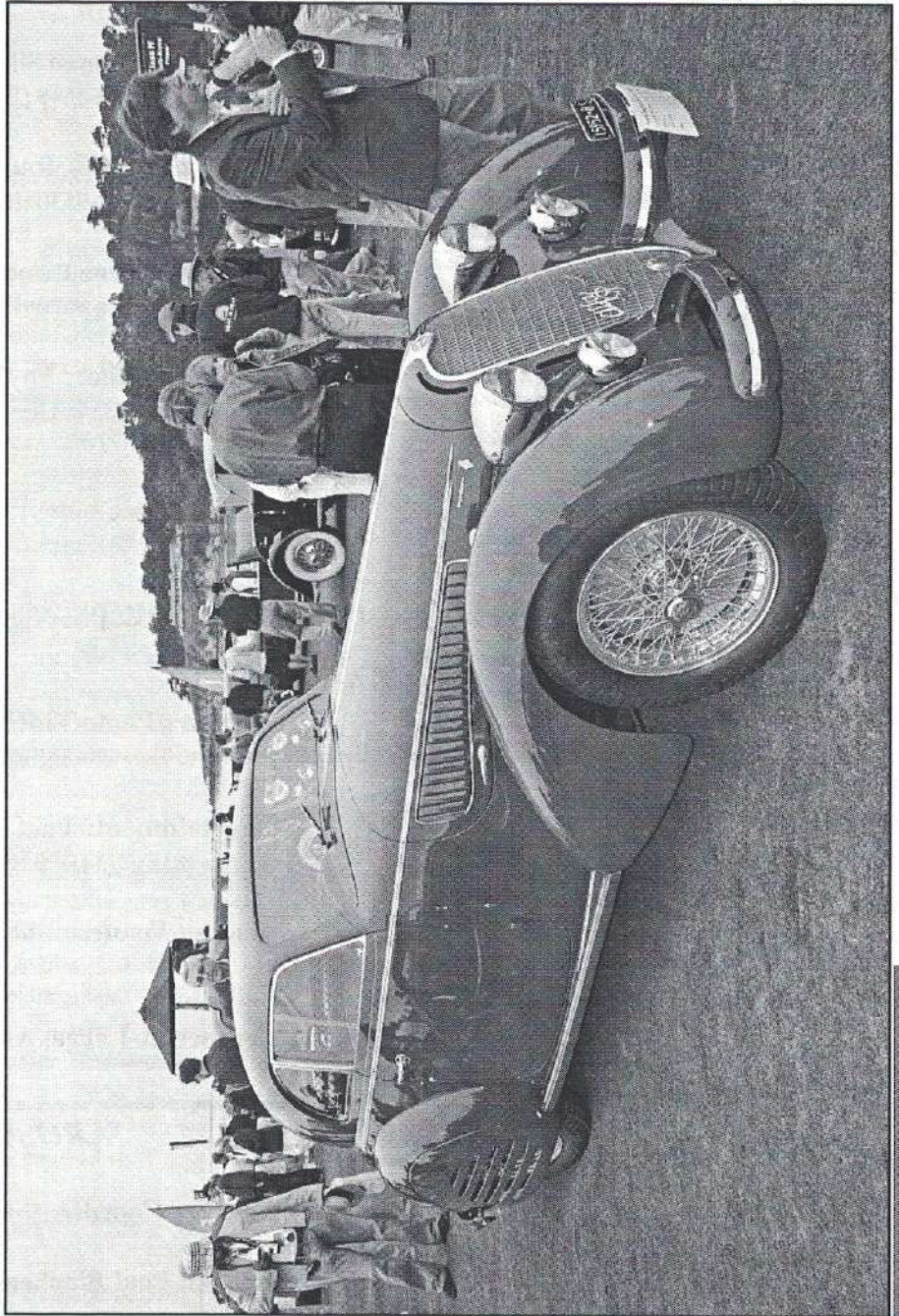


# *Quadrante*

Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



September 2006

**In This Issue: Monterey  
Historics, Concorso Italiano,  
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

Paul Dexler took this shot of Miles Collier's 1938 8C2900B Touring Coupe -- winner of the Strother McMinn Most Elegant Sports Car Award at Pebble Beach this year. The history of this particular car is given on page 18.

**AROSC Web Site: [www.arosc.org](http://www.arosc.org)**

### AROSC Board of Directors - 2006

**President: Norman Silverman** [president@arosc.org](mailto:president@arosc.org)  
(818) 349-3548 (Work) (818) 427-2054 (Cell)

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

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

**Treasurer/Editor: Phyllis Gaylard** [editor@arosc.org](mailto: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](mailto:comp@arosc.org)

**Marketing & PR: Tony Adamowicz**  
[marketing@arosc.org](mailto:marketing@arosc.org)

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

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

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

**Member-at-Large: Anthony Rimicci**  
[arimicci@arosc.org](mailto:arimicci@arosc.org)

### AROSC Committees

**Web Site Coordinator: Bruce Colby**  
[webmaster@arosc.org](mailto:webmaster@arosc.org)

**Liaison: Paul Blankenship**  
[sidewaysalfa@email.msn.com](mailto:sidewaysalfa@email.msn.com)

**'Wired' Notices: Jay Negrin**  
[jmnegrin@earthlink.com](mailto:jmnegrin@earthlink.com)

### 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.

---

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

---

### **September 30 – General Meeting & Tour of Nethercutt Museum**

For all the details, see page 12.

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

### **October 14 – Dyno Session & Swap Meet at MagnaFlow, Aliso Viejo**

**Note date change!!** We will return to MagnaFlow for another session on their dyno, with a swap meet in their parking lot. We charge a nominal \$25 per person to run the dyno, to help the club finances. There is time for about 12 cars to run, horse-power reading only, no tuning. Contact Anthony Rimicci to reserve a spot. There is a large parking lot for the swap meet, and the San Diego Chapter members are invited to join this event and bring their expendable parts as well. Work up your shopping list of needs, and dig out those *junque* items to make room. More information on page 11.

### **October 21-22 – Time Trial and Race, Willow Springs**

Our last time trial of the year is again scheduled for good old Willow Springs Raceway. Watch your mail box for entry forms and information, or check the web site. Contact Terry Watson at [slaysman@aol.com](mailto:slaysman@aol.com) to be added to the mailing list, or Phyllis Gaylard at [editor@arosc.org](mailto:editor@arosc.org) for a copy of the mailer.

### **October 27 General Meeting -- Mosier Restoration**

We will again go to Mosier Restoration to see what is in work at this great site. For more information, see page 12.

### **November 1—Board Meeting at Luigi's, 7:30 PM**

### **November 5 – Concours at Best of France & Italy Car Show, Woodley Park**

Our last Concours of the year will be held in conjunction with the renowned 'Best of France and Italy Car Show' at Woodley Park. We're back on Sunday again, and you can expect to see the largest display of Alfas, as well as other Italian and French cars, in the LA area.

### **November 17 – General Meeting, Elections, and White Turkey Auction, Italspeed**

This is the annual opportunity to vote out the crooks and take control of the club board -- also, those not in attendance often end up voted onto the board, like it or not! Election information will be mailed in advance so you can vote if you can't attend. The White Turkey Auction is a fun event which raises some painless money for the club and the seller. Bring those (useless, ugly, etc.) white 'turkeys' and let us help you find them new homes. Also, bring money as one person's discard can be another's treasure. We will also have plenty of time to ogle at Dirk Stoehr's massive car collection.

### **November 25-26 – Wine Tour**

It's time to refill the wine cellars and find those special wines for gifts and holiday meals. This year's Wine Tour is being prepared by Gene Brown's daughter, Margy, and she has some great ideas. We will again tour somewhere in the Central Coast area, with great wines and dining planned. Margy is preparing a color brochure with the details, which is available from Gene Brown.

**DON'T MISS:  
Tour of the Nethercutt  
Museum Sept. 30  
MagnaFlow Dyno Session  
& Swap Meet Oct. 14**

See page 11 for more details.

### **December 3 – Competition Board Meeting**

We will again meet at Art Russell's home to discuss the coming year's events and any rules changes. Contact Bruce Colby for more details, and plan to attend if you have any issues to bring to the Competition Board.

### **December 9 – Holiday Party @ Kutkus'**

Our annual Holiday bash is again scheduled for the Kutkus' great party house. We will have the usual pot luck side dishes and desserts, with MJ firing up the BBQ for some great meats and Sheila preparing something special as well. Don't miss it!

### **December 10 – Board Meeting, old & new, at Kutkus'**

The new and old board will meet for a selection of officers and committee chairs as well as a planning session for 2007. Any members with ideas for events or who want to volunteer for a committee are welcome to attend. We will also be finishing off any left-overs from the Holiday Party the day before.

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

---

As a social gathering, the 2006 Concorso Italiano was an unmitigated success. The weekend got off to a great start with our third annual AROSC and Friends dinner hosted by my bride at the Loose Noodle Pasta House in Monterey. Evy managed, again, to arrange a warm and friendly evening with over 40 members of AROSC and AROCC and their guests joined by one of the giants of racing, Vic Elford and his lovely wife Anita. Our own BoD member Tony "a2z" competed against Vic in the memorable "Battle of the Titans" years. These were computerless Ferrari 512S vs. Porsche 917K cars driven at 225 to 250 mph on 1970 tire, fuel and mechanical technology by race DRIVERS as opposed to what I usually refer to as today's Technology Management Specialists.

Last year thousands of people had a chance to celebrate the memory of Charlie Thieriot on the first anniversary of his untimely passing by enjoying his historic GTA, lovingly restored by Anthony Rimicci showcased prominently on the green at the Concorso Italiano. This year the car was singled out for a special honor as a uniquely distinguished example of a race prepared GTA and was driven onto the viewing stands platform where Anthony had an opportunity to present some of Charlie's and the car's history to the assembled crowd.

The Concorso ended with a gathering of the Clan Alfisti at an ARA-hosted cocktail party at the clubhouse. Our heartfelt thanks to the members of ARA and Delta Sierra, who quietly work behind the scenes to help this weekend go smoothly. It's not just the cocktail party at the Concorso, obtaining rooms at the Laurels Inn and Corral passes for the Historics, but the unseen work of volunteers that not only get the cars into the venues, but placed with a semblance of order and with a minimum of hassle.

By the time you're reading this our second Performance Driving School of the year is over. What a blast. Our regular staff of volunteers was joined by guess instructor Don Devendorf. There is no way to explain what you miss if you've never been there, but the endorphin rush and the aching smile muscles are good for six months. We'll have pics of our September school adventures and a recap in the next issue.

Our August General Meeting was held at the Castaways Restaurant, high in the mountains overlooking Burbank and our guest speaker, Skip Marketti, curator of the Nethercutt Museum, presented a wonderful teaser about what we can

expect at our upcoming General Meeting. The meeting is scheduled for September 30 at the Nethercutt Museum in Sylmar (see details). For those of you who have never attended, this is one of the most eclectic, quality collections of vehicles, vintage automotive accessories (and mechanical musical instruments) in So Cal.

As in past years, October will be a pretty busy month. Our semi annual "Swap Meet" will be held in conjunction with our annual Dyno Session at MagnaFlow in Rancho Santa Margarita on October 14<sup>th</sup> (see details inside). In addition to the Dyno Testing and Swap Meet, there will be a well represented collection of Alfas in the 'Clean Car Show'. San Diego Alfa Owners Club cosponsors this event and I suggest that you reserve a space for the limited Dyno time early. The available spots go quickly.

