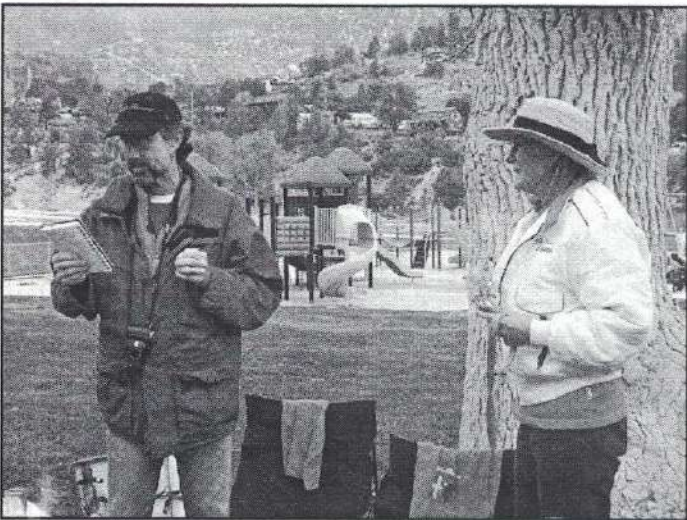
look and besides setting their scene with checkered flags, replicated race-track fare, serving peanuts and hotdogs very creatively arranged. The Blankeships rose to the "Earthquake Country" challenge and equipped their table with MREs (meals ready to eat), a survival kit, a commemorative "I survived the Northridge Quake" t-shirt and magazine. Guest Louis Cayafas went for Alfa history, focusing on the postwar era with basic muslin-lined basket, a portrait of Enzo Ferrari and food wrapped in thrifty parchment paper. Cody Jones, the Barrett canine event supervisor, laid out his own basket with chopped treats, gnaw bone, collapsible water bowl and checkered neckerchief. Oh, and the bribes were well done too!

Picnic Basket Winners

- First to RVSVP – Evie and Norm Silverman
- Earthquake Country – Mary and Paul Blankenship
- Newbies' Best – Sheila and MJ Kutkus
- Judges' Choice – Virginia and Nick Zart
- Happy Faces Special – Bonnie and Charlie Schwartz



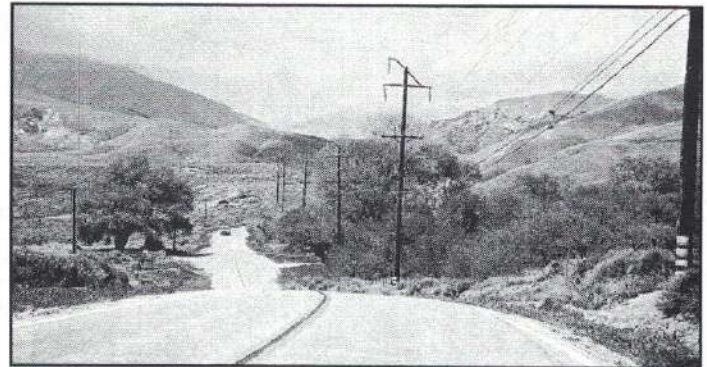
The picnickers stretch after a cool meal.



Jim & Elyse announce picnic basket winners.



A rest stop to look at horses in the field.



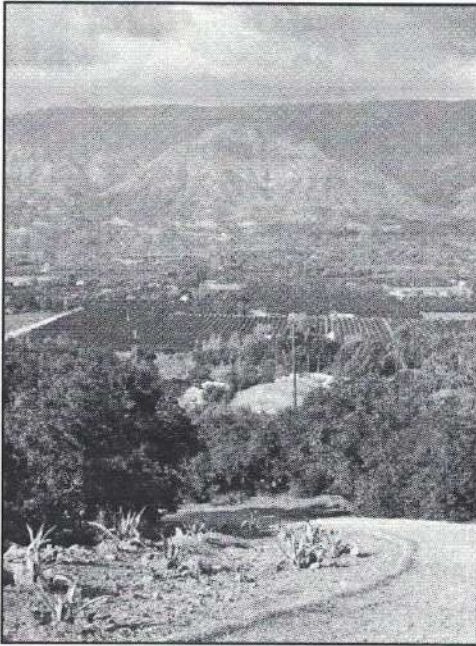
Gorman Post Road was a lot of fun to drive.

One after-lunch wrenching experience was electrically based – Paul Dexler's battery was going-going-nearly gone. With a temporary hookup provided from Louis' tool box (Vice-grips are our friend), the Capri was able to continue.

The transits were smooth with no further breakage. Lockwood Valley did not disappoint – lovely views and entertainment in the water crossings. Thank you Jay Negrin for the introduction to this route back on a previous In Search of Wildflowers Tour.

The views were shut off as we climbed Hwy. 33 into the mountains and were actually driving through the clouds until we emerged on the bottom of the down-side in Meiners Oaks. It drizzled on us for the rest of the day and the Zart spider made lovely marbled art contributions to the parking lot at the Capri Motel.

