



December 2007
In This Issue: Woodley Park Concourse, Parade, Kart Enduro, upcoming

Yfaciorrada

Month	Event	Date	Location
September 2007	Drivers School @ Streets of Willow	1-2	Streets of Willow
	Board Meeting @ Luigi's	5	Luigi's
	Swap Meet / Dyno Session @ MagnaFlow	15	MagnaFlow
October 2007	Party @ Casa Silverman	29	Casa Silverman
	General Meeting - Nethercutt Museum, +		Nethercutt Museum, +
	General Meeting, Tour of Ray Scherr Collection - Westlake	27	Westlake
	Board Meeting @ Luigi's	3	Luigi's
November 2007	13-14 Time Trial & Race @ Willow Springs	13-14	Willow Springs
	General Meeting, Village		Village
	Board Meeting @ Luigi's	4	Luigi's
	Best of France & Italy Car Show & Concours	7	Luigi's
	Board Meeting @ Luigi's	7	Luigi's
December 2007	General Meeting, 1pm White Turkey Sale & Elections @ TBD	17	TBD
	Wine Tour -- Central Coast area	23-25	Central Coast area
	Competition Committee Meeting	2	
December 2007	Holiday Party at the Kulkus home	8	Kulkus home
	Board Meeting and planning for 2008 at the Kulkus home	9	Kulkus home

Our 2007 Calendar

Arthur Russell
 3852 Biedsoe Ave
 Los Angeles, CA 90066-4018
 1A

Alfa Romeo Owners of Southern California
 17041 Malia Circle
 Huntington Beach
 CA 92649



Meeting Information

General Meetings are usually held the last Friday or Saturday of each month at various locations. Check the Calendar information on the outside back cover for an overview of the year, and the Previews section on Page 4 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

AROSC Web Site:

www.arosc.org

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

Afficionados is the monthly publication of the *Alfa Romeo Owners of Southern California*, a Chapter of the *Alfa Romeo Owners Club, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscription to this newsletter is included as part of the annual *AROSC* membership fee of \$70; non-members of *AROSC* may subscribe for \$22 per year.

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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 (modified for new page size)

Full page	\$275 per year	Membership Information See the inside back cover of <i>Afficionados</i> .
1/2 page	\$150 per year	
1/4 page	\$100 per year	
Business card	\$100 per year	

This Month's Cover

A GTV 6 and some 164's on display at the "Best of France & Italy Car Show" at Woodley Park. This is the largest display of *Alfas* on the West Coast, including Concorso Italiano. Photo by Jim Lightfoot.

Disclaimer (a.k.a. Lawyer Repellent)

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(805) 499-4835

Wine Tour: Margi Brown winetour@arosc.org

2007 AROSC Previews -- An Outline of Coming Events

December 8 - Holiday Party @ Kukkus', Noon to 5PM

We will have our annual holiday pot luck at the Kukkus' party room in Redondo Beach. There will be barbecued meats by MJ, Sheila will prepare something special, and we will bring pot luck side dishes, salads, and desserts to complete the menu. Don't miss it! See the Flyer on page 21 and be sure to RSVP to Sheila

DON'T MISS:

*Holiday Party Dec 8 @ Kukkus'
Annual Awards Meeting Jan 27
Delzamo's, Redondo Beach*

December 9 - Board Meeting, old & new, at Kukkus', 11AM

The new and old board will meet for selection of officers and committee chairs as well as a planning session for 2008. All 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.

January 27 -- Annual Awards Meeting, Delzamo's, Redondo Beach, Noon - 4PM

We have made reservations at this restaurant in Redondo Beach for a private room and buffet lunch. We will award our year-end trophies for all competition categories and classes, and introduce the new board of directors and officers. See page 20 for details



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

Before beginning my Ramblings, I realized that I haven't properly thanked Ray Scherr, gentleman car guy and all around nice person, for his hosting of our October General Meeting.

November, again, went on forever. Starting with fabulous weather and the largest turnout for the 'Best of France and Italy' (over 120 Alfias counted) and ending with fabulous weather and a well attended wine trip (nearly 40 for dinner on Sat. night). In between was the General Meeting and General Elections at the Automotive Driving Museum. Elections were held on schedule with some voters submitting ballots early and often. In spite of their efforts to elect others, the ten nominees (which included some surprised nominees) were all elected and by the time you receive this missive, their positions will have been assigned and next years schedule of events will be mostly settled.

Mi compliment to Tina, Chuck and their wonderful staff for another great assemblage of fine vehicles (see pictures). The AROSC Concorso entrants were many and awesome. There were picnics galore, but as it was a public park

we were limited to drinking water, soda and Grape Juice (appropriately aged).

Our new wine tour Chairperson, BoD member Gene Brown's daughter Margi arranged a great adventure. For the first time, we toured and tasted at a number (varied a little) wineries west of Buellton (near Solvang). We visited, among other premium wineries the fine facilities of Sanford, Foley and had a great picnic lunch at Melville. Terrific Alfa roads heading out and a nice short straight road for the sobering trip back. Dinner at AJ Spurs was it's usual hearty self and after a few hearty party animals, urged on by the Barrett's, headed out to the Mustang (Cowboy, Live Band) Bar and were somehow involved with sticking a dollar bill signed 'AROSC' to the ceiling. Maybe they'll write an article about this adventure for the next issue.

While all that went on this year, I managed to finish my mentoring for the Petersen Museum and had a wonderful year touring. What a great way to spend a few hours a month. Tours anyone? Native Los Angelinos or those living here for 25 years or more will have a

special appreciation for the museum's newest exhibit featuring the works of Ed "Big Daddy" Roth and Rat Fink.