On October 21<sup>st</sup> and 22<sup>nd</sup>, we will have our last Time Trial and Race Weekend at Willow Springs this year. This is a great time of the year to participate and spectate. If you're not competing but want the experience of driving a racetrack, our Intro (Lunch hour supervised lapping session) will be the best \$20 you've ever invested. I say invested, because you will have invested in improving your basic driving skills as well as having too much fun for it to be legal. Willow has great viewing bleachers, a couple of snack shacks (air conditioned), indoor plumbing, and everyone is invited to hang around the pit area. If you have a friend with a competition license you may just get a couple of laps as a passenger during the test runs. As everybody knows, I probably have the slowest car in the club, but in the few years that I have been running Time Trial competition at Willow I have lowered my times from 2:12 to 1:58 (before putting in the Webers). The betting window will be open as we try to break 1:56.

The month will end with our semi annual meeting at Mosier Restoration on October 27<sup>th</sup>. As usual his atelier (his place is **too** fancy for garage) will be filled with historically significant vehicles in various stages of restoration. We'll have a complete update in the next Ramblings.

Keep the wheels side down

*Norm Silverman* (Norman I, Rex)

---

---

## Remembering Charlie Thieriot

---

---

We've just passed the second year anniversary of Charlie's passing and I thought I'd send you what Andrew wrote for his writing class at Cornell (he got A-). *Debbie Thieriot*

---

---

Drew Younger Thieriot  
English 132  
7/18/06

### Charlie

I met my dad at age thirteen. At this point, my biological father had come and gone, leaving my mother and me to our own devices. At the risk of sounding cliché, I will not describe my father's usual absence, but rather just say that his leaving took very little getting used to. About a year after the divorce had been set in motion, I met one of my mother's friends named Charlie. He was funny in that grown-up kind of way: cheesy, but he still made the forced laughter easier. I was later *floored* to find out that he was actually a retired racecar driver. When I realized that he and my mother were actually dating, I stepped back a little and gave it the proper amount of cautious skepticism, although I had already gotten to know him and decided to like him. The next few years were enjoyable, but our relationship as father and son blossomed when I turned fifteen and a half: I was eligible for my driver's permit.

After a tedious, though legally binding, few hours of driving instruction, I was fully confident with my driving and wished to use it as often as the need to drive arose...and then some. My mother's patience soon wore out and my driving was limited strictly to necessary trips. This all changed when Charlie heard about the situation and happily took me for a nightly ride around Beverly Hills in my mother's car. All the while offering tidbits of advice, we usually spent the time talking about school (of course) and Charlie's vast history of racing, engineering, Hollywood, and police chases. His stories were incredible – literally at times – and I was only becoming more and more impressed with him. As much as he seemed to enjoy the rides with me, I knew that it was a chore to my mother to do the same, so I wondered why he was so willing to make this sacrifice for me. I still couldn't say 'why' he took these rides with me, but it was the sort of kindness I needed to see before letting myself become attached to him the way that I eventually did. These rides were incredibly revealing and bonding for the both of us; although the one ride that stands out amongst all of the others was the day I got to drive *his* car.

"Put in the clutch, shift into first, and then give it that compromise we talked about," Charlie told me as I was finally behind the wheel of his Alfa Romeo 164 Quadrifoglio. We had verbally gone over the process of driving a stick to the point of excess (for most), but actually pressing the clutch down with my left

foot was just not how I had expected it to be. Finally I let the clutch out and gave it some gas in the same manner Charlie had shown me with his hands, one advancing while the other slowly retreating. Though a little choppy, it was a successful first start. Several victorious stop signs later I was feeling untouchable, but then we pulled up to a stop at a red light atop one of Bel Air's many mountain roads. Charlie, beaming almost as much as I was before this encounter, chuckled "Ha, ready for a hill-start?" As each car lined up behind us during that light, I felt that there was more and more on the line.

The light changed and my foot came off the break [sic] and I hurriedly applied the same compromise of gas and clutch. The car bucked, stalled, and rolled no more than an inch backwards before Charlie had yanked the emergency break [sic]. I was so embarrassed because this was, to me, the ultimate manly thing and I had just butchered it, in front of Charlie, no less. Too nervous to restart the car and try again, the other drivers began to honk and yell. Before I had a chance to sink any deeper into the racing seat of the car, Charlie honked back, threw up the bird and turned to me and laughed. Luckily I burst of my mood into laughter and not tears and we savored the moment. In doing what he did, Charlie completely disregarded all of the other drivers and even his own car's well-being to assure my security. Another stall later, this time it wasn't as crushing mentally, we made it through the light and had a relatively smooth ride home thereafter.

Finally, turning the Alfa off on purpose, I parked the car in Charlie's driveway and we stepped out. The unnatural and embarrassing smell of burnt clutch was creeping out from under the car, but it didn't faze Charlie in the slightest. He threw me a pat on the back and walked with me, arm on shoulder, back into the house. I think it was at this moment when Charlie lost the 'step' and became simply dad.

Charlie was an incredible man and what I have mentioned of him does not even begin to scratch the surface of his impact on me. He is responsible for everything from my prep school education to my very own stick shift. Charlie succumbed to alcoholism in August of 2004, right before my senior year at his alma mater. He had been struggling with the illness the whole time I had known him, but it never spoiled even a moment that we spent together. His selflessness opened my eyes and it was probably the only way to have gained my trust like he did. I know he would be proud that I successfully graduated from the same school that he, his father, and his grandfather had all attended and to know that my own collection of stories is gaining breadth. His death hit me on several levels, particularly noticing his absence in certain activities after-the-fact, but one activity will never lose his connotation. No matter how crippling frustrating the uphill, bumper-to-bumper traffic of L.A. can be, it'll never be enough to take away my love for driving a stick shift.

## Summer Party in Huntington Beach: *Keeping Cool!*

Photos by Tom Suter, Jim & Elyse Barrett, and Phyllis Gaylard



*Alfa parking only?*



*Bruce West can't wait to eat.*



*Lunch is ready!*



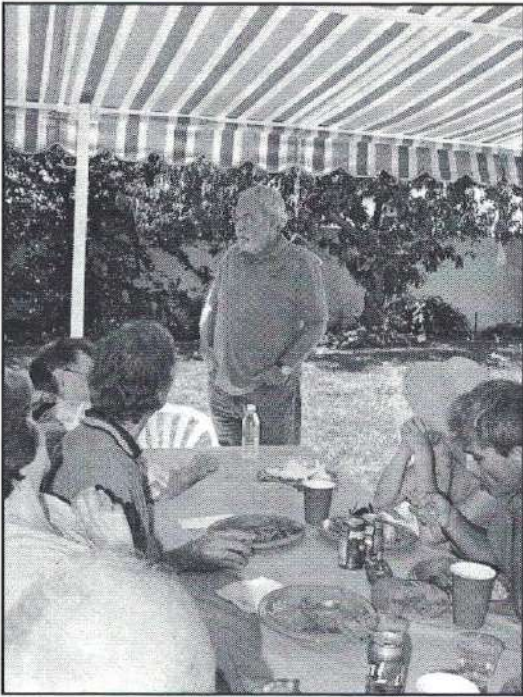
*The hungry hoard descends on the spread.*



*The "Best Conversation" table.*



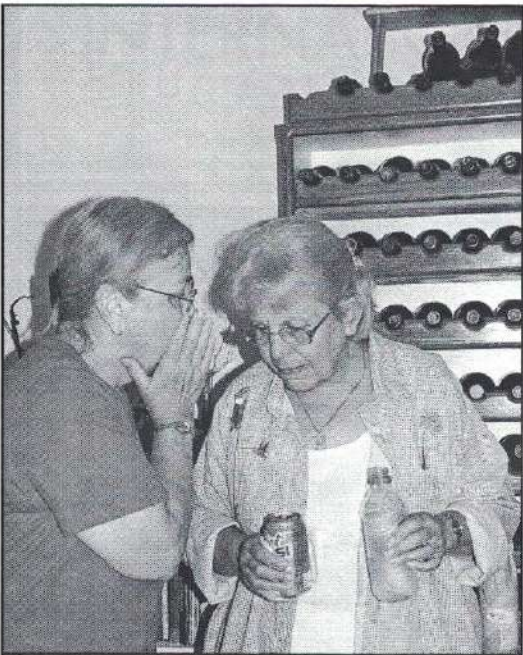
*Nick Zart's Victory!*



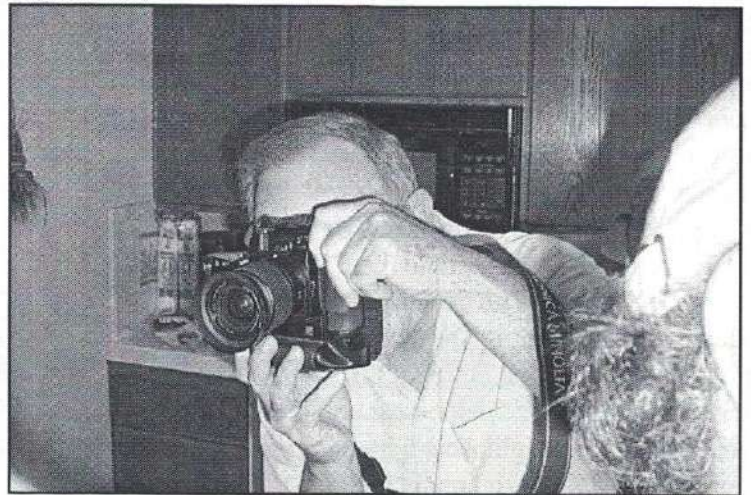
*Norman announces.*



*Chuck Cline has a big laugh.*



*Erika Herting and Pat Suter share secrets.*



*Photo Revenge: Jim Barrett gets Tom Suter in the act of shooting.*



*The Editor's job is never done.*



*The troops move inside: it's air-conditioning cool!*

## August Meeting -- Castaway Restaurant, Burbank

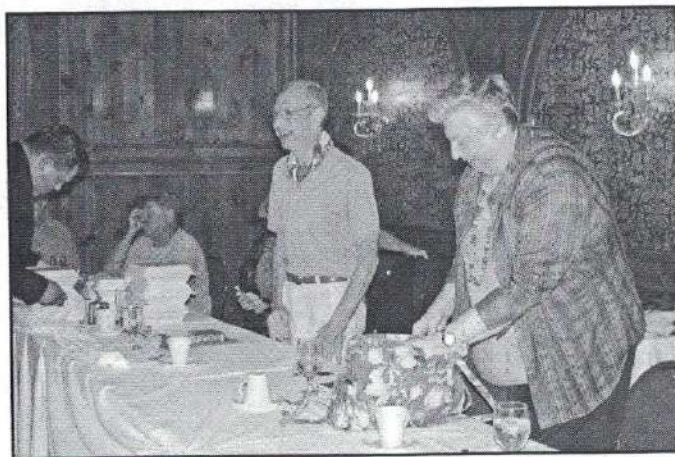
*Dinner on the Mountain — Sorry you missed it!*

*Photos by Paul Dexler*

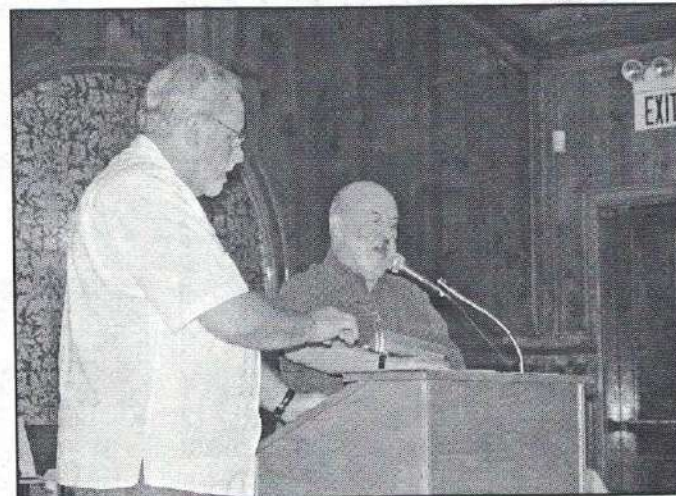
Last month, we met at the renowned Castaway Restaurant on the hills above Burbank, and this year there was no fire for distraction. Although the attendance was less than expected, we had a very nice dinner and a very interesting speaker: Skip Marketti, curator of the Nethercutt Museum, where our September general meeting will be held. Skip told us of the history of a special 1931 Bugatti Dubos Coupe, which started live as a factory team Grand Prix racer driven with great success by French driverts Louis Chiron and Rene Dryfus. It was later acquired by a French playboy who modified the car for street use, and then had a special coupe body built for it because his girlfriend, Miss France, didn't like getting wet in the rain. This new body was made from a sketch by the owner, based on the Atlantic coupe. The amazing thing is that this body was made by hand from scratch in 3 1/2 months! It is difficult to translate the cost of 20,000 francs to dollars in 1937 terms. The car was later brought to the US and the body removed to be replaced with a racing body, and was later put on another Bugatti. The Nethercutt acquired the car with no bodywork, and had a racing body made for it. Later, they acquired the second car with the coupe body and restored the original car with it's special body, as it was in 1937. It has won many awards on the C concours circuit, including Best of Show Pre-War in the 2006 Los Angeles Concours d'Elegance. We will look for it in the Museum on Saturday, September 30.