Once the check-in confusion was settled, we tried to dispatch luncheon leftovers. Ground-floor rooms had connecting doors that created a fabulous cocktail suite. The place had its plusses and minuses and we thank you all for being flexible and understanding. Additional research will be pursued if Ojai accommodations are needed in the future.



Cody Barrett's (canine) view of Ojai -- where are the rabbits?

The beautiful Ojai Valley at the end of the tour.



The Capri at the Capri Motel! Made it!

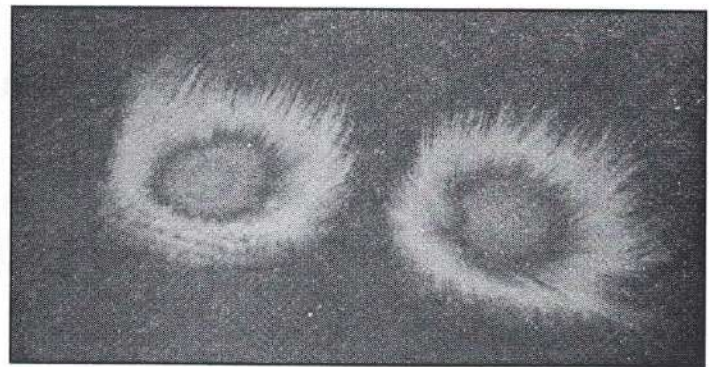


A toast at dinner!

Our dinner experience at Il Giardino was a pleasant one. The food, wine and service were very good. We were well cared-for and a big thank-you note is going to owner Ramiro Santana.

Sunday morning, the Garden Terrace brought in extra help and let us put the F-1 Grand Prix of San Marino on the box while we monopolized their extra dining room. We could walk to and from the restaurant and check out of the Capri in time to greet the downtown shop-keepers as they opened for business. A foot-tour of Ojai Avenue provided art, books, gifts and a 130-year-old department store for our amusement. Two blocks inland, the certified farmers' market offered specialty veggies, fabulous fruits and flowers, and special local hand-made goods. The shopping was excellent.

Some of us booked massages at one of the day spas. Some of us went home via Lake Casitas and Hwy 1. Others headed out on Hwy. 150 through the Ojai Valley, skirting more washouts on this road, but enjoying the greenery and scenery. A couple of additional stops on Hwy 126 from Santa Paula to Valencia for avocados, grapefruit and giant macaroons sent us back to reality smiling. — Elyse and Jim Barrett



Nick Zart's oil on wet pavement -- a souvenir.



At breakfast watching the F1 race at SanMarino

Concours & Go Kart Races, Sunday June 11

A new idea for club competition!

AROSC CONCOURS AT

DROMO 1 INDOOR KART TRACK – ORANGE, CA

On June 11, we will hold our second concours of the year at DROMO 1 Indoor Karting Track in Orange, CA. This will be a great event that you don't want to miss. AlfaBB.com and FerrariChat.com have been invited to this event so there should be a wonderful assortment of cars that we usually do not get to see.

The format of the concours will be different than what we are used to. Everyone in attendance will vote for the cars rather than a group of judges. Participants should still prepare their cars as they would for any other event. Judging will start at the normal 9:00 so plan on arriving about half hour early so you have time to prepare your vehicle. Dromo 1 will provide coffee and donuts in the morning.

After the concours, Dromo 1 will open their doors to us and offer kart races for \$25 each race. This includes a qualifying session as well as a main race. Dromo 1 provides all safety gear (helmet, suit, and gloves). If you have your own that you would like to bring, you may do so. Racing will start at 11:00am. They are open all day so there will be plenty of time for everyone to get in on the fun.

Dromo 1
1431 North Main St.
Orange, CA 92867

Web Site: www.dromo1.com

Directions:

From Los Angeles: 5 south, 57 north, exit Katella and go east, Main St make a left, 3rd driveway on the right.

From Orange County/San Diego: 5 north, 57 north, exit Katella and go east, Main St make a left, 3rd driveway on the right.

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May General Meeting -- Save the Date

Saturday May 20 – 2:00 p.m. Lunch at Villa Italian
3973 Sepulveda Bl.
Culver City, CA 90230
Ph 310.391.3243

How about we take a break from our standard Saturday routines and get an Alfa out for a quick turn around Los Angeles? We're done with rain. It's time for a top-down Spider afternoon.

The 2005 meeting mobilia theme continues with our monthly confab gravitating to another cultural center — the venerable **Villa Italian Restaurant** on Sepulveda Blvd (visually adjacent to the famous Tito's Tacos) in Culver City.

Please join us at for a late lunch at 2 p.m., Saturday, May 20.


The restaurant is opening one hour early just for us. We can have a glass of chianti, order sandwiches, salads, pasta, or pizza off the menu, and yak about our cars.

Here's a luncheon price sampler: \$9.50 small cheese pizza (margherita); large lasagna (with soup or salad and bread) \$11.50; small "half & half" spaghetti and ravioli (with soup or salad and bread) \$8.00 turkey pesto sandwich \$8.95; eggplant sandwich (with tomato sauce and mozzarella) \$7.95; Cesar salad \$7.50; small antipasto salad \$8.00.