I again want to thank all the Alfisti, AROSC members and non-members alike, for allowing me to spend another year enthusing about a great, historic Marque and for trying to convince me that my enthusiasm may be catching. I especially want to thank the Competition Board, Instructors and the great drivers who have encouraged me over the years and got me from Intro to School to Time Trial to (finally) Race. The natural, addictive drugs generated by my brain could never be duplicated in a lab. Get your family into the program - even if it's just Intro. I also want to thank both the departing and continuing board members for their awesome contributions to the continuing success of AROSC and to

welcome the new board members as they put pedal to the metal as AROSC reaches for a new plateau of performance and inclusiveness.

If we don't get to see you at the January General Meeting, an historically great party and clean car show (see enclosed info), Evie and I would like to thank you again for your generous support during this past year and to wish all of you a happy and joyful Holiday Season and a healthy and prosperous New Year. Speaking of the January General Meeting and Italian Buffet, **PLEASE, mi faccia il favore di rispondere (RSVP)**. Our space is limited and we need to have a count.

I apologize for the excessive use of superlatives, but it was a superlative month for sure.

Keep the wheel side down,

Norman, Rex



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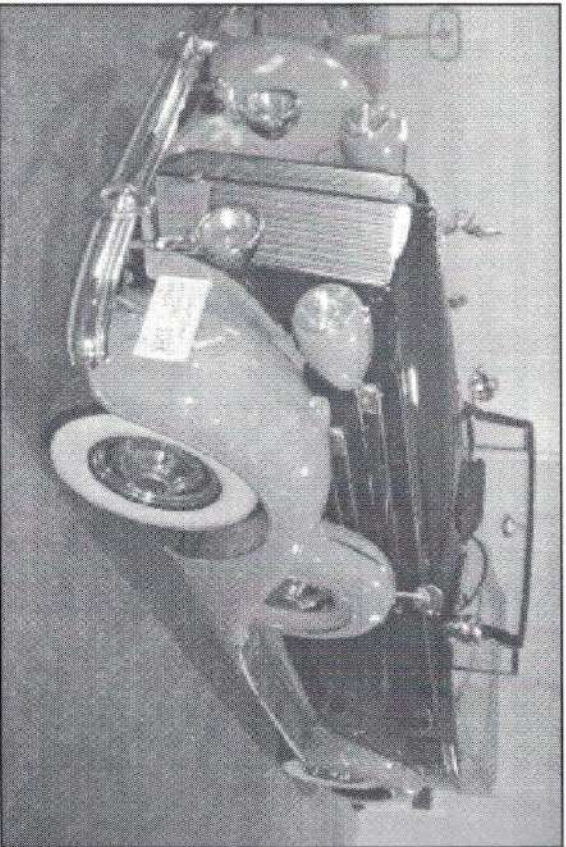
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November Meeting – Elections, White Turkey Auction, and more...

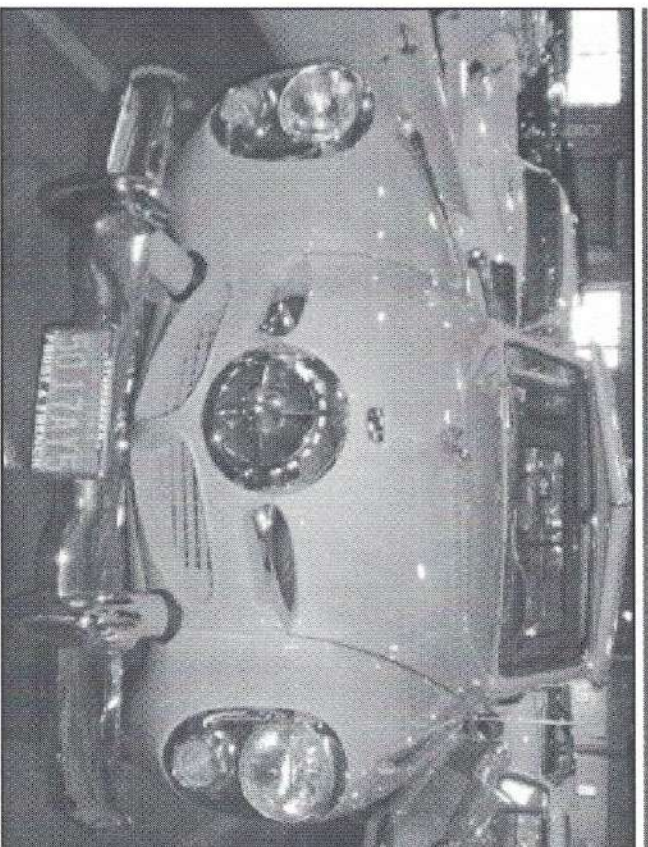
Photos by M.J.Kirkus



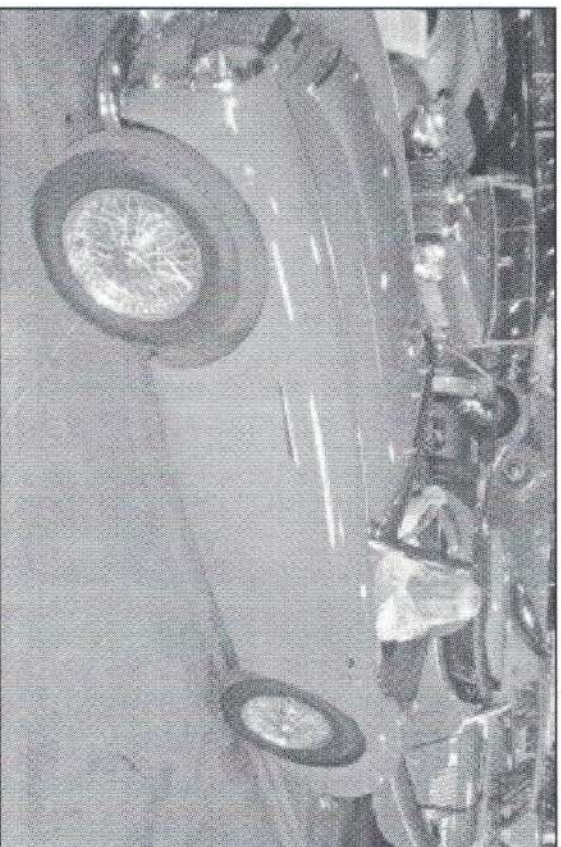
A 1936 Packard Standard 8 Roadster 1401



Another beautiful 1930's-era Packard -- a specialty of this museum.