51133  
April 1937  
Bagatelle Concours d'Elegance



*Phyllis sells left-over dinners to Charlie Schwartz -- is he opening a restaurant?*



*Norman introduces Skip Marketti, guest speaker from the Nethercutt Museum.*

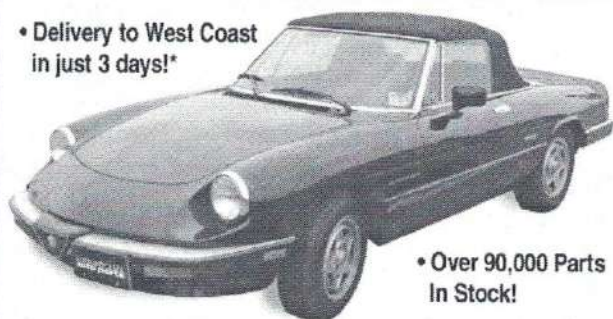


*Gene Brown pitches the wine tour.*



# ALFA PARTS

• Delivery to West Coast  
in just 3 days!\*



• Over 90,000 Parts  
In Stock!

**FREE CATALOG**

**1-800-788-4435**

[www.international-auto.com](http://www.international-auto.com)

**INTERNATIONAL  
auto parts**

\*some restrictions apply

P.O. Box 9036, Charlottesville, Virginia 22906

SC212759

## Editorial: Teen Age Drivers

If you have young drivers in your family or know any one else who does, you should read the September 4, 2006 issue of **AutoWeek**. As they point out, "Since the March 2003 invasion of Iraq, about 2600 American troops have been killed in combat and war-related incidents. The count is well-known and updated regularly in news reports. Did you know during the same 41-month period, more than 22,000 teenagers ages 15-19, died in traffic accidents on U.S. roads?"

This issue provides several articles on the subject, which really comes down to the responsibility of the parents to supplement any drivers' education offered in the schools. A number of sources of driving skills programs aimed at young drivers are listed, what cars are best for them to drive, how to get a break on insurance for teen drivers, etc. A particularly interesting suggestion is a DVD entitled "*The Driving Zone: Essential Techniques for New Drivers*", by GM factory race driver Andy Pilgrim. This isn't a racing video, rather it focuses on awareness and concentration, the most important skills people need to have wherever they drive: track, street, or off-road. This is also a good refresher for experienced drivers, and costs only \$14.95 from Amazon.com.



### Stainless Steel Performance Exhaust Systems

CUSTOM OR READY BUILT 1-888-8 STEBRO LIFE TIME WARRANTY

**Giulia Spider Veloce**  
System complete \$699 US

**4-Cyl GTV, Spider**  
Front \$225 US  
Center \$199 US  
Rear \$199 US

**ALFETTA GT/GTV**  
Front \$225 US  
Center \$199 US  
Rear \$199 US

**MONTREAL**  
Front L/R \$365 US ea.  
Rear L/R \$234 US ea.

for your *Alfa Romeo*

**GTV-6 (US-cat)**  
Front complete \$475 US  
Center \$199 US

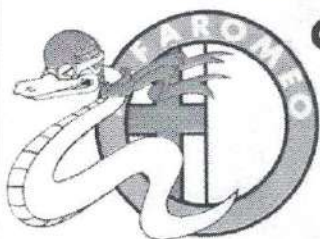
**MILANO (US-cat)**  
Front complete \$475 US  
Center 5sp/Auto \$199/225 US

**164 L,LS/S**  
Front Flex Assy \$295 US  
Center L,LS/S \$199/225 US

**MasterCard**

STEBRO PSD Ltd., 1545 River Rd., Manotick, Ontario K4M 1B4, Canada.  
Order: 1-888-878-3276, Info: 1-613-692-4984, Fax: 1-613-692-0405, E-Mail: [stebro@istar.ca](mailto:stebro@istar.ca)

**VISA**



### OMEGA MOTORSPORTS

Exceptional Care for Alfa Romeo

**Uwe Bäcker**

Owner and Factory Trained Technician

**310-836-3160**

### Visit Us On The Web

Site created by Alfacionada's Official Web Meister  
**Eric Sands**

*Pages.prodigy.net/alfaomega*

3822 Clarington Avenue  
Culver City CA 90232  
**310/836-3160**

## Alfa to Build a Mini Fighter

New entry-premium model is crucial to Italian carmaker's aim to make profit

Luca Ciferri

Automotive News Europe / August 21, 2006 - 6:00 am

**TURIN** — Alfa Romeo will build a new entry-premium car to compete with the Mini Cooper S. Alfa won approval for the design of the car, which is called the Junior, from parent Fiat Auto this month. Alfa expects the reintroduction of a third mainstream model line to boost its annual global sales to 300,000. The loss-making Italian brand says it needs to sell 300,000 cars a year to make a profit.

The Junior will be a sporty, three-door hatchback. It will be based on the Fiat Grande Punto platform but have a different body. Due by 2008, the Junior will become Alfa's new entry model, fitting below the lower-premium 147, which will be replaced in late 2008 by the larger 149.

Alfa wants to sell 60,000 to 80,000 units of the Junior a year. The brand's two larger platforms, which by 2008 will underpin the 149 and 159 (and related Brera coupe and Spider), are supposed to each generate 100,000 to 120,000 units a year. The 300,000-unit goal is ambitious. Alfa sold 126,000 cars globally last year, down from 153,000 in 2004. Its all-time peak was 229,700 sales in 1989.

To make the Junior a hot, sporty model, Fiat Powertrain Technology is preparing a 230hp turbocharged and gasoline direct-injection version of its current 1.8-liter engine. In normally aspirated form, the engine delivers 140hp in the Alfa GT.

The Junior's range-topping 230hp version will come with Alfa's Q2 part-time four-wheel-drive transmission system as standard equipment. The carmaker will show a concept version of the 147 that features the Q2 system at the Paris auto show in September. Alfa is expected to offer the Q2 system on the 147 and GT Coupe starting next year. Based on a central coupling device from Sweden's Haldex AB, the Q2 system transfers some torque to the rear axle only when the front wheels are spinning. It is lighter, less expensive and has better fuel economy than a permanent 4wd system.

The Junior also will offer less powerful gasoline and diesel engines in versions with front-wheel drive. Alfa Romeo is expected to build the Junior at Fiat Auto's Mirafiori plant in Turin. The Junior would share its assembly line with the Fiat Grande Punto, which started production there in late May.

You may e-mail Luca Ciferri at [lciferri@craincom.de](mailto:lciferri@craincom.de)

### *Alfa Only*

*Service and Repair for  
Alfas Only  
Parts New and Used*

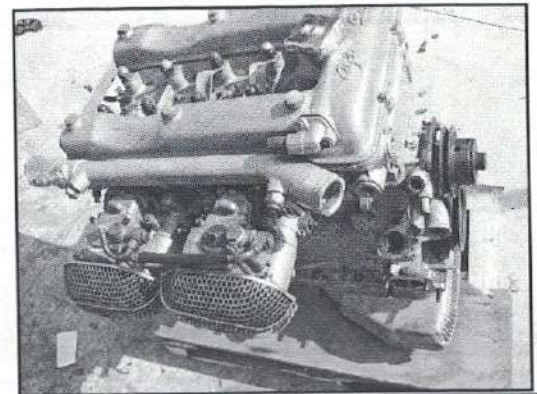
**(323) 662-3916  
3422 Glendale Blvd  
Los Angeles, CA**

**1/2 Mile South of Glendale  
in Atwater Village**

### **Alfitalia Used Alfa Romeo Parts**

**Buy - Sell - Trade - Service**

**Tons of Alfa Romeo & Fiat Parts and cars  
Check ebay.com for some of my parts under  
seller alfitalia. Bruno Collector Private Party  
call Bruno at (805) 241-0250 or E-mail to  
[alfabrunogtc@adelphia.net](mailto:alfabrunogtc@adelphia.net).  
Most mechanical parts available**



## 2006 Wine Tour -- Coming Soon

Gas up the car, clean out the trunk and grab the wine fund. It's time once again for our annual Wine Tour. It is held November 24<sup>th</sup> thru the 26<sup>th</sup>. Your dedicated staff is still selecting the wineries but we do have our lodging arranged. We will be staying at our traditional location, the Historic Santa Maria Inn. We have reserved rooms in both the historic inn and the more modern tower. The special rates for the Alfa Romeo Wine Tour are \$81 per night in the inn and \$101 per night in the tower.

California's Central Coast is noted for it's award winning wines and we will be visiting some of the best wineries in the area. Your able Tour Director will take every step necessary to choose the best of the best even if he has to taste every wine on the Central Coast. And of course don't forget the terrific winding roads that were just made for driving your Alfa. This tour will make the movie "Sideways" look like a trip to the 7-11.

Those who arrive on Friday the 24<sup>th</sup> can join us in the Wine Cellar and Martini Bar at the Inn. The actual tour will leave the parking lot of the Inn at about 10 a.m. on Saturday. Bring a picnic lunch to eat at one of our stops. There will be a prize for the most impressive meal. We will also be gathering for dinner at a location yet to be announced.

You can reserve your rooms by contacting the Santa Maria Inn at 800-462-4276. Be sure to use the secret code words "Alfa Romeo Club" to get the special rate. You need to reserve your room by October 24<sup>th</sup> for this rate. The Santa Maria Inn is located at 801 S. Broadway, Santa Maria. Their web site is [www.santamariainn.com](http://www.santamariainn.com)

Please RSVP to Gene Brown at 805-527-8520 or [secretary@arosc.org](mailto:secretary@arosc.org)



*Italspeed*



"Every time I see an Alfa Romeo  
I tip my hat" -- Henry Ford

*Hard to find restoration and competition  
parts for Alfa Romeo motor cars*

### CARS FOR SALE

- 1961 Alfa Romeo Giulietta SZ. Silver with white nose on black interior, matching number engine, set up for vintage rally racing.
- 1961 Alfa Romeo Giulietta Berlina. Dove gray on black, completely restored, like new.
- 1965 Alfa Romeo Giulietta TI. White on red, California car, unbelievable original condition.
- 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.