Sound good? Come on over. There is plenty of free parking for the inevitable pre- and post-event conversations. We should be done by 4:30 or so.

Meeting coordinators: Jim & Elyse Barrett — Cells: 714.642.1593 and .1583

Driving Instructions: Exit the 405 at Culver Bl. going east (away from the beach). Freeway construction has messed up several exits, and there may be closures after this notice is posted, so bear with us; Culver Bl. Seems the easiest way to get off the freeway and into the neighborhood. Go north on Sepulveda. Cross Washington Blvd. At Washington Place, note Villa Italian on left (west) side of Sepulveda. Turn into VI's parking lot from Sepulveda, or go left on Washington Pl. and turn right into the alley behind the auto care/former gas station and right into the parking lot.



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Willow Springs Time Trial & Race -- April 8-9

By Mike McKibbin

Photos by Mike & Mitch McKibbin and Art Russell

Rising from the Ashes

SCENE:

The Office, Friday April 7, 2006, approximately noon.

Managing Partner Ed: "So, you're racing again this weekend?"

Me: "Yeah."

Ed: "Be careful with the car."

Me: "Sure, Mitch isn't driving it this weekend."

Ed: "Uh-huh. Just take care of it. And, oh yeah, win or something."

For 24 straight years, Mitch and I made a three day pilgrimage to the Long Beach Grand Prix, but this year we decided we'd rather drive than watch, so our grand tradition ended. Normally a number of family/friends join us in Long Beach on Sunday; this time we had them come to Willow Springs.

Big Dog is running on all 8 cylinders, but now has brake issues. Paul Ellis' quick fix suggestion was to replace the whole rear end. Paul's a certified genius about these things (his latest race weekend project was "Lunch with Paul Ellis", wherein he disclosed secrets of chassis tinkering for producing more speed), but we've already rebuilt this car from ground up three or four times, and the idea of another major project is somewhat daunting.

On the other hand, the Company car was working just great, despite the fact Tomo hasn't quite finished the repairs. It worked fine at the school and, after a session on the big track, I became somewhat confident that it wasn't going to come apart in turn 8, so I started pushing it. Yes, I am out of my mind, but also find Race Group totally addicting, so that's where I was again this weekend.

Dennis Fibrow brought the MR-2; it was his turn to abuse it in race group, and my daughter Andrea was driving in time trial again. Dennis and I walked into the motor home Sunday morning and found her carefully applying her makeup just before her first session. We agreed that IRL might have Danica Patrick; Champ Car might have Kathryn Legge; but so what? AROSC has Andrea McKibbin.

There were enough Alfa's to merit a separate cup race. Anthony Ramicci wins a lot, and he did this weekend as well. Jim Ferris can sometimes mercilessly beat his Alfetta

to almost look like an overall threat when Ramicci is around, but apparently forgot to replace his dipstick before gridding up. With Mustangs, maybe this gives you a dirty engine bay. Temperamental Italian cars, however, apparently lose a lot of oil pressure, so an emergency pit stop was required. As the rest of the field disappeared into the distance, Jim came power sliding out of the paddock, then drag raced through the hot pits in an exhibition that some might have thought was a tad in excess of the pit road speed limit. The pit wall crowd was charitable, however, judging Jim made up in style what he lacked in legality, so the consensus was, "Let him go."

The highlight of the time trial events was 91 year old Fred Hamilton's first place in Class Q in his Buick Regal. The thing about Fred is that he doesn't act his age. We've seen him single handedly grab a floor jack and swap his street for racing tires ("Uh, Fred, can we give you a hand?") "Nope, that's ok, I've got it handled, thank you."). Son Steve becomes understandably concerned when he spots Fred manhandling tires and rims around the paddock, but Fred is a tribute to all of us who answer the derisive question of some of our more "responsible" acquaintances, "When are you going to grow up?", with the response "Never, because otherwise you get old."

Matt Poulin got fast time trial time, again, and the Poulins actually left with a lot of hardware, with brother Will getting second place in class M, and Bob winning Class M in Race Group.

Speaking of winning, teammate Rob Rhodes solo trophied for the first time with his time trial win in Big Dog, bad brakes and all. Rob is the team mechanic; we'd be completely lost without him. The win couldn't have gone to a nicer guy, and he's getting pretty fast, too.

And what a proud moment for this dad as daughter Andrea got her time trial license. Not bad for someone who couldn't drive a stick shift 6 months ago. The Club instructors did a marvelous job, and so did she. So, now she can take passengers, and she took me, and she actually had me hanging on.

Speaking of hanging on, Matt Poulin took Andrea for an outing in his M3 to show her a fast car and a few lines (wish I had had that one to use when I was young and single). She felt him lose it coming off the top of the horseshoe, so she looked at him and saw his arms crossed over his chest, holding onto his belts, and the song "Jesus Take the Wheel" suddenly came to her mind.

Race Group. The Saturday qualifier saw the Company Car and I on a set of old dried out Hoosiers which had obviously seen their prime years ago. The green flag dropped, and I went backwards to about mid pack. I thought a little heat in the tires might help, but the hotter they got, the more the car behaved like a drifter. The street tires we had used for practice actually worked better, but the race proved a very interesting lesson in car control.