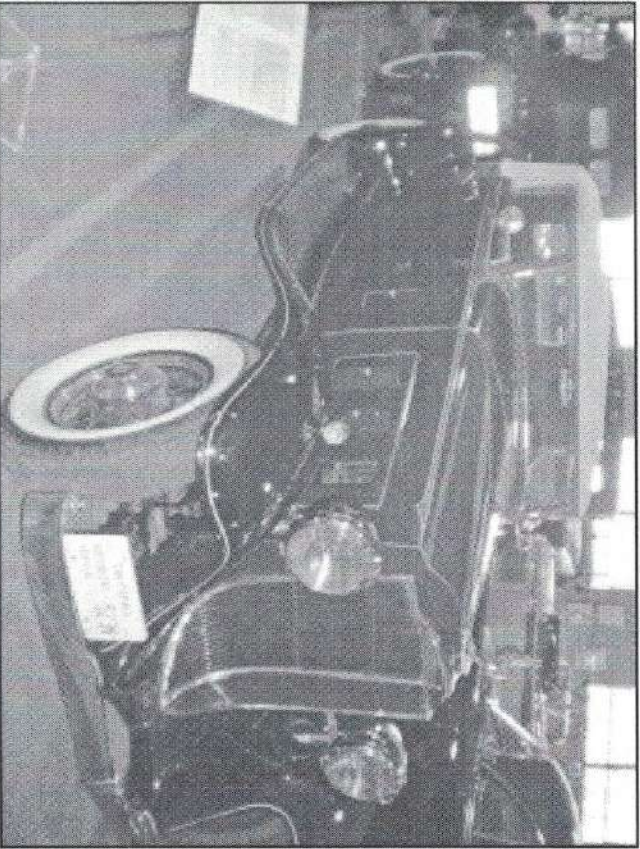
A 1950-51 Studebaker by Raymond Loewy with the airplane-inspired 'spinner' nose.



Sheila tries out the Austin Healy



Sheila, Gene, and Paul ponder the paint scheme on this Mercedes.



Another rare Packard: a 1932 Light Eight, with the unique curved-bottom grill, it was a lower priced car that didn't catch on so was merged with the main line to become the Eight in 1933.



We had a meeting and elected a new board, then auctioned off a few white Turkeys. The Spica pump was held back for a more interested group.



This old Packard ambulance was parked at the home of the Museum founder for years before he had this venue for display.

GO Kart Enduro at Fast Lap --

October 28

By Mike McKibbin

Thanks to the tireless efforts of Terry Major, another club-sponsored go kart enduro took place on October 28, 2007 (the third in what is hoped to be a continuing series), this one being a three-hour affair at a relatively new indoor facility, Fast Lap in Mira Loma. Owner, Lew Arlington, has accommodated a weekly special race on Tuesday evenings for club members and their guests almost since the doors opened and he warmly received the suggestion of a special endurance event. The first time any type of new and unfamiliar activity is attempted, there are bound to be glitches, and this was no exception (why it took six and one-half hours to run a three-hour event), but no one minded, the problems were overcome and everybody had a gas.

The fast lap course is an approximate 1/4 mile, 13 turn (give or take a few) indoor concrete course, and the karts are similar to those used previously, 6 horsepower 4 cycles, in heavily bumpered karts. The 39 participants consisted primarily of club members and acquaintances,

although a few track regulars (including track record holder, Mike Johnson, the record being 30.6 seconds) were invited to attend. The participants were divided into 10 teams of 4 (iron man, Todd McNall drove 2 sessions), with Terry nominating 10 team captains, then the captains selecting their teams by round robin. The complete roster (in finishing order) accompanies this article.

Race Director, Dennis Fibrow, remained unable to drive by reason of his recent knee surgery, but he agreed to appear and act as the official start and flagperson, and ultimate umpire and arbitrator. There were some pre-race observations that some of the participants had reputations (perhaps well-deserved in a few cases) for, shall we say, rough driving. Dennis promised all during the drivers' meeting that he would make liberal use of the black flag to enforce appropriate standards of conduct on the track. A full black meant a drive-through penalty, and that meant losing a lap.

Doing an enduro for the first time meant a whole new computer program had to be devised for scoring and getting that brand new

program to work properly caused the race to be red flagged twice, until everything finally came together on the third restart. Brother Mitch did the first 20 minutes, drove like there was a ton of money on the line and put about a lap between he and everyone else before he came in for his off sequence stop.

The on-track action was furious, with at least one or two different races going on at any given time. Dennis did a lot of shaking the folded black flag, but people must have really been watching themselves after the drivers' meeting because, given the number of drivers, laps and nature of the course, there seemed to be surprisingly few penalties (Terry said there were only seven).

Things proceeded smoothly on track until about a 1/2 hour before the end when a kart ran out of gas on track and the third red flag came out. An inspection of the remaining karts revealed most to be very low on fuel, so a refueling and drivers change (if desired) was accomplished (the track will simply estimate more starting fuel next time). Mitch, being our team's ringer, jumped in to finish off his session (Jorge, Juan and I each did 45 minute stretches). What followed at the restart was some really fine racing at the front.