New Address: Italspeed, 1738 W. Washington Blvd., Los Angeles CA 90007  
Office: 323-733-4099 Fax: 323-733-4085 [WWW.ITALSPEED.COM](http://WWW.ITALSPEED.COM)



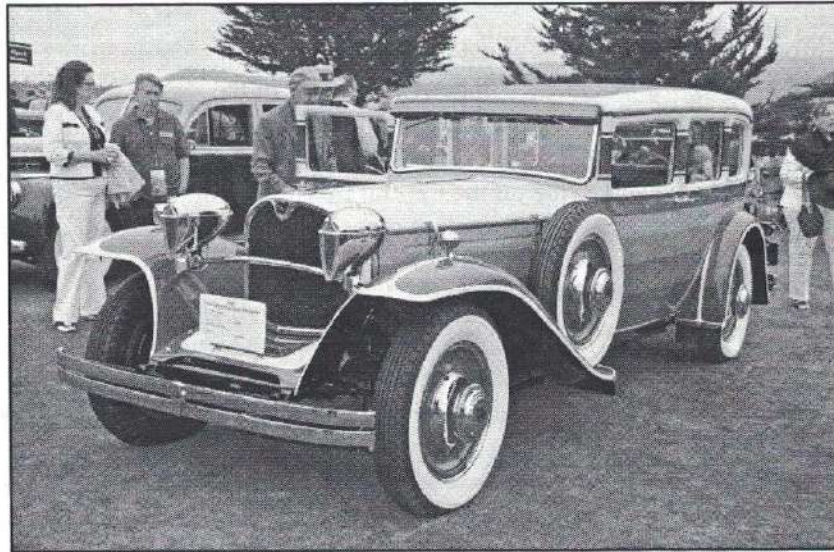
## **September Meeting -- *Tour the Nethercutt Museum***

*Saturday, September 30 -- 10:00 AM*

Our meeting on Saturday, September 30 is at the Nethercutt Museum. At 10 a.m., we are scheduled for the standard tour of the "Tower of Beauty," with the grand salon and a demonstration of the instruments in the Music Room. Following that, we will adjourn to the Museum itself across the street, where we will schmooze among the cars until curator Skip Marketti will take us on a brief tour of the restoration shops. Highlighting the tour will be looks at the cars which won their classes at Pebble Beach for the past three years, the 1931 Bugatti coupe, the 1937 Talbot coupe and the 1930 Ruxton sedan.

The Museum is located in Sylmar, a short distance from the 5 freeway at Roxford Street. Roxford is the first exit after the northbound 5 and 405 merge. (Thomas Guide page 481.) Stay to the right, get off the freeway at Roxford. Make an immediate right at the signal onto Encinitas Avenue. Follow it until it ends in a left turn, at which time you will be on Bledsoe Street. Continue on Bledsoe across San Fernando Road and turn left at Bradley Avenue, then an almost immediate left into the Nethercutt Museum parking lot.

Two things more. No children under 12 are allowed, and there is a dress code: no shorts, no totally bare arms. Other than that, be as comfortable as you want. And of course, wear comfortable shoes and bring cameras!



*1930 Ruxton Sedan -- look for it at the Nethercutt.*

## **October Meeting -- *Mosier Restoration***

*Friday, October 27 -- 7:30 PM*

On October 27, we are scheduled for a meeting at Mosier Restorations in Inglewood. By the time of that meeting, the auction of Otis Chandler's collection will have passed, so Mosier, who is currently busy preparing the cars for that event, will possibly be on hand to keep us graciously informed of the goings on in his shop. I stopped by the shop on the way home from a meeting on Sept. 5, and found a V12 Lagonda, two Bugattis, a Packard 12, a Cadillac 16 with a French Saouchic (?) body on it, and various other choice morsels in the works.

Lancia

Alfa Romeo

FIAT

### **Santo's Italian Car Service**

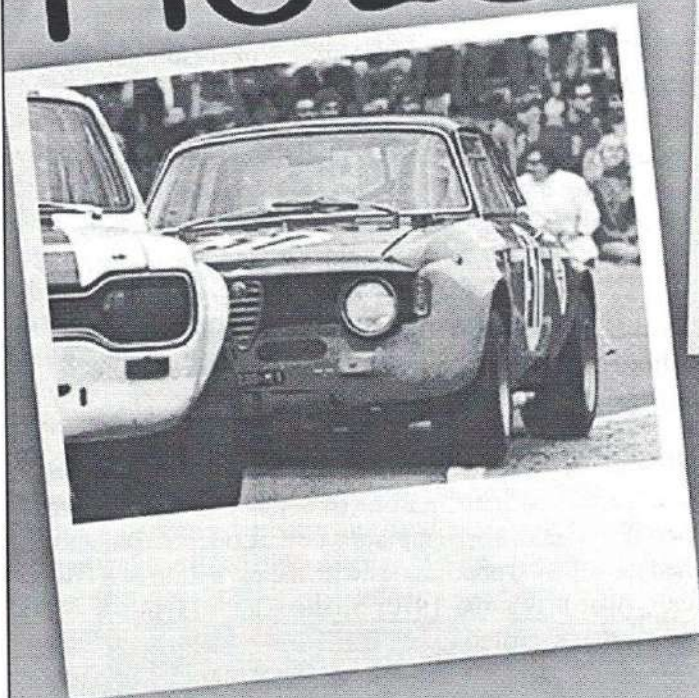
Santo Rimicci  
8816 Amigo Avenue  
Northridge, CA 91324

Telephone  
(818) 701 - 1614

Monday thru Friday 8 to 6, Saturday 9 to 3



# Open House



October 14th, 2006 9am to 12noon

Presented by:

Magnaflow • AlfaBB.com • AROSC  
Dyno Runs / Car Show / Swap Meet

Where: 23201 Antonio Parkway, Rancho Santa Margarita, CA 92688

Dyno Runs: HP and Torque runs performed on a single roll in ground Dynojet Dynamometer. Awards for highest HP and most HP per liter. Open to all eligible cars; sign-up required by email to: Anthony@AlfaBB.com

Car Show: Open to all Alfa Romeo cars. Organized by: [www.AlfaBB.com](http://www.AlfaBB.com). For car show info see: [www.AlfaBB.com](http://www.AlfaBB.com)

Swap Meet: Open to all; new, used rare and antique Alfa parts.

No fees collected / Refreshments provided by Magnaflow

## The Monterey Weekend 2006 – *The Year of the Abnormales*

Story and photos by Randall Higa, additional photos by Gene Brown, Paul Dexler, and Jim & Elyse Barrett.

I've seen a few odd Alfa Romeos over the years, from dirt trackers, to ambulances, to strange (but very fast!) devices that that once resembled Alfettas. However, during the Monterey weekend, amongst all of the usual exalted machineries of joy (apologies to Ray Bradbury), I saw a few Alfa Romeos that could only be termed "abnormales" – this was not my label, but was heard from an abnormale owner who will go unnamed. More on this later.

It was nice to return to the Monterey Peninsula for Big Weekend – it was a last minute adventure and, alas, we didn't drive our beloved '79 Spider Veloce. It has been a few years since I've been up for the Big Weekend, and there seemed to be more car-related events than ever before – displays, shows, drives, and auctions. However, the Concorso Italiano, Monterey Historic Automobile Races and the Pebble Beach Concours d'Elegance are still the three main attractions and the only ones I attended. In addition to seeing all of the cars, it was also a great place to see old friends and make new ones. And yes, I'm still traumatized and rudely shocked by the Big Money required at each of the venues. Well, at least some of it goes to charities.....

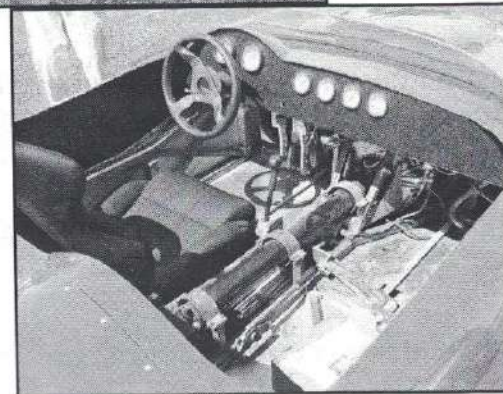
It was also nice to hook up with old friends Jerry Lomas and Ken Koupal, and meet Tom Stoner. These days, both Tom and Jerry live in Southern Oregon. They drove down to Monterey in Tom's beautiful white Duetto that has the distinction of having the last Dave Vehger-built Alfa street motor. Many of you may remember former AROSC member Jerry Lomas who time trialed a red 1967 GTV and is now the current owner (guardian) of the Le Mans Blue (sometimes with white polka dots) GTV that I once owned and time trialed. We won't talk about his Alfetta sedan or some of the other Alfa fright pigs he had in his possession.

Fewer of you may remember Tom Stoner who was also an AROSC member who was active in the club many years ago. Ken Koupal has the distinction of, amongst many things, owning an extremely rare, one-off 1930s Alfa Romeo 6C1750 coupe Paris show car that is undergoing restoration. Ken has also owned an Alfa Romeo 6C1750 roadster, a Giulia Spider, and a 1959 Giulietta Sprint that was raced in the 1985 Monterey

Historics by none other than Len Frank. Ken is also an amazing craftsman and brought one of his jewel-like handmade knock-offs for 1930's Alfa Romeos that always drew a crowd. Couldn't ask for a more diverse bunch of Alfisti!

The first abnormale we saw was at Concorso Italiano. Ken and I were looking over a nice Alfa Romeo Spider that was either a 101 series Giulietta or Giulia. It was hard for us to tell because there seemed to be bits from both series, and more likely because neither of us are particularly knowledgeable about 101/105 series Spiders. So, to not sound overly ignorant, we asked the owner if it was a Normale or a Veloce. In a completely deadpan voice, he simply replied, "It's an Abnormale". Huh? After seeing the extent to which our eyebrows were furrowed, he followed, "It has a 1750 motor." Oh.

This got me thinking about other "modifications" that are sometimes done to Alfa Romeos to make them improved, newer, faster and/or just plain weird. Concorso Italiano had mostly mild abnormales with the exception of a few cars. One was a mid-1970s Spider with a 3.0 liter V-6 motor that appeared to be from a 164 with 90 degree curved intake plenums.



*Alfa "Lugano 250S" with a V-6 and exposed drive shaft!*

Another was a 1962 102 series 2000 Spider that had a very modern 2-liter twin spark motor. Two other examples were a couple of wild race cars; one of which was based upon the beloved Alfetta coupe.

Of course there were several other Alfa Romeos at Concorso Italiano that were of the more "normal" variety including Barry Klein's GTV/GTA (OK, that one is not so normal), Dan Ritter's Giulietta Berlina, Tom Stoner's Duetto, and many others. I have to admit that I was expecting to see more familiar Alfas from Southern California, but I'm sure that the elevated exhibitor fees claimed its toll of participants. The \$100 spectator fee certainly made my wallet feel lighter.