The Sunday main event saw better Hoosiers, but not quite knowing what to expect, my start was a bit reserved. So reserved, in fact, that Dennis in the MR-2, who had a truly remarkable start, blew by me on the inside of turn 2 like I was parked.

Frank Cervetto, in his GT1 Camaro picked up where he left off Saturday, and ran off and hid for the over all win. Bob Poulin followed in second place. For the first several laps, Emelio Valsecci's hot rod Golf rode in front of what could only be described as a free for all between the GT350 of Tom Diaz, brother Mitch in Big Dog, Todd McNall's Datsun, the RX7s of Greg Nelson and Tony Presto, and Craig Hillskemper's M3. I eventually picked my way to the rear of this cat fight, and it was like coming up against a wall. At least it was until Frank came around to lap us in his Camaro, and got himself caught in the middle of this.

Something had to give, and it did as Tom lost his GT350 approaching the top of the horseshoe. Nobody hit anybody, but it loosened things up a bit and I found myself chasing Mitch, Todd, Tony and Greg. Nothing is easy, however, since all of these guys make a federal case out of being passed. Greg and I went side by side through 1, 2 and 3 (hey, I've been hanging around with Greg and Dennis and Mitch for a while now; you'd have to expect between this and the school that I'd pick up some of the technique), before I elected to rely on raw horsepower, and dispatched him down the straight; I did Tony the same

way a lap later (the company car handles very well on the straightaways, thank you); and then the race was over.

I'd seen the yellow flag at turn 8 which was out for several laps about mid race, and made a mental note of the location of Emilo's Golf, parked with a shredded tire on the inside of the turn. It wasn't until the awards ceremony that I realized the significance of that: I won Class N, my first solo win in a main event since I started racing go karts about 40 years ago.



It's great to see Kevin Foye running his same old Camaro with us -- he saw lots of action at Riverside in the old days running that car with AROSC.



The Company Car tries the "dirt" line.



Tom Diaz spun the Mustang in Turn 4, providing some close calls for the other drivers, but no contact.



Time Trial #2 -- Willow Springs - April 9, 2006

	No.	Driver	Car	Best	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Class A									
	1	112	Hawn, Gifford	GTV	01:46.655	01:48.630	01:47.162	01:46.655	
Class B									
	1	73	Kemos, Peter	GTV	01:40.294	01:40.947	01:40.568	01:40.294	
	2	75	Zambri, Zamani	Milano	01:40.311	01:42.980	01:41.370	01:41.200	01:40.632 01:40.311
Class C									
	1	76	Ferris, Jim	Alfetta	01:40.404	01:41.304	01:41.356	01:40.999	01:40.518 01:40.404
	2	84	Russell, Arthur	GTV	01:43.960	01:46.173	01:45.365	01:44.721	01:43.960 01:44.448
	3	12	Burgoon, David	GTV	01:46.329	01:47.806	01:47.216	01:46.765	01:46.329
	4	844	Russell, Robert	GTV	01:50.435	01:51.326	03:04.473	01:50.435	
	5	95	Miller, Scott	GTV	01:51.307	01:52.718	01:52.798	01:52.289	01:51.307 01:53.947
	6	50	Caver, Jim	GTV	01:53.712	01:58.380	01:54.969	01:53.712	01:54.803
	7	162	Thraen, Jeff	Super	01:53.809	01:56.693	01:56.131	01:55.850	01:53.809
Class D									
	1	44	Gonyea, Chris	Milano Ver	01:44.866	01:46.400	01:48.934	01:45.729	01:45.335 01:44.866
	2	53	MacManus, Kevin	GTV6	01:48.307	01:49.700	01:48.386	01:49.700	01:48.307 01:48.942
	3	35	Johnson, Steve	JrZ	01:49.207	01:50.321	01:49.953	01:51.600	01:50.313 01:49.207
	4	188	Thyssen, Jes	Milano Ver	01:49.982	01:50.352	01:50.891	01:49.982	01:50.822
	5	8	Khoe, David	GTV	01:59.106	01:59.265	01:59.898	01:59.106	
	6	63	Pepper, John	Giulia Spi	02:02.774	02:10.650	02:03.625	02:03.500	02:04.315 02:02.774
Class E									
	1	79	Stoehr, Dirk	Giulia TI	01:49.820	01:49.820			
	2	116	O'Brien, Steve	Giulia TI	01:54.108	01:54.823	01:54.573	01:55.291	01:55.49 01:54.108
	3	23	Paltera, Stefano	GTV6	01:59.520	02:02.235	02:17.627	02:00.996	02:02.351 01:59.52
Class F									
	1	105	Silverman, Norm	Giulia TI	02:03.183	02:04.448	02:03.907	02:03.183	02:05.661 02:07.432
Class G									
	1	823	Stoehr, Dirk	SZ1	01:59.133	02:00.608	01:59.133	01:59.524	
Class L									
	1	1	Rust, Wally (1)	Corvette Z	01:36.905	01:38.581	01:53.438	01:36.905	01:39.197 01:58.349
	2	4	Alter, Mark	Corvette	01:37.768	01:38.259	01:37.768	01:38.885	01:38.517 01:44.570
	3	90	Foye, Kevin	Camaro	01:41.513	01:41.513	01:44.302	01:42.239	01:43.776 01:41.998
	4	61	Davis, Edward	Mustang	01:46.373	01:50.260	01:48.493	01:47.524	01:46.373
Class M									
	1	622	Poulin, Matt (2)	M3	01:33.469	01:34.986	01:34.513	01:37.414	01:33.510 01:33.469
	2	262	Poulin, Will	M3	01:38.739	01:44.467	01:38.739	01:59.282	01:50.877
	3	16	Kelly, Robert	Corvette Z	01:45.935	01:48.747	01:47.413	01:45.935	01:46.262
	4	6	Kelly, Albert	Corvette Z	01:46.185	01:46.791	01:47.500	01:46.600	01:46.185 01:49.332
Class N									
	1	91	Rhodes, Robert	Mustang	01:40.589	01:40.604	01:41.46	01:41.473	01:41.64 01:40.589
	2	3	Tsugawa, Roy	Corvette	01:42.410	01:43.189	01:43.242	01:42.904	01:43.425 01:42.410
	3	56	Alter, Vicki	Corvette	01:45.465	01:45.676	01:45.465	01:45.791	01:46.371 01:45.695
	4	171	Richardson, Steve	996C2	01:51.135	01:53.693	02:00.804	01:51.135	
Class O									
	1	88	McNall, Todd	2000	01:39.00	01:39.897	01:39.00	01:40.149	
	2	22	Heesacker, Greg	M3	01:39.68	01:39.576	01:39.68	01:39.797	01:39.868 01:40.419
	3	66	Day, Graham	Spitfire					
Class P									
	1	74	Bishop, Steve	911SC	01:47.680	01:47.680	01:47.959	01:48.20	01:48.974 01:49.616
	2	93	Kutkus, M.J.	SLK230	01:47.812	01:47.883	01:47.812	01:48.84	01:49.682 01:49.224
Class Q									
	1	81	Hamilton, Fred	Regal GS	01:58.342	02:00.222	01:58.342	02:05.341	02:00.739 01:59.202
	2	2	Firschein, Fred	Miata	02:03.704	02:08.938	02:08.707	02:07.537	02:06.580 02:03.704
	3	48	McKibben, Andrea	MR2	02:06.351	02:08.808	02:09.170	02:11.960	02:08.841 02:08.920