For a time, it was four-kart knockout, drag-out between Mike Johnson, Mitch, Greg Nelson & Cory Gann. Traffic eventually split this one race into two, with Mike & Mitch trading places up front, and owner Lew becoming so enthralled, he picked up a microphone and started announcing it. This continued until Mike approached Todd McNall and Beverly Major (who were conducting their own battle royal) from behind and tried a three-abreast move in turn two (while Todd was trying a two-abreast move in turn 2), a turn which really only has room for one kart at speed. Bev was board-checked, Todd was sideways mid-track and Mike sped off. Dennis, being the umpire (in the words of Ron Luciano, "Make the Call"), decided the double/triple pass attempt in a tight, high speed corner was probably a bit much, so Mike & Todd got the last two drive-throughs.

The Silver Team had been out charging all race long, however, and still took down the win with 303 laps. The Kids Team was incredible; they were good at the last enduro, but the lack of experience hurt them. Obviously, they've developed a lot of savvy since, finishing second (note Cory had been able to go wheel to wheel with Greg Nelson, (who is very fast in his own right), for a lot of laps and young Josh is almost as fast as his father as well). Despite

one penalty, we managed third, with Team Yellow right behind (Team Yellow had the only mechanical failure, being forced to change karts in the third hour).

Fastest lap belonged to Mitch at 31.17. Mike Johnson vows vengeance and Greg's feeling he'd like to smoke both of them; but watch out for the kids. Terry suggests we do this four times a year, and Lew thinks that was some of the best racing he's seen at his place. Stay tuned.

RESULTS:

Team Silver -- First Place
 Mike Johnson (team leader)
 Ron Schartau
 Rob Rhodes
 Dave Edwards

Team Red -- 2nd Place
 Corey Gann (team leader)
 Danielle Major
 Aaron Economy
 Joxh Nelson

Team Green - 3rd Place
 Mitch McKibbin (team leader)
 Mike McKibbin
 Jose Palasek, Sr.
 Clark Taylor

Team Yellow -- 4th Place
 Greg Nelson (team leader)
 Matt Scheffeld
 Stu (Nowball) Harris

Janet V.

Team White -- 5th Place
 Terry Major (team leader)
 Beverly Major
 Chris Chartier
 Nick Rigney

Team Purple -- 6th Place
 Jeff Thraen (team leader)
 John Pepper
 Jeff Deacon
 Alex Ichikawa

Team Gold -- 7th Place
 Phil Guinal (team leader)
 Rick Economy
 Jose Palasek, Jr.
 Dean Brown

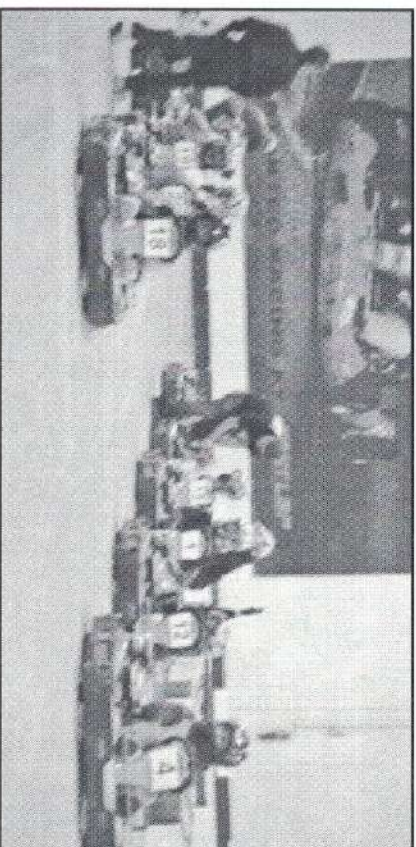
Team Pink -- 8th Place
 Todd McNall (team leader)
 Jeff Gann
 Will Painter
 Todd McNall (ran 2 sessions)

Team Black -- 9th Place
 Emilio Valsecechi (team leader)
 Jorge Mazlunian
 Craig Hillskemper
 Tony Rojo

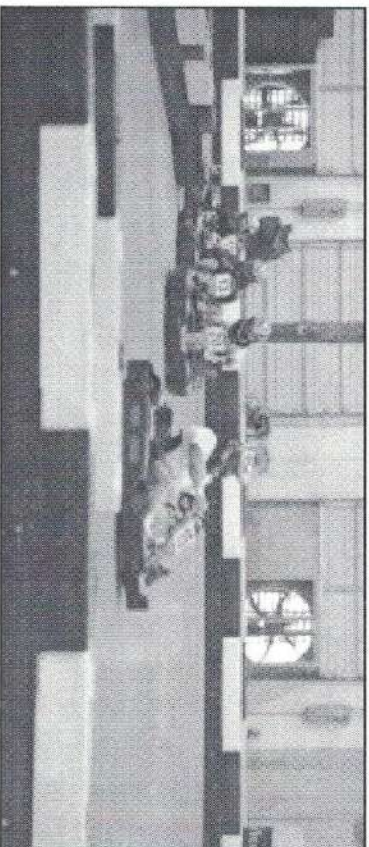
Team Blue -- 10th Place
 Paul Blankenship (team leader)
 M.J. Kukus
 Patrick Russell
 Matt M.



Dennis Fibrow explains the black flag function at the drivers meeting.



Let's Get Ready to Rumble!



Hot action on the track.