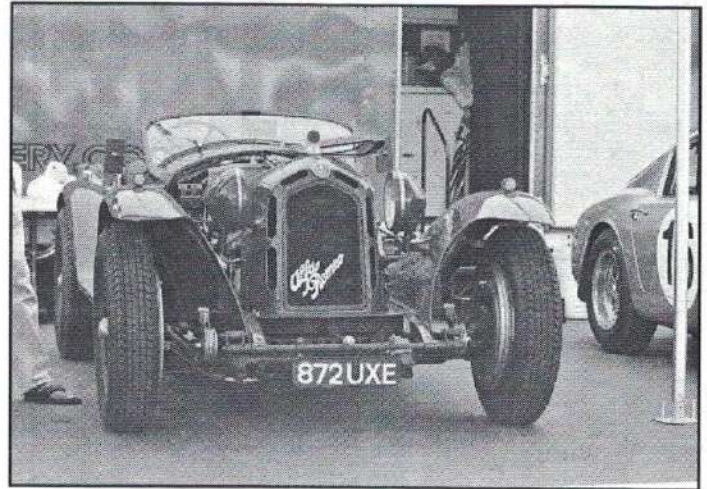
On Saturday, we checked out the Historic Races at Laguna Seca. I rode in style into the Alfa Romeo Corral riding shotgun in Tom's Duetto. I was very impressed with the 1600 motor's ability to pull like a newer 2 liter. This was after a rather cramped ride in the "back seat" of the Duetto behind Tom and Jerry going from the track to airport – I won't bore you with the details of that adventure. Although the Alfa parking was random (not organized by Alfa model), Tom was able to park his white Duetto between two other white Spiders; one of an earlier vintage and one of an older vintage. Chronological correctness and color coordination is a good thing.



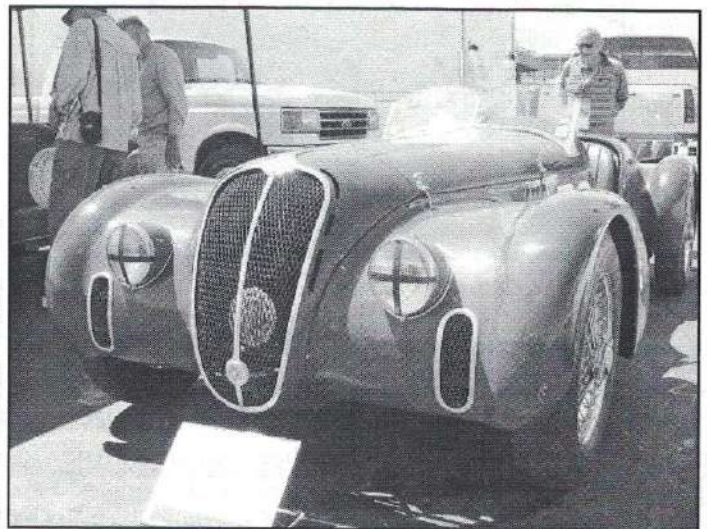
*Three white spiders in correct order!*

As many times as I've attended the Historics, it still remains a stupendous spectacle. The cars are always amazing to watch in motion – not unlike having your old Road & Track magazine collection suddenly become fully animated in 3-D with full audio. It is even better to see and hear the cars up close and personal when they are parked in the paddock. And, perhaps the best guilty pleasure of all is eating a mountain of greasy deep-fried calamari (no comments about the correlations to my driving, please) and washing it all down with a super-sized beer.

Alfa Romeos were well-represented in the Race 1A for pre-1940 cars with plenty of Alfa Romeo 6C and 8C cars. Peter Giddings drove his 1931 8C2300 (number 31) to an impressive 2<sup>nd</sup> place behind a much newer 1934 ERA.



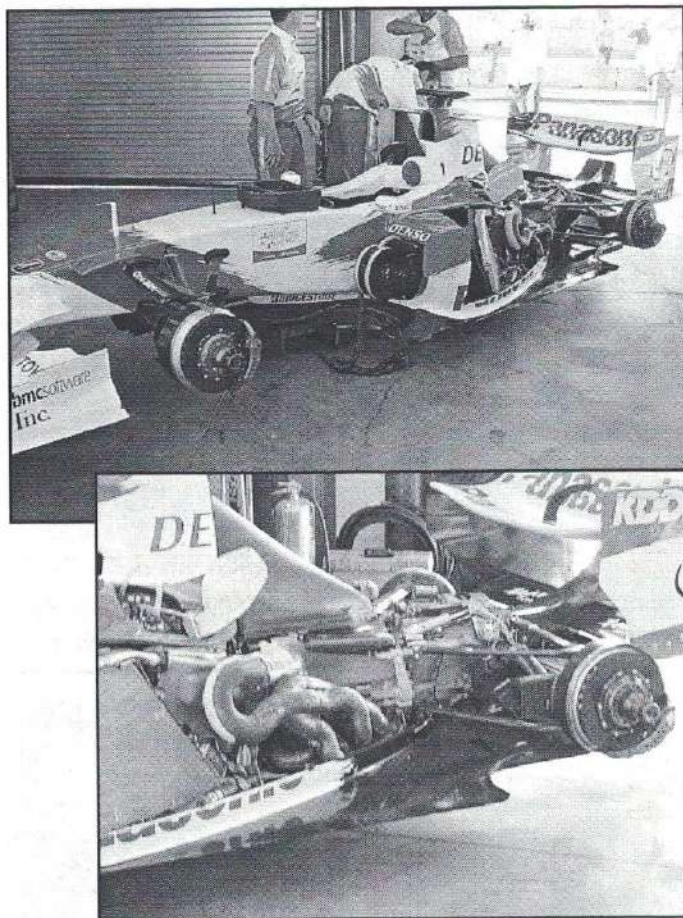
The next Alfa to finish was a 1939 6C2500SS (number 39) driven by Conrad Stevenson for a respectable 10<sup>th</sup> place.



Said Marouf had a great showing in Race 5B driving a 1965 Alfa TZ2 (number 38) to third place behind a Corvette and a Shelby GT350. More impressive were the number of other Cobras, Corvettes, and other American muscle that finished behind him. Even more of a coup was how the TZ2 was on display at Pebble Beach at 6:00 AM on Sunday and still made it back to Laguna Seca in time for the race! Sadly, Al Leake's Rubber Chicken Racing 1957 Giulietta was a DNS in Race 4B.

The non-Alfa highlight was watching the new Toyota Formula 1 car take a few hot laps. The car reportedly has enough non-automotive technology to shame anything that has ever flown in the neighborhood of Area 51. Ricardo Zonta drove it absurdly fast and set a new course record lapping the track in 1:06! It was hard to fathom that this

car was lapping the track nearly twice as fast as many Alfas.



*The Toyota F-1 and a close-up of the rear suspension.*

There were no visible Alfa abnormalities at the Laguna Seca since Steve Earle's General Racing vintage racing rules strictly enforce authenticity. Cars at the Historics are meant to be seen and driven as they were in the day – no modern updates, no modern tires, and no abnormalities – unless of course, they were abnormalities when they were originally raced. Arguably, in its day, the Alfa Romeo Tipo 159 in its latest iteration was an abnormality of sorts when it was putting out more than 400 HP in 1959 from a tiny 1.5 liter straight 8 motor....

Against my better judgment, I was talked into going to the Pebble Beach Concours at 6:00 AM Sunday. Not being an early riser and not having coffee places open at that hour made this a daunting task. It was still dark at that hour and the only people around were the media who were lining up to watch the cars come onto the grass. Before I could convince myself that I should return to my warm comfortable bed in Carmel, the procession of cars began and we found ourselves in the front row of an amazing spectacle.

The featured marques were the outrageously designed French cars Voisin and Delahaye as well as the sports cars that raced in the Pebble Beach Road Races from 1950 to 1956. There were also the usual array of painstakingly-restored, barn-sized luxury cars and rare sports cars.

However, the highlight of the Concours was a newly restored gray 1938 Alfa Romeo 8C2900B Touring Berlinetta Coupe owned by Miles C. Collier[see cover and page 19]. It was quite a thrill to watch it glide onto the grass while listening to the supercharger whine as the throttle was blipped. It not only won the best in its class (European Classic, 1925-1939, Closed), but also won the Strother MacMinn Most Elegant Sports Car award. Ken was hardly able to tear his eyes off of the 8C and chatted with Alfa authority Simon Moore (author of "Immortal 2.9; Alfa Romeo 8C 2900 A&B" who was also admiring the glorious Alfa. We were a bit disappointed that it didn't win Best of Show as that award went to an over-the-top 1931 Daimler Double-Six Corsica Drophead Coupe that was strangely reminiscent of Cruella de Vil's car in 101 Dalmations.

Another fabulous Alfa was a 1968 Tipo 33 Stradale Scaglione/Marazzi Coupe that won its class (Mid-Engine Show Cars, Prototypes, and Concept Cars) beating out a



1963 ATS and 1970 Monteverdi. The other Alfas included Said Marouf's TZ-2 (raced later in the day) and a 1900 Ghia. There certainly weren't the same number Alfas as last year's extravaganza when Alfa Romeo and Pinin Farina were featured, but there was a good showing of the marque nonetheless.

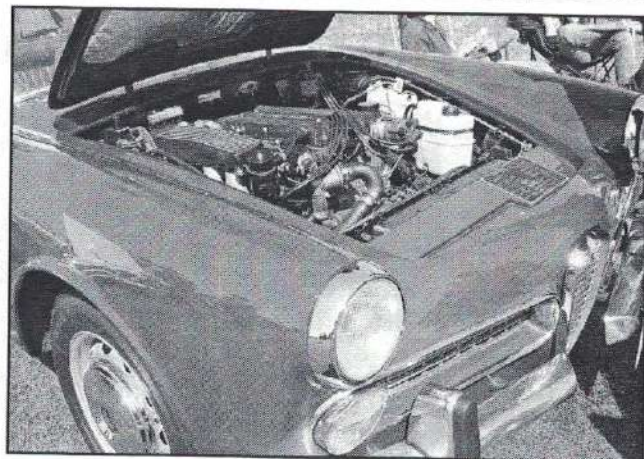
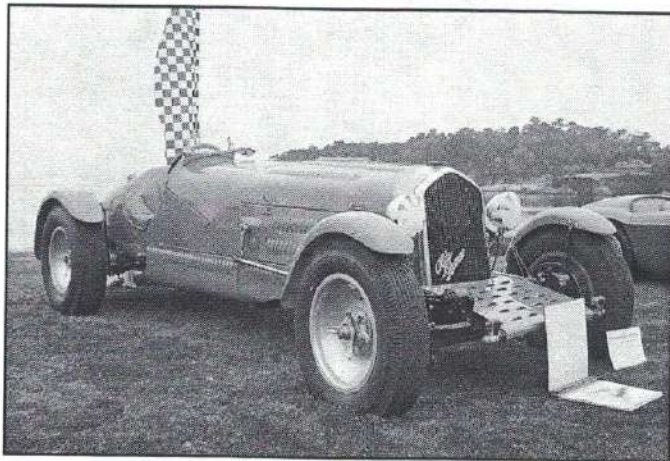
And then there was the display of the Pebble Beach Road Race Cars that included an Alfa Romeo. However, this was no ordinary Alfa Romeo – if there is such a thing. I were giving awards, this car would have easily won the





*Said Marouf's TZ-2 did double duty at the Historics and at Pebble Beach.*

**Alfa Abnormale of the Weekend Award:** This car began life as a 1933 6C2300 but was unashamedly "hot-rodded" in 1949 to race at Pebble Beach.



*An Abnormale 102 Spider with twin-spark engine!*

A ham-fisted Ford V8 flathead replaced the elegant 6C motor along with the addition of new suspension pieces, new drum brakes, and a set of early Halibrand alloy wheels. The body and radiator were the only parts of the car that were kept reasonably intact. I suppose that I shouldn't have been quite so appalled, since there are many Italian/European examples with American V8 muscle – Bizzarini, Pantera, Iso Grifo, Tiger, to just name a few. It was also a little disconcerting and distressing having to use the term "hot rod" in the same sentence as "Alfa Romeo." I'm sure the guy with the extremely rare 1949 Ferrari next to the abnormale was thoroughly ticked as his car was largely ignored in favor of the adjacent hot rod.

All in all, it was a great weekend despite not driving an Alfa Romeo. I'm already thinking of all the things I need to do to get the Spider ready for next year....