Notes:

1. New Lap Record
2. Fastest Time of the Day

Alfa Cup Race #2 -- Willow Springs - April 9, 2006

O/A	In Grp	Class	Group	Driver	Car	No
1	1	A	ABZ	Rimicci, Anthony	GTV	71
2	2	B	ABZ	Kemos, Peter	GTV	73
3	1	C	CDE	Ferris, Jim	Alfetta	76
4	2	C	CDE	Colby, Bruce	GTV	65
5	3	E	CDE	Stoehr, Dirk	Giulia TI	79
6	4	C	CDE	Burgoon, David	GTV	12
7	5	C	CDE	Miller, Scott	GTV	95



Mike gets his trophy! He won or something!

Non-Alfa Race #2 -- Willow Springs - April 9, 2006

O/A	In Class	Class	Driver	Car	No
1	1	L	Cervetto, Frank	Camaro	32
2	1	M	Poulin, Robert	M3	62
3	2	M	McKibbin, Mitchell	Mustang	91
4	1	O	McNall, Todd	2000	88
5	1	N	McKibbin, Mike	Mustang SV	9
6	2	O	Presto, Anthony	RX7	291
7	3	O	Nelson, Greg	RX7	29
8	4	O	Hillskemper, Craig	M3	454
9	*	C	Ferris, Jim	Alfetta	76
10	*	B	Kemos, Peter	GTV	73
11	2	N	Easterman, Mike	Mustang	257
12	2	L	Thomas, Randy	911RS	5
13	1	P	Major, Terry	MR2	10
14	*	C	Burgoon, David	GTV	12
15	2	P	Fibrow, Dennis	MR2	48
16	3	P	Major, Beverly	MR2	118
17	3	M	Diaz, Tom	Mustang GT	222
18	3	N	Emilio Valsecchi	Golf	805
19	5	O	Watson, Terry	XR4Ti	7
20	6	O	Wagner, Donald	Mustang	60

* Alfa, not eligible for points or awards

The day went so smoothly that the open race finished over an hour ahead of schedule. Thus, any racer who wanted was lined up in reverse order of finish for a non points "fun race" (7 laps as it turned out), and things got really brutal on that first lap. Extremely interesting was Jim Ferris turning his Alfetta sideways in turn 9 in the middle of a big crowd, and in what appeared to be only feet in front of my car. Things almost seem to go in slow motion at these times, but I remember thinking momentum would probably carry him left, so I committed right, and went on by, as did everyone else (Tony took a wide left route through the field on the outside of 9, but somehow kept it at racing speed, and actually seemed to lose very little in terms of time).