Alfa Romeo Sports-Racing Cars – a Decade of Development

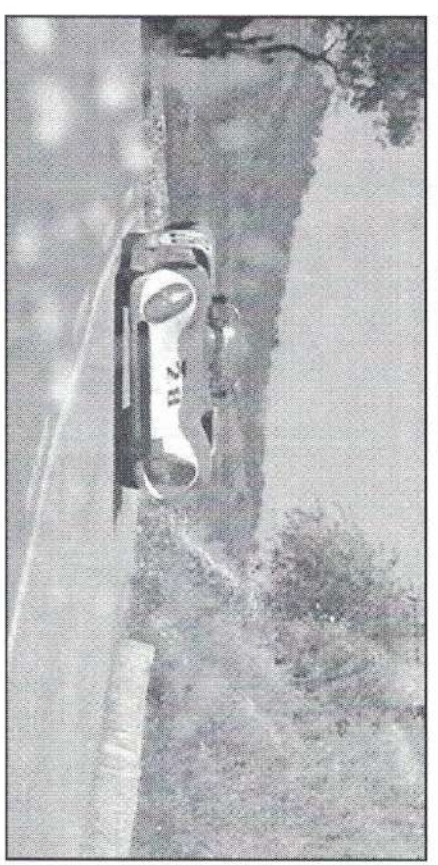


Driver change is complicated



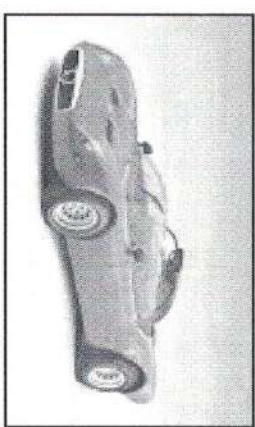
Excited spectators!

*Mike said they ran somekids,
but this one is a little young!*



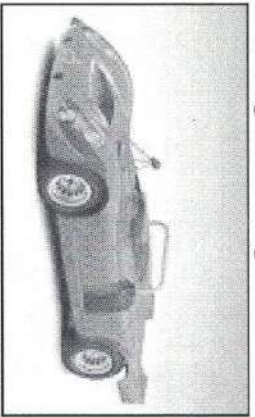
While Ferrari and Porsche took centre stage in late 60s/early '70s endurance racing, Alfa Romeo, a company with a racing tradition dating back to the 1920s, was building up a presence that was to dominate the circuits by 1975. A collection of sports-racers from this exciting 10-year period formed a central part of the fabulous, now sadly closed, Rosso Bianco Collection at Aschaffenburg in Germany.

The eight cars comprise a 1967 2-litre V8 T33 Periscopica (the model which launched this legendary series), a streamlined 1967 T33 Mugello Spyder of the same vintage, a rare 1968 T33/2 Le Mans coda lunga (long tail) plus examples of both that year's coda corta (short tail) T33/2 Daytona Coupe and the open T33/2 Targa Florio Spyder, a 1970-71 3-litre V8 T33/3 Spyder Corsa, an example of the wickedly pugnacious multi-tubular chassised 1972 T33/TT/3 Spyder, and the swansong 1976-77 turbocharged Flat-12 Alfa Romeo T33/SC/12 Spyder, still in its evocative *Ferrari Tonic* colours.

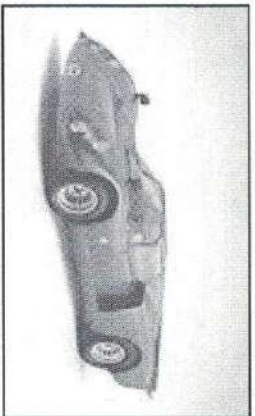


1967 T33/2 'Periscopica' Spyder 1967 T33/2 'Mugello' Spyder

The cars have not run for some time but have been well preserved within the Rosso Bianco museum display and are generally considered to be in fine condition overall, several examples having been previously restored while others remain highly original. This is particularly true of the imposing T33/SC/12 - the most complex, most powerful and by far the most formidable of these machines with its combination of late-series monocoque chassis and twin-turbocharged flat-12 engine.



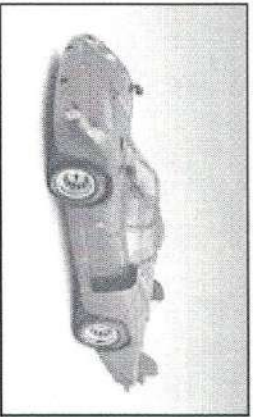
1968 T33/2 Targa Florio Spyder



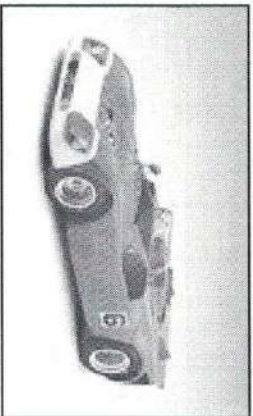
1968 T33/2 'Daytona' Coupe

This series of Alfa Romeo quasi-works racing sports-prototype cars originated in 1966-67 with ex-Ferrari Chief Engineer *Ing. Carlo Chiti* and his team of engineers at *Autodelta Spa*. The early 2-litre V8 T33s like the Periscopio derived much from contemporary Formula 1 practice, while their 'H' plan-form chassis structures embodied frontier-technology by employing large-diameter cast-magnesium frame members to form the 'H'.

Subsequent models saw the original 2-litre, 4-cam, V8 fuel-injected engines enlarged from 2-litres, through 2.5 to a full 3-litres capacity, and even 4-litre CanAm units followed. Stressed-skin monocoque chassis replaced the original cast-magnesium 'H' frames in the 1970 T33/3s, followed by the modern 'Birdcage' multi-tubular chassised T33/TT/3 and a return to the aluminium-skinned monocoque in Alfa Romeo's most sophisticated form for the SC/12.