## ***Elections Are Coming!*** ***Here Is Your Chance to Get Involved!***

Annual elections for the AROSC Board of Directors are coming in November. A mail ballot will be sent out in October with the candidates and candidate statements that have been received by then. Voting will be by mail and at the November club meeting. If you are interested in running, please let us know soon so you will be listed on the ballot.

We elect ten members to the Board of Directors, who choose the officers and committee chairs among themselves. Membership on the Board adds one

meeting per month, which includes dinner – such a deal. We usually meet at a restaurant for food and business.

If you or someone you know would be interested in serving, contact a board member or attend the November meeting to nominate that person from the floor. Here is your chance to help plan and conduct the wide variety of activities that makes this chapter so great. You probably have some new ideas that would be fun for all of us. Don't keep them to yourself, join the Board and get involved.

## The Return of a Magnificent Alfa

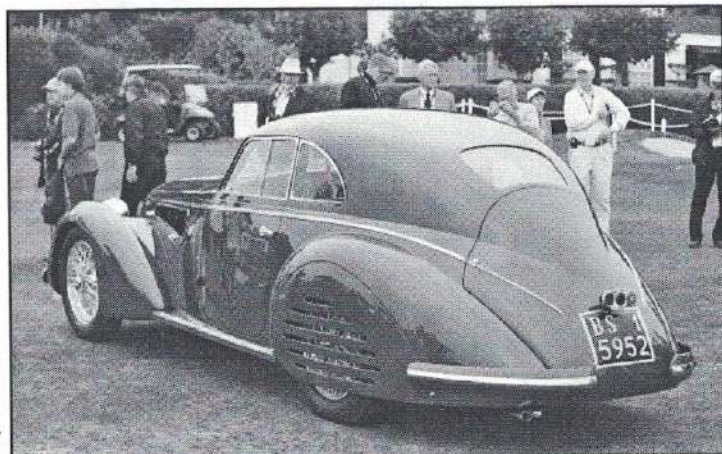
*By Paul Dexler, photos by Randall Higa*

For an Alfisti like me, the Tour and Concours at Pebble Beach was dominated by a stunning 1938 Alfa Romeo 8C2900B Touring Coupe. It won class J1, European Classics 1925 – 1939, closed, and then went on to take the Strother MacMinn Most Elegant Sports Car trophy, sponsored by William E. “Chip” Connor, the Elegance in Motion Trophy and the Mille Miglia trophy for best car which had competed in the Mille.

That’s what’s technically known as “cleaning up,” but that’s what the car was actually used to. Chassis number 412036 made its debut in the world on the Alfa stand at the 1938 Paris Show. It was painted a color called “Fuma Londra,” which can be roughly translated as “London Smoke.” The car surfaced again after the war, owned by one Emelio Romano of Brescia, when it got its 15952BS registration number. Romano persuaded Alfa driver Biondetti to join him in running the car in the 1947 Mille Miglia, which it won, even though the race rules that year required the superchargers to be disconnected.

The car later wound up in Argentina, in totally dilapidated condition. It had no engine, the upholstery was shot, and dogs were sleeping inside. The owner, who sold it to an Argentine collector for \$2,000 in 1966, was convinced that only a few weeks of work would put it back on the road. It actually took almost six years. In 1972, it was on the road again, and the owner was enticed into having a drag race with a new Jaguar E-type. The 34 year old Alfa won. It was subsequently sold to Paul Moser in Santa Barbara, before going to its current owner, Miles Collier of Naples, Florida. Collier has painstakingly restored the car to its present glory, which seems to accurately reflect the way it looked in Paris in 1938.

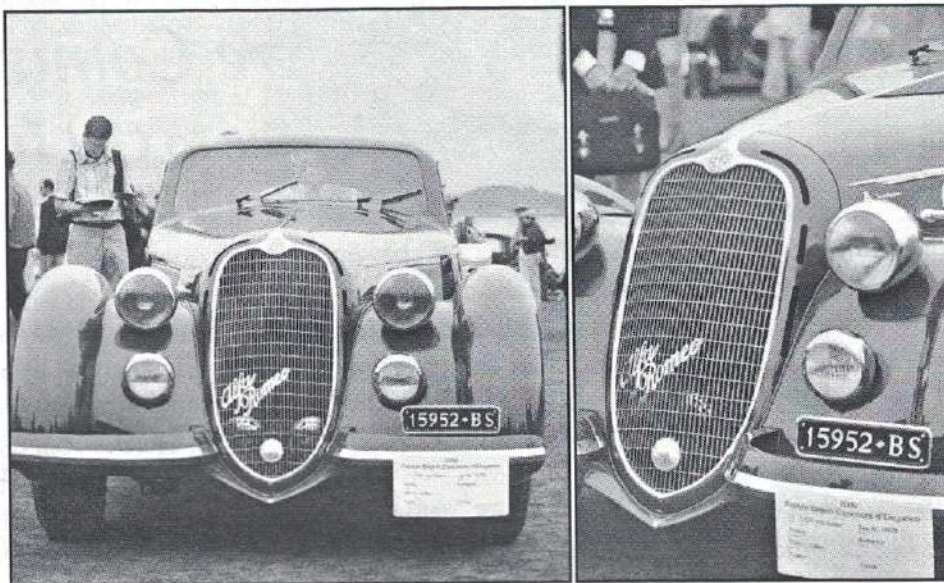
This kind of history, coupled with stunning looks, is why any of the 38 or so 8C2900B Alfas commands a price in the mid seven-figures today. They cost somewhere around \$10,000 to \$15,000 new, so they were never cheap. They were the precursors of today’s super cars, and actually can keep up with most of them now, 70 years later.



*An elegant rear view.*



*Last-minute polishing under the hood of an immaculate car.*



*The front view is elegant, interesting, and definitely Alfa.*

*Seen at the Loose Noodle Pasta House, Monterey:*

*Seen in the Vendor Tent, Concorso:*



*Vic Elford was our guest -- former race partner to Tony A2Z*



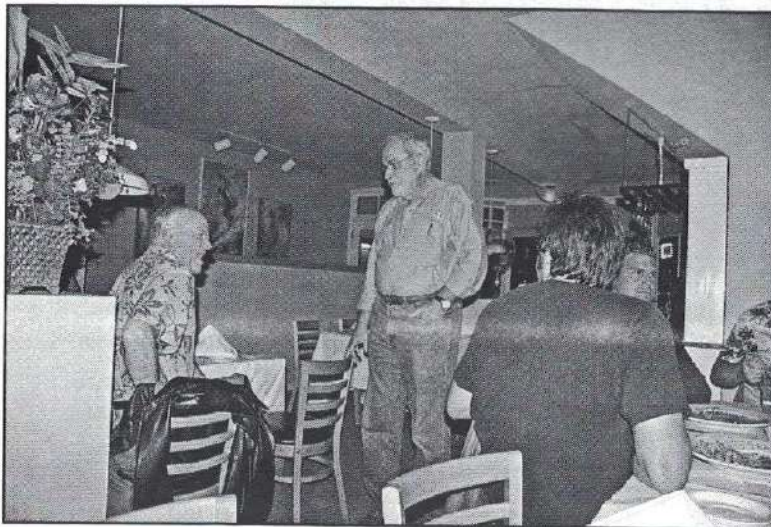
*Such a deal! We have your size!*



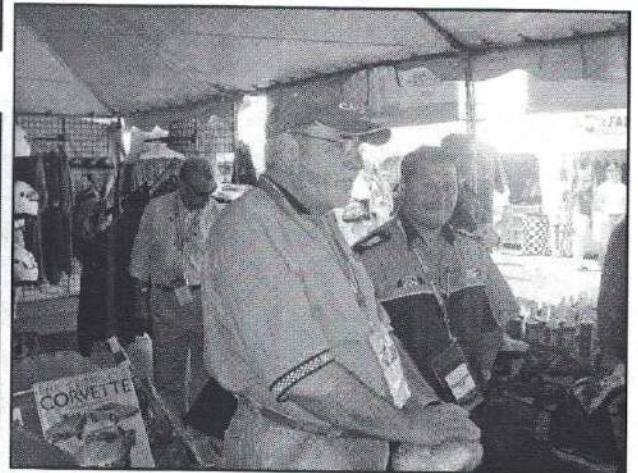
*Hungry Alfisti*



*Tony Adamowicz was busy signing things.*



*Further discussion after pasta.*

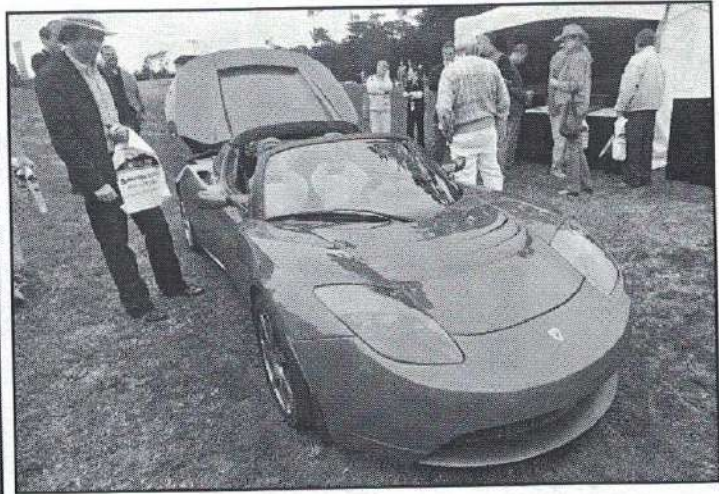


*Norman asks: Cash or Credit?*

## Seen at Concorso Italiano:



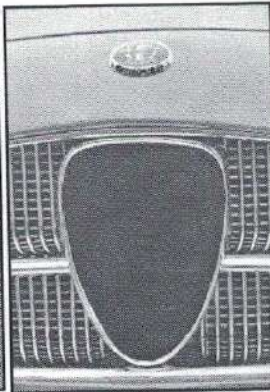
*Charlie Thieriot's GTA, now Anthony Rimicci's, on the stand at Concorso.*



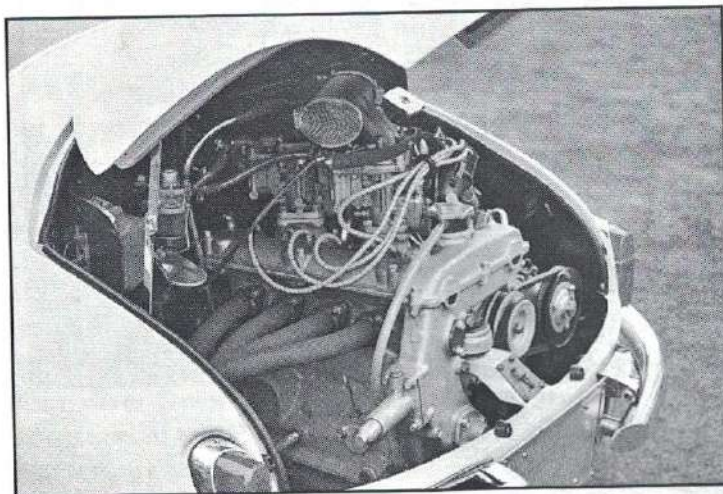
*Tesla Electric car -- beauty and practicality!*