I've been doing this for a while now, but I cannot remember participating in 2 more exciting races. From what I heard, our races were a lot better than those at Long Beach.

SCENE: My office, the next week, with a First Place racing plate proudly displayed in my bookcase, keeping in mind that Ed told me to "win or something." After all, it is the company car.

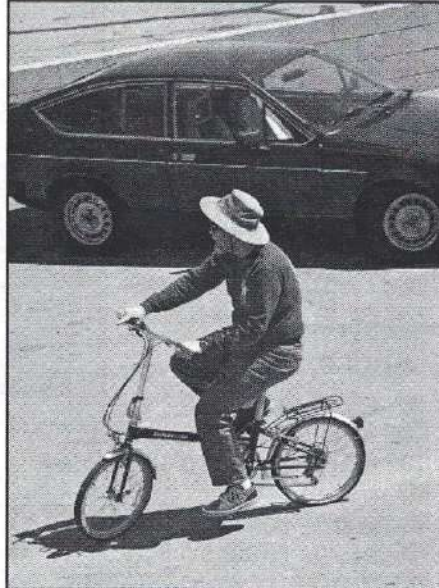
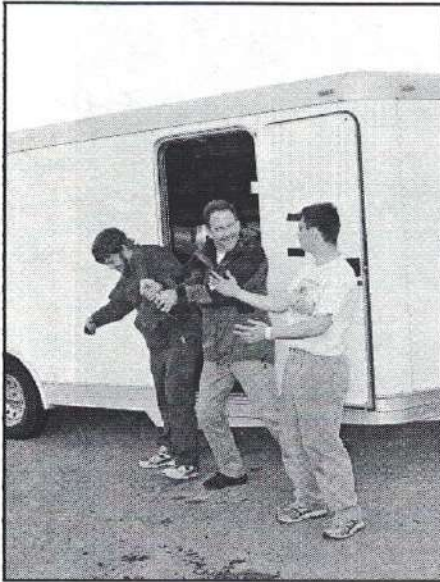
Attention all competitors: The Button Willow Enduro is scheduled Memorial Day weekend. It's at a bargain price, and it's a dream come true for everyone who grouses that they don't get enough track time. Practice consistency, lapping, car control, and/or just get out there and enjoy the drive. It is loads of fun, so let's see a lot of sign ups. I might even say a kind word about you in the next article.



Tony A2Z looks over Todd McNall's Fairlady



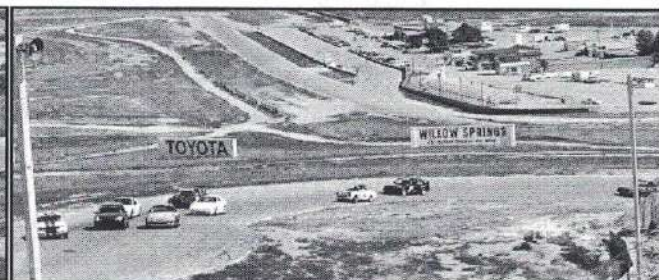
Terry Watson gets his Merkur loose in turn 3.



Seen in the paddock: The Poulins celebrate victory with Champagne, Paul Blankenship has a low-fuel user, and Paul Ellis loads up the Dunestang giving rides to all comers.



The Alfa Cup race -- entering turn 1 on lap 1 (left view) and starting (right view).



The Race Group in Turns 2 and 3, lap 1.



Mike multitasks -- writer, photog, oil checker.



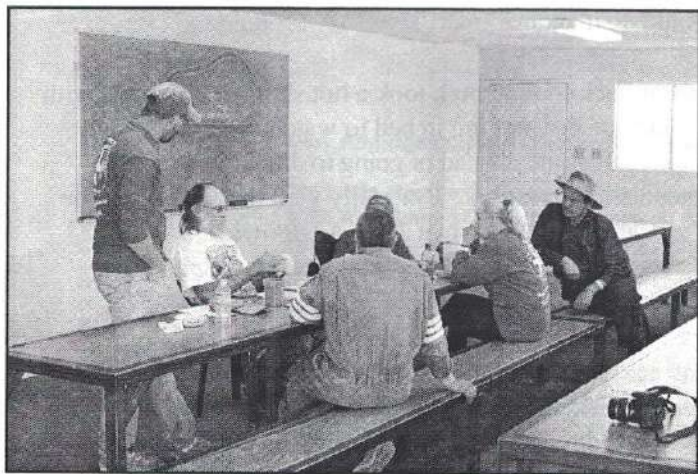
MR2 times 3 down the back stretch.



Jim Ferris and Peter Kemos strategize before the Alfa Cup race.



Dirk Stoehr's new SZI Alfa looked good in the time trial.



Paul Ellis teaches car setup to the class.