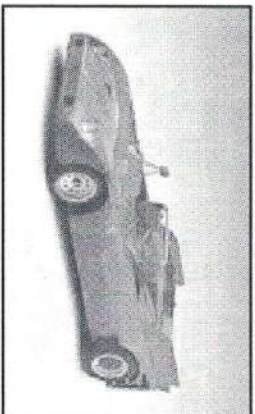
1968 T33/2 'Le Mans' Longtail



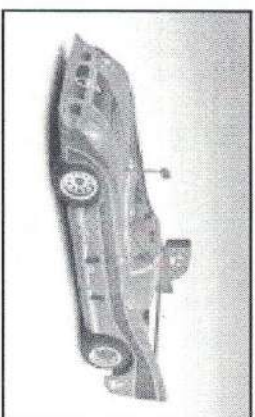
1970/71 T33/3 'Targa Florio'

In period these Italian-red works team cars confronted the stiffest opposition the racing world could throw at them, competing wheel-to-wheel with Ferrari Dino 206Ss and Ferrari 312PBs, Porsche 907s, 910s and 908/3s, and even on occasion duelling with the mighty Porsche 917s and Ferrari 512s.

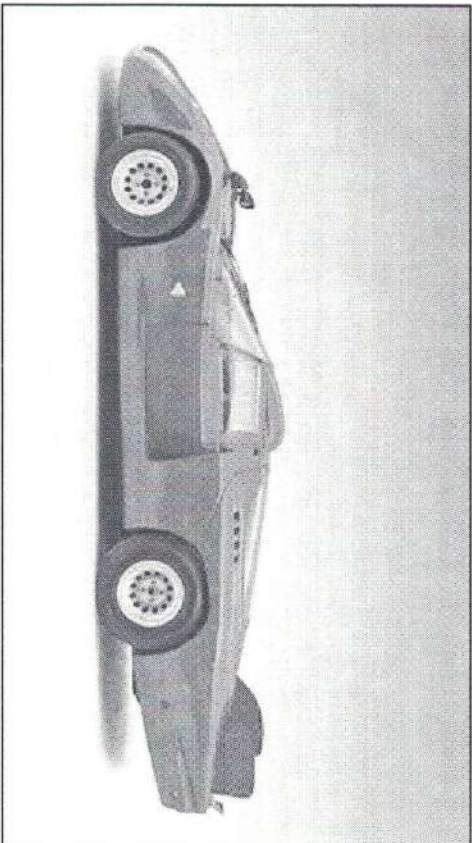
These are the natural heirs to the Alfa Romeo racing heritage embodied in the immortal 8C-2300s and Tipo B Monoposto cars of the 1930s, and when the flat-12-engined T33s won the 1975 World Championship of Makes they followed in the footsteps of the classical P2 cars of 1924-25 which had first added the World Championship laurel wreath to Alfa's famous badge.



1972 T33/TT/3



1976 T33/SC/12 Spyder



1968 T33/2 'Le Mans' Longtail

The Rosso Bianco Collection Alfa Romeo Tipo 33 family is to be offered for sale by Kidston SA in Geneva - www.kidston.com.

Text - Doug Nye
 Photos - Kidston SA
ClassicInsider - The Classic Driver Newsletter
contact@classicdriver.com

January Meeting -- Luncheon & Trophies

New Location - Great Ocean View !!

Don't Miss the Annual Meeting
and Competition Awards Banquet
Sunday - January 27, 2008; Noon - 4:00 pm



Seating for 100

179 N. Harbor Dr., Redondo Beach, Ca. 90277 (310) 374-7525
(Located in the Redondo Beach Marina)

Presentation of Year-End Trophies
for all competition in the club,
both track events and concours in 2007.

Raffle
Prizes

Italian Buffet

Chicken Picatta, Vegetable Lasagna
Tortellini Bolognese, Shrimp Pasta,
Antipasto, Green Salad, Breads
Soda, Iced Tea, Lemonade

\$25 including tax and tip
Full cash bar available

Whether you have or have not competed in any events
this year, be sure to come out - and bring the family!

Coming from the 405 freeway:

Exit at Inglewood Blvd, go south 2 miles. Make a right at 190th, west 2 miles.
Left at Harbor Dr, south 1/2 mile. Make a right into the Redondo Beach Marina
Entrance parking lot (1/2 block before end of street). Make a left after the ticket
booth down to the end of the parking lot. (Validated Parking)

Please RSVP to Sheila Kulkus by Monday, January 21st
(310) 542-3448

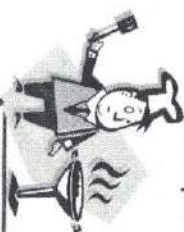
Alfa Club Holiday Party

Saturday, Dec 8th
Noon - 5:00 pm

Hosted by:
M. J. & Sheila Kulkus
2304 Curtis Ave
Redondo Beach, CA

South of Manhattan Beach Blvd and west of
Inglewood Ave in north Redondo.
Take the 405 to Inglewood Ave off ramp,
south 1 mile to Curtis Ave, turn right,
continue 1/2 mile to 2304. Parking allowed
only on the south side of the street.

Meet up with old friends, make new friends.
Alfa people are the best in the world!



Holiday Food

Mojo Beef - On the Spit
Grilled Mahi-Mahi,
Tandoori-Style Chicken

Bring your specialty dish,
salad or dessert



Wine tasting table,
bring your favorite wine to share
Soft drinks, tea and coffee

Door Prizes !!

Holiday Cheer

RSVP to Sheila (310) 542-3448

Let her know how many in your party and what you will bring.

See you at the party!!



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Last Concours of the Year -- Best of France & Italy Car Show, Sunday November 4

By Stephanie Stacy

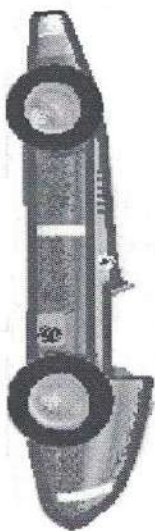
Photos by Randall Higa, M.J.