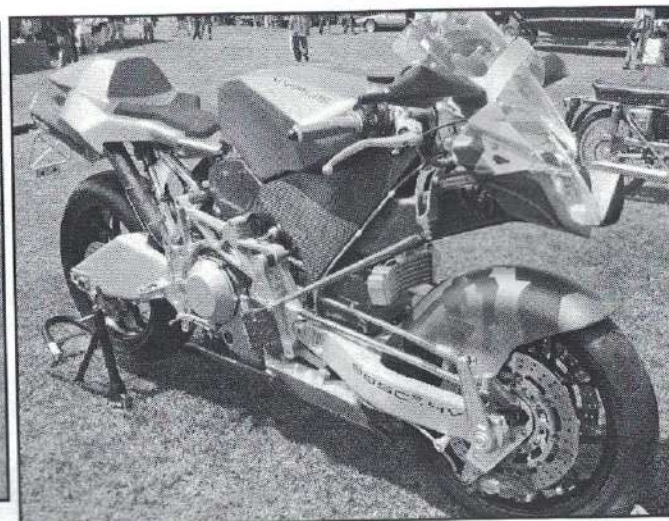
*1900 Ghia Alfa -- related to the Edsel?*



*Ford Brezza by Ghia, woman designed*



*Fiat Abarth Zagato -- looks like an Alfa engine stuck in there to me.*



*Vyrus Ducati Motorcycle*



*Looking from the Alfa area to the Lancias and Fiats*



*More Alfas on display.*



*Pagaso Z-102, winner of 99 major awards so far.*



*A Giulietta Sprint Speciale*



*What's a Mercedes Smart Car doing at Concorso Italiano??*



*This Pantera's license plate says it all: "2 Fasta for You"*

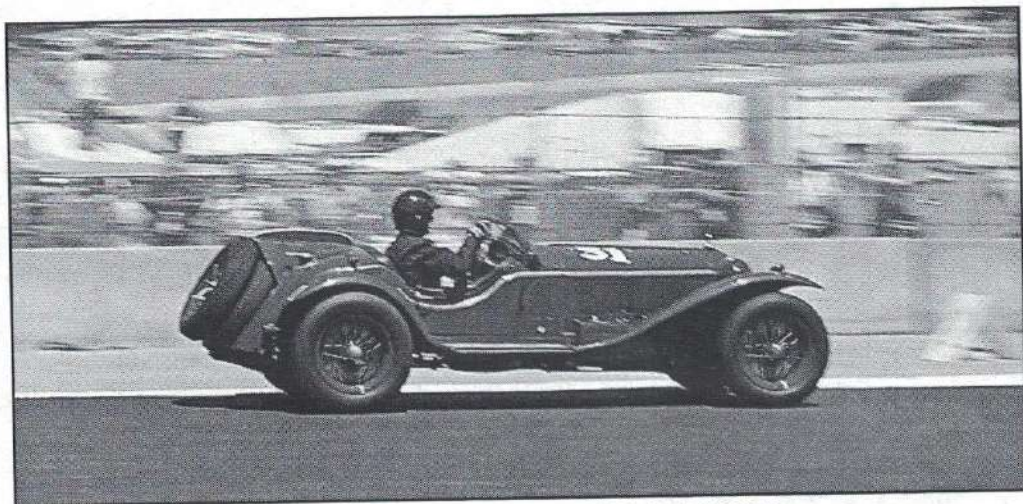
## Seen at Laguna Seca Historic Races:



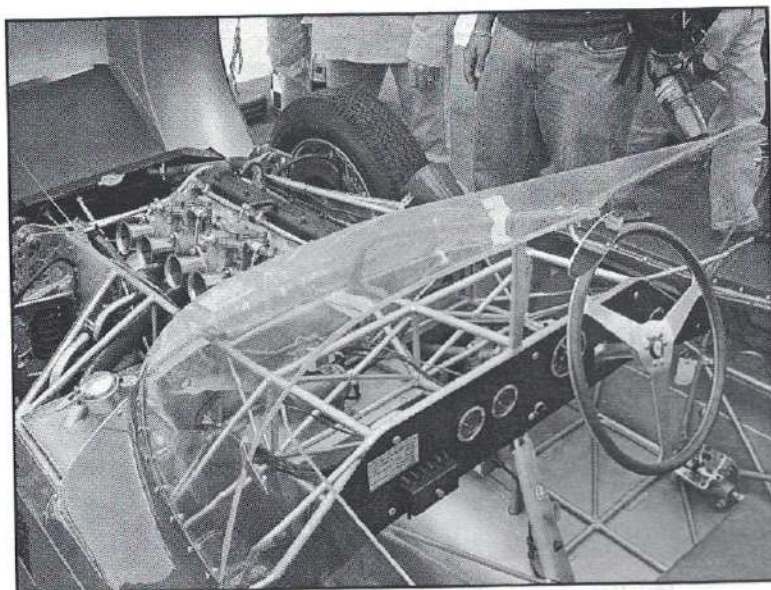
*The Alfa Corral*



*Alfa Zagato racers.*



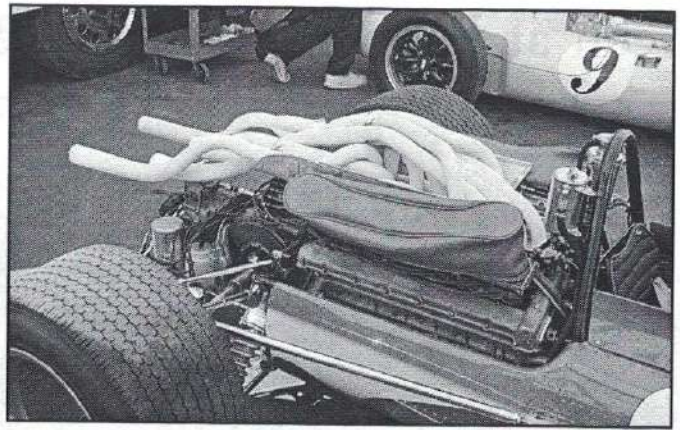
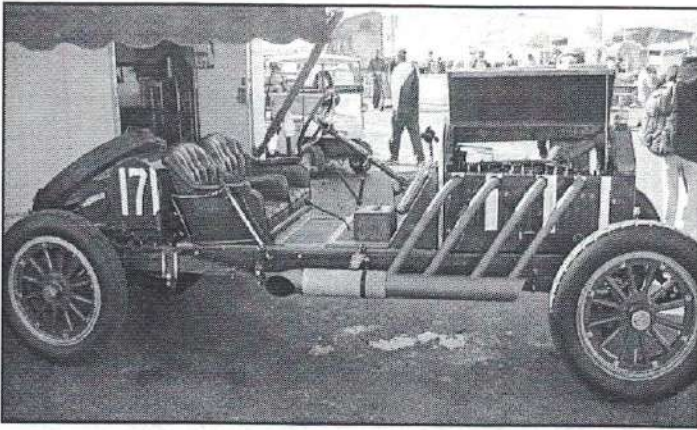
*Peter Giddings at speed in his 1931 8C2300 Monza*



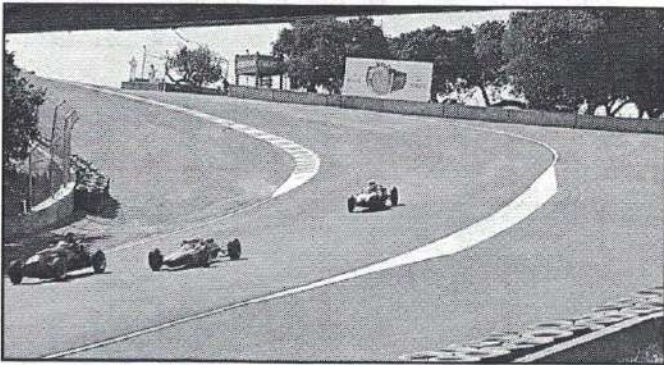
*Maserati "bird cage"*



*Did you get this guy's phone number?*



*Old and new approaches to exhaust pipe mergers -- a 1916 National and a 1967 Ferrari 312 F-1 car.*



*1955-65 F-1 cars in corkscrew*



*1966-75 F-1 cars in the infield corners.*



*His number is his age -- just a youngster getting started?*



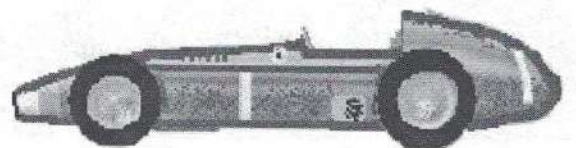
*A Mini and Mini-Me!*

## **ADLER RESTORATION LLC.**

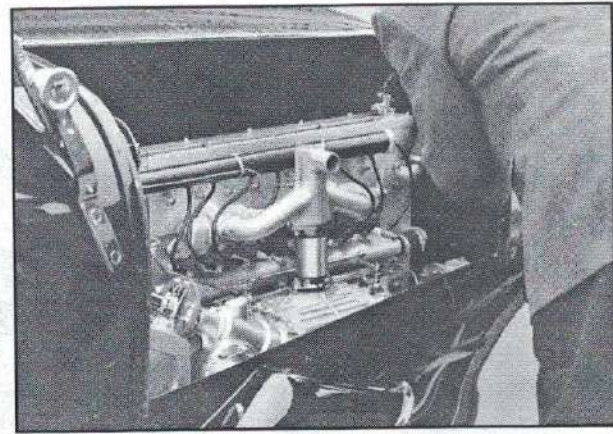
- Custom paint, metal fabrication and coachwork
- Race and tour preparation for vintage vehicles
- Restoration of fine automobiles to concours standards
- Pre-auction inspection & certification