Big Spider Event Planned in Italy

There will be only one place for the owners of open top Alfa Romeos to be on May 27, when the legendary Italian car maker plans to hold the biggest ever parade of its open top cars to mark the 50th anniversary of the Alfa Romeo Giulietta and the launch of the all-new Alfa Romeo Spider, as well as the 40th anniversary of what is perhaps the definitive open top Alfa Romeo, the Duetto. The parade will include cars from the 1910 Alfa Romeo 24bhp, through the classic Alfa Romeo Spiders of the 60s and 70s to the first on-road outing for the new Alfa Romeo Spider.

The program starts early on Saturday, May 27 at Senago, in the beautiful gardens of Villa San Carlo Borromeo from where the parade will set off for Milan, with a police escort. There the cars will be exhibited to the public in Piazza del Duomo from about 11 am and at 3 pm all the cars will be presented to the public.

The weekend program will include a transfer to Orta S. Giulio for an evening at the San Rocco Hotel on the lakeshore on Saturday evening, when a moment from Alfa Romeo history linked to the lake will be remembered. During the Second World War, Alfa Romeo had to transfer some operations from the Portello plant because it had been seriously damaged during the air raids, and chose Orta as the home of the design offices and a shelter for the legendary Alfetta 158. The event will conclude on Sunday May 28, at the Alfa Romeo Historical Museum, the Alfista "temple", where the prize-giving ceremony will be held.

There will be a historical parade of Alfa's open sports cars: from the first Alfa 24 HP of 1910 to the 1750 SS and GS which won the Mille Miglia in 1929 and 1930. But the unmistakable Alfa Romeo design school will also be on parade: from elegant cabriolets like the 6C 2500 of the 1940s with bodies by the best coachbuilders of the day, to the Giulietta and Duetto, symbols of Italian output in the Fifties and Sixties.

The event will celebrate the fortieth birthday of the Duetto, which was created in 1966 by Pininfarina, and became an iconic car for people who wanted to be noticed but without ostentation. The model remained in production, with a few stylistic and technical changes, right up to 1994. The members of the more than 300 Alfa Romeo Clubs all over the world have been invited to the event, and several foreign teams with outstanding cars are expected.

The official "Alfa Romeo Historic Motoring" team will participate with several precious cars loaned by the Alfa Romeo Historical Museum. They will include a splendid 1928 Alfa Romeo 6C 1500 Super Sport, the car that won the "1000 Miglia" that same year with Campari-Ramponi, the 6C 1750 Gran Sport which won the Mille Miglia in 1930 with Nuvolari and Guidotti, the 1952 Disco Volante prototypes, the 1955 750 Competizione and the 1954 1900 Sport Spider.

The historical cars will be accompanied by about ten new Alfa Spiders (crowned "Cabrio of the Year 2006" by the Cabriolet Committee, a jury of 23 specialist journalists from 12 countries), which will be driven by motoring journalists.

Following a Dream

By Hadassa Gilbert

What can a woman do to make her entry into the seventh decade of life memorable and significant? Not yet ready to retire to the rocking chair, I asked myself that question and decided to enrol in a high performance driving class. It's something I've wanted to do since I was in high school and fell in love with Juan Fangio, his winning Alfa Romeo and the idea of racing an Alfa.

In 2006, I finally took the plunge and sent in my application for the AROSC high performance driving school. After several nervous telephone calls to Steve Hamilton, lead instructor and director of the school, I finally arrived at the "Streets of Willow" (the track where drivers warm up for the Long Beach Grand Prix) at 7:00 a.m. on a windy Saturday morning. I stood around shivering from the combined effects of the cold wind and my intense nervousness as we waited for everybody to get registered so that class could begin.

We spent the first hour in the classroom learning some basic skills. We learned about steering techniques and what the flags mean and driver courtesy on the track. Then we donned our helmets, gloves and sun glasses and headed out to the skid pad - a flat paved area where we could practice some of the theories we'd learned in the previous hour. It was there that I failed my first test. We lined up at one end of the area (despite the name of the school, mine was the only alfa in the line-up) and began making tight turns at relatively high speeds. Trying very hard to master the new steering technique which had been demonstrated in the class, I got my arms hopelessly entangled around the steering wheel and I have a very clear recollection of Steve standing at the far end of the pad shouting at me "don't take your hands off the wheel" as I scrambled to get the car around the turn and then straighten it out. I got better at it after several turns.

Then on to the track where the instructors drove us around and explained the best way to get around the curves quickly. First we went in cars driven by them and then we all lined up and followed them. Then we were set loose on our own and I failed my second test. Mired in the rules of safe highway driving and forgetting all we had been told about track etiquette, I was staying a safe distance behind the car ahead of me that was going very slowly considering we were on a race track. I was exasperated and when cars behind me acted like they

wanted to pass, I was vaguely aware that the cars behind me thought they should be able to pass but I was so intensely involved in my car and "getting the right line" that I paid no attention. I also paid no attention to the blue checkered flag that one of the instructors was waving at me. After about four laps I realized that the instructor was waving the dreaded black flag at me. That meant I had done something "really bad" and was about to, at least, get my wrist slapped. I pulled over feeling like a school kid who was being sent to the principal's office and was reminded that the blue and yellow flag meant I should have let the people behind me pass and further if I wanted to pass another car I had to get right up behind it and act like I wanted to pass. I got back on the track and never made those mistakes again.