Kukkas, Jim Lightfoot, and Tom Suter

The last Concours of the year was held on November 4 at the Best of France and Italy Show at Woodley Park. It was a beautiful day, approximately 120 Alfas were in attendance and 28 cars were entered in the Concours. We have tried out a self-judging format this year. Thanks to all the participants who did the judging.

As always, thanks to Tina and the "Best of" crew for another wonderful show. Alfa banners were already up and our rows marked off when we arrived that morning. The show is always the perfect combination of organization and relaxed informality. They make it so easy for everyone to enjoy the day.

And as we wrap up the year a big thank you to everyone who has brought their cars out to the various events during the year. The



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Woodley Park 2007 -- Concours Results

Name	Car	Points	Ribbons/Awards
Non-Alfa:			
Doug Adler	82 Lancia Beta Zagato	20	Best Non-Alfa
Race:			
Jeff Thraen	71 Berlina	64	Best Race Prep.
Art Russell	72 GTV	58	
Open:			
Richard & Alison Lucidi	58 Giulietta Spider	152	1 st /Best in Show
Randy & Adrienne Harris	62 Spider	144	2 nd /People's Choice
Norm & Evelyn Silverman	65 Spider Veloce	103	3 rd
Peter Giacobbi	59 Giulietta Veloce	98	
Sefan Chmara	69 1750 Spider Veloce	79	
David Leland	86 Spider Veloce	77	
Closed:			
Adan Figueroa	72 GTV	115	1 st
Miguel Escobar	73 Jr-Z	102	2 nd
Val Dietrich	73 Montreal	97	3 rd
Steve Cole	77 Alfetta GT	86	
Entrant #6	74 GTV	86	
Daily Driver:			
Robert & Adrian Metheniis	94 164 Quad	128	1 st
Robert & Adrian Metheniis	73 GTV/2000	105	2 nd
Jim Butler	69 GTV/1750	96	3 rd
Dan Sabah	64 2600	93	
Richard & Alison Lucidi	67 GT Sprint Veloce	91	
Phyllis Gaylard	95 164 Quad	87	
Todd Arnow	69 Giulia Super	80	
Gary Rand	69 1750 Spider	68	
Biba	75 Alfetta GT	56	
Paul Dexler	91 164L		no score
Halg Chorhajian			no score
Mannuel Minassian	78 Alfetta Sports Sedan		no score
Mannuel Minassian	74 GTV		no score
Ginseppe Napoli	69 GTV		no score

gatherings in Malibu and Huntington Beach were well attended and lots of fun. It's always nice to gather with old friends and to meet new ones as we celebrate and share these wonderful cars.

Wishing you all a joyous holiday season and we'll see you in 2008!

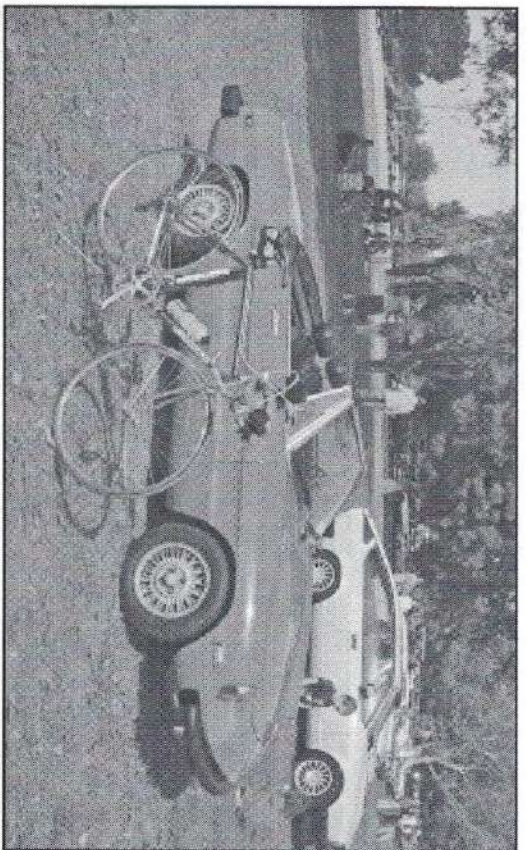
Doug Adler and Stephanie Stacy



A white and a red wine by Scrimaglio, with the Alfa grill and emblem embossed into the bottle, in Daniel Czynnowicz's 1962 2600 Berlina -- first class!



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		



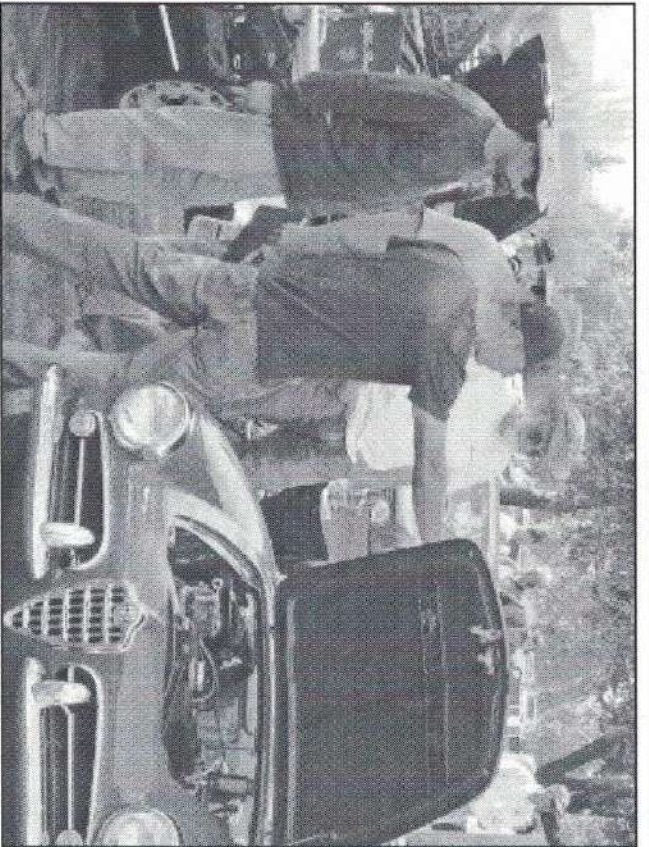
Randall Higa's Italian rides -- Spider & bicycle.