**Douglas Adler**  
**(805) 498-3945**

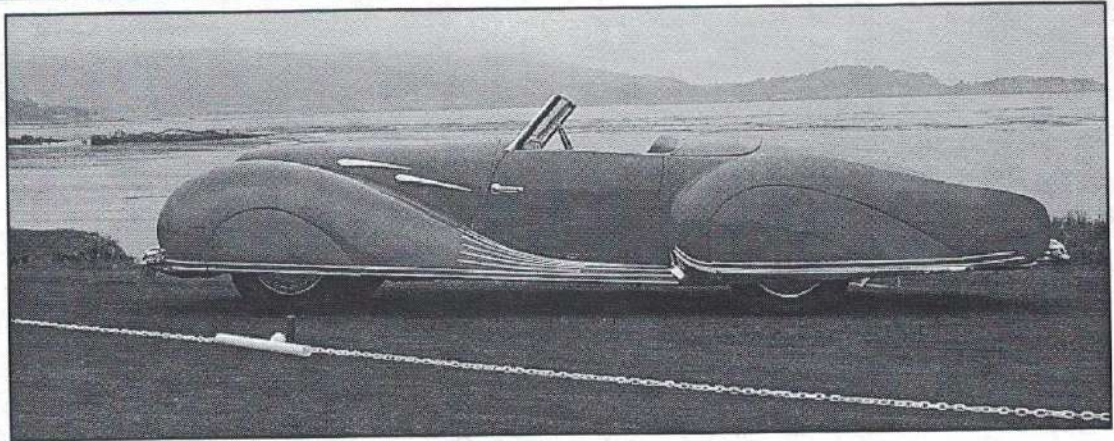
*Thousand Oaks, California*



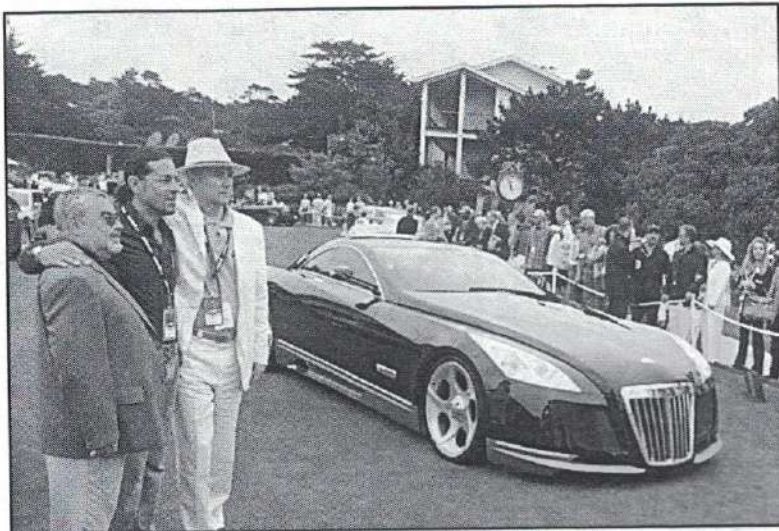
**Seen at Pebble Beach Concours:**



*Bugatti Type 57 and it's engine*



*A beautiful Delahay roadster*



*An undefined concept car*



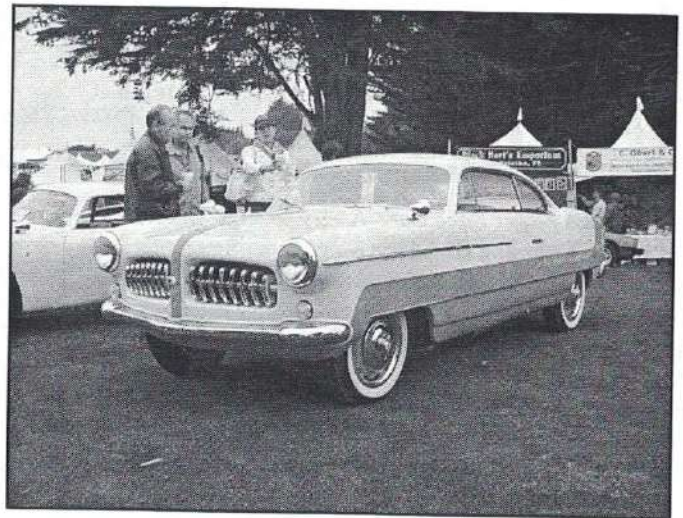
*Fereriari Concept car*



## Lancia Collection at Concorso -- *Not Quite Beauties*



*1934 Lancia Belna*



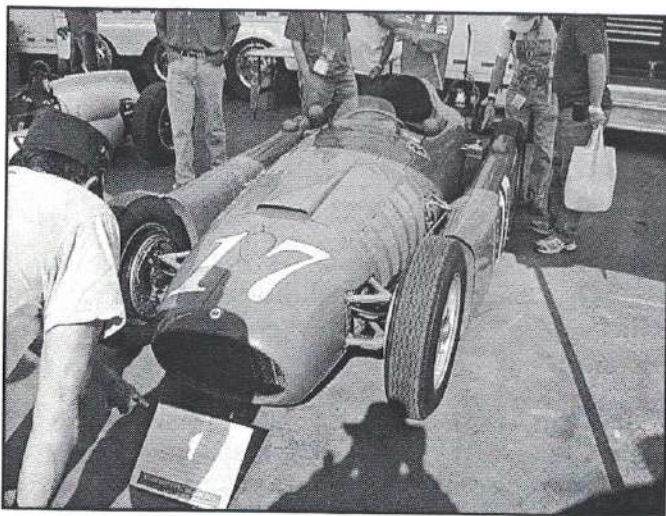
*1952 Lancia Aurelia 2000, Ghia body*



*Lancia Fulvia Sport Zafato*



*1952 Lancia Aurelia*



*Lancia D50 Grand Prix car in the pits at the Historic Races.*

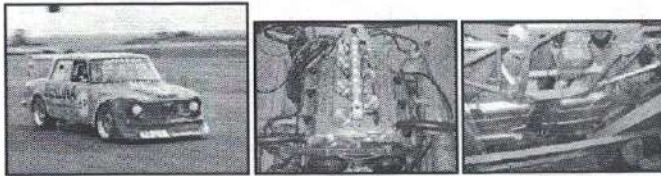


*1935 Fiat Balilla Spider Sports 508S Coppa D'Oro -  
-1935 Mille Miglia participant.*

## Classified Ads -- Free advertising for members

**1986 GTV6:** Parts Car / Bill of Sale Only. Mostly complete GTV6 with lots of rust; has lots of good parts including entire power train, front air dam, and more. Asking \$600 cash. Call Jim Ferris (909) 861-1474 or email [rude82000@adelphia.net](mailto:rude82000@adelphia.net). (9/6)

**1967 Giulia Super Race Car:** A very special Alfa Race car is for sale in Australia. This is a Giulia Super that by far in any part of the world has to be the fastest and well sorted Alfa Giulia race car available. I have gone to all extremes to keep this a full Alfa racer. Most of the body and all the running gear is Alfa. It has a 1986 Alfa Romeo GTV V6 2.5 Litre engine, hard-mounted as in Formula 1, with 105-series transmission, special suspension, fuel system, etc. The best thing to do is to view <http://www.enzopiazzaracing.com/> and see & read all you need to know about this machine. The car was originally prepared by Alfa Romeo specialists Randall Perkins of Sydney in the early 1990's and was issued with a CAMS log book in 1994. This was always a very special car to all the people in the Alfa club and the enthusiasts; it was one of those cars that you wished you could own. Business commitments and a growing family have made me make a decision I never thought that I would make. Asking \$40,000US OBO. Contact Enzo Piazza by E-mail at [enzo77@bigpond.net.au](mailto:enzo77@bigpond.net.au). (9/6)



**1983 GTV6.** A great, good-looking car in excellent condition throughout with only 65,000 miles. Dependable, fun to drive, everything works, rust-free Arizona car. Silver w/blue interior. AC, power windows. Completely reconditioned by Auto International with many new parts. \$4,600. Call Bob Swaim, President, AROC of Tucson at (520) 886-6848 for photos and details or E-mail [rswaimalfa@cox.net](mailto:rswaimalfa@cox.net). (9/6)

**1965 Giulia Spider Veloce:** This car is in exceptional condition. Farina red/black, full cosmetic restoration with new paint, top, windshield, carpets/mats, seats, tires and more. Absolutely no rust. Engine and transmission in excellent condition, new clutch. Matching serial numbers. Twice shown in the prestigious Palos Verdes Concours. Over \$16,000 invested in restoration, all receipts. Photos available. Call Marty at (310) 377-4279 or e-mail to [mrcfcc1@cox.net](mailto:mrcfcc1@cox.net). (9/6)

**TOW CAR: 2005 Ford Excursion LTD, XLTV104X4,** automatic, 5 door, 31000 miles on 36000 mile factory warranty, super clean! White with gray interior, uses gasoline. Options include CD player, passenger and side airbag, power locks, power windows, power seats, air conditioning, ABS, 4-wheel drive. VIN #1fmnu41sx5eb23957 — \$25,500. Call Rick Clemente at (323) 665-7170. (8/6)

**Parts needed:** to repair 1994 Spider damaged in accident. The front-end, front frame and right headlight are damaged. These parts are from the estimate.

- Bumper assembly
- Front Panel
- Left and right energy absorber
- Right bumper assembly support brackets - side and front
- Reconditioned beam grill
- Right headlamp assembly
- Right park/turn lamp and marker lamp assembly
- Right fender
- Right splash shield lower extension
- Right rear link assembly
- Right steering knuckle

Call Carrie Adrian at (636) 799-1880 or E-mail at [olecja@aol.com](mailto:olecja@aol.com) (7/6)

**1977 Spider:** 2.0 liter, 5 speed, new paint – red with black top. California car since new, no rust. Rebuilt motor, trans, and differential. New wheels: 16X7 with P205X55 R16 tires. New Konis, floor, carpet, and mats. Looks and runs better than new. Photo available. \$12,500 OBO. Call Roland @ (805) 584-0051. (6/6)

- Parts for sale:** -1750 block, crank, rods w/pistons, front cover, flywheel: \$250
- '59 1300 engine, complete, #1315-010368; head is off, no cams or valves: \$450
  - Four 4-speed trans, early #8/41 5M58420, #13152, #94037, and late #15613: \$125 each.
  - 2 '74 Berlina front seats, tan, like new: \$100/pair
  - 2.0 liter block, line bored and clean: \$100
  - GTV-6 Shankle rear sway bar, new: \$50
  - Maratona front spoiler & right front flare, like new: \$75
  - Two Milano grills: \$10 each
  - GTV-6/Milano drive shaft, complete, balanced by Portland drive shaft service: \$250
  - 6 cranks + flywheels – inquire with needs: \$25 to \$75 ea
  - 1990's Spider right taillight, excellent condition: \$50
  - Two Graduate wheel beauty rings: \$30 each

All prices OBO, everything must go! Call Robert @ (310) 257 8691. (6/6)

**PARTS:** Air box for '67 Duetto or GTV \$150. Euro carb air filter 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)

**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)

# Alfa Parts

www.alfapartscatalog.com

Largest online catalog of original parts and accessories with factory part numbers, images, parts diagrams, online ordering!

- ▶ Original parts and hard to find NOS.
- ▶ Rebuilds, sheetmetal, resoration and aftermarket parts.
- ▶ High performance components.
- ▶ Full line of Alfa Romeo factory gifts, accessories and collectables.
- ▶ Prompt worldwide delivery.

From Giulietta to 164, factory authorized Alfa Romeo parts provider, over 30 years of exclusive Alfa Romeo experience.

Jon Norman, Ruth Ann Yager  
800 890 ALFA (2532)  
510 525 9435  
www.alfapartscatalog.com

## 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](http://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  
1852 Bledsoe Ave  
Los Angeles, CA 90066-4018

1A

## Our 2006 Calendar

January	February	March	April
4 Board Meeting @ Luigi's	1 Board Meeting @ Luigi's	1 Board Meeting @ Luigi's	5 Board Meeting @ Luigi's
21-22 Time Trial & Race @ Pahrump, Nevada	18-19 Time Trial @ Fontana Parking Lot	12 Swap Meet at Omega MotorSports, 9am	8-9 Time Trial & Race @ Willow springs
29 AROSC Annual Mtg and Luncheon at Luigi's, Hawthorne	26 Concours @ Pepperdine University, Malibu, plus <b>General Meeting</b>	25-26 Drivers School @ Streets of Willow	22-23 Spring Driving Tour
		31 General Meeting, 7:30 Mosier Restoration	29 General Meeting /Tour Petersen Museum
May	June	July	August
3 Board Meeting @ Luigi's	7 Board Meeting @ Luigi's	5 Board Meeting @ Luigi's	2 Board Meeting @ Luigi's
20 General Meeting & Lunch, Culver City area	11 Concours/Go Kart Races at Dromo One indoor track, Orange	8 Braille Rallye 2005 <b>Note Date Change!</b>	6 Summer Party, Huntington Beach @ Phyllis'
21 L A Concours	23-25 Calif Historic Races at Fontana w/spectators	28 General Meeting/Tech Session @ Omega MS	18 Concorso Italiano, 19-20 Monterey Historics
27-28 Time Trial & Race @ Buttonwillow	25 General Meeting, at San Antonio Winery		25 General Meeting - 8pm Castaway Restaurant Burbank
September	October	November	December
2-3 Drivers School @ Streets of Willow	4 Board Meeting @ Luigi's	1 Board Meeting @ Luigi's	3 Competition Committee Meeting
6 Board Meeting @ Luigi's	<b>14</b> Swap Meet /Dyno Session @MagnaFlow <b>New Date!</b>	5 Best of France & Italy Car Show & Concours	9 Holiday Party at the Kutkus home
30 General Meeting./Tour Nethercutt Museum	21-22 Time Trial & Race @ Willow Springs	17 General Meeting, 8pm White Turkey Sale & Elections @ Italspeed	10 Board Meeting and planning for 2007 at the Kutkus home
	27 General Meeting, TBD	25-26 Wine Tour	