Lunch, during which I talked to a woman doctor who was, along with her husband and sons, a race aficionado. So much for my snobby "intellectual" friends who were convinced that I'd lost my mind and was going out to hobnob with a bunch of illiterate red necks. There were also several PhD's in the small group of people I actually talked to. Back to class where we learned more about control and steering and reviewed the flags. (I'm not sure whether that was on the agenda or was done specially for me) Then more exercises on the skid pad and back to the track where I dutifully "pointed by" all those who wanted to go faster than I. As you might expect, the track was the most fun of all the parts of the school. The thrill of going around curves faster than you ever thought you could, sensing the tires pushing the car around the curve and finding that the car stays on the road is exhilarating beyond belief.

By the end of the day I was exhausted; my shoulders and necked ached from tension; but I felt great. I couldn't imagine why I hadn't done this before and vowed that I would do it again.

I went back to the hotel, took a hot shower and toyed with the idea of just staying in bed to watch the UCLA basketball game instead of going to dinner with all the students and teachers. I'm really glad that I did because it was at dinner that I met Tony Adamowicz, a professional race car driver who was the celebrity instructor.

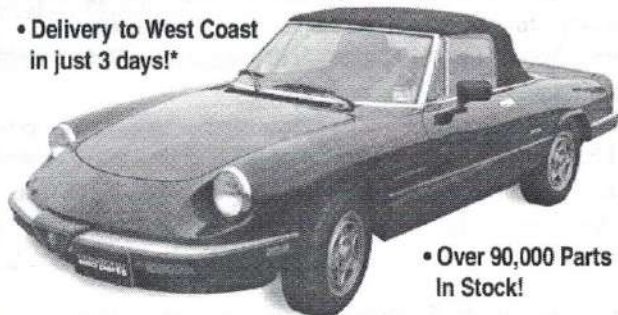
The next morning at the skid pad, Tony walked by and I jokingly asked him if he was going to give me some lessons today. Much to my surprise, he jumped into the car and started talking about the car and what we were doing. Prior to that I and the instructors had had some trouble making my car go into a skid so I could practice

controlling it out of the skid. One of the instructors got really annoyed with me because he thought I hadn't taken my foot completely off the gas when he told me to. When I finally convinced him that I'd done exactly what he'd told me to do he shook his head and said "this car is really well-balanced". Tony was determined that the car was going to skid and as we were driving in a tight circle at what seemed to me to be a very high speed, he yanked on the emergency brake. The car skidded and I did what I had to do and the car got right back on it's line around the circle. I was so excited I could hardly stand it and the sight of Steve standing there giving me the "two thumbs up" was one of the high points of the week-end. But the real high point of the week-end was yet to come.

Tony stayed in the car with me when we went to the track. For three laps he drove and explained what he was doing. Then he moved into the passenger seat and I drove. With Tony yelling "gas it, gas it" as we approached a curve then "brake brake" just before we got to it and holding on to the wheel until we got to the right place to turn, I was "the leader of the pack". Nobody even came close to wanting to pass me. Unfortunately, I was unable to do that without Tony in the car, but I know I will when I go back next time. As a matter of fact I think I'll go back this week-end for the races and time trials. Neither the car nor I is ready for that but we can watch and maybe get in a little track time between races.

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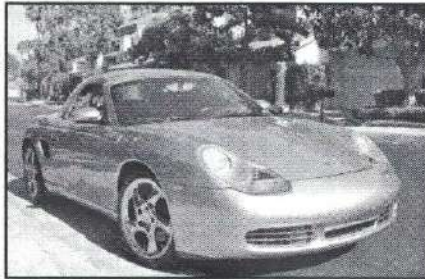
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Can send pictures. For local pick up or delivery only (Los Angeles). \$600. Call Farzad at (310)717-2785 or E-mail to zangonli@yahoo.com. (4/6)

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:

Chassis: Fully gutted - weighs in at only 2050 lbs.

Fresh paint & stripes (orange/white)

Lexan windows on sides and rear hatch

15" wheels with Avon Tech R racing tires

Engine: 2.0 ltr

JE forged 85mm pistons

Hastings rings

crank has oil holes fitted with threaded plugs

engine assembly fully balanced

45mm Webers matched to intake

mildly ported head with fresh valve job

large Griffin aluminum radiator - no cooling issues!

Nippon Denso lightweight alternator

engine dyno'd at 141 peak HP at the wheels

Suspension:

Heavy Front Sway Bar

Yellow Konis

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)

Lancia

Alfa Romeo

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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

Name _____ Spouse _____

Street _____ City _____ State _____ Zip _____

Home Phone () _____ Work Phone () _____

e-mail _____ Alfa(s) Owned _____

AROC Member Number (if applicable) _____ Check enclosed for \$ _____

=====

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
of Southern California
17041 Malta Circle
Huntington Beach
CA 92649



Arthur Russell
3852 Bledsoe Ave
Los Angeles, CA 90066-4018

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Our 2006 Calendar

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

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PM

PM

SANTANA CA 927

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