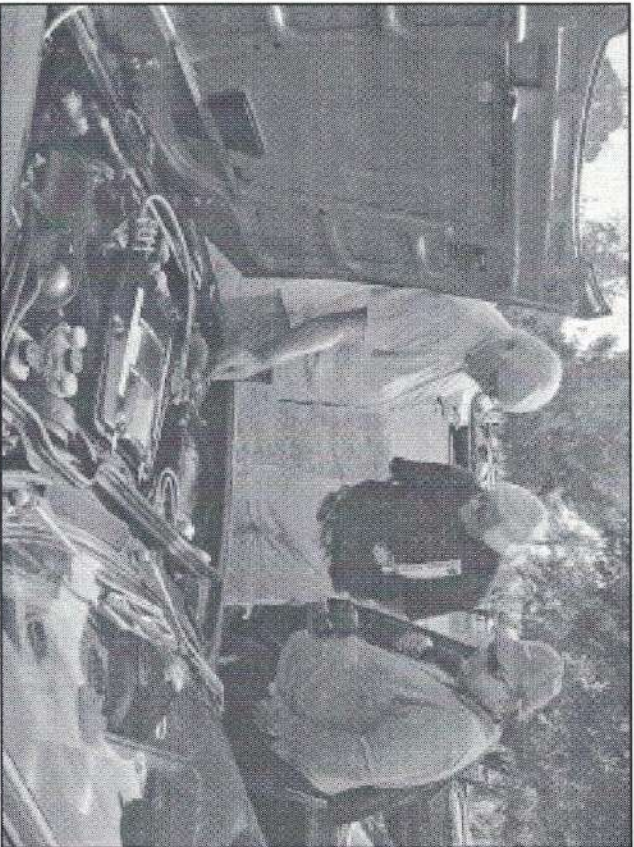
A nice mix of Alfas was present



Ferrari row.



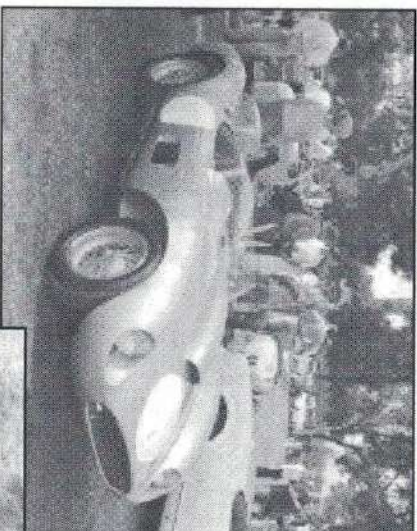
Judging Norman's Giulietta Spider:



Gene Brown points out a feature of his recently restored (running again) Montreal.



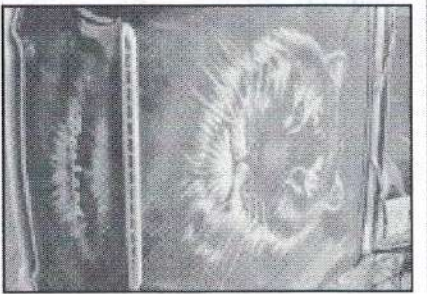
As at any club gathering, lunch is an important feature.



A Ferrari racer, looks like a 750 Monza, from 1954.

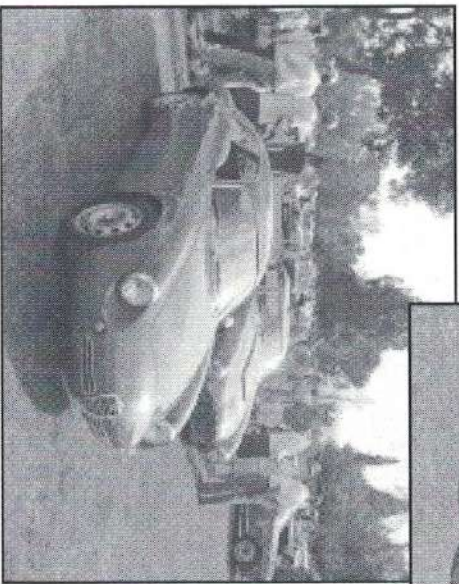
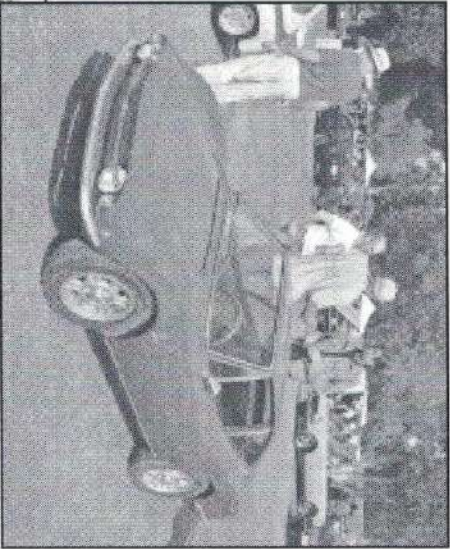


A Matador UV (no S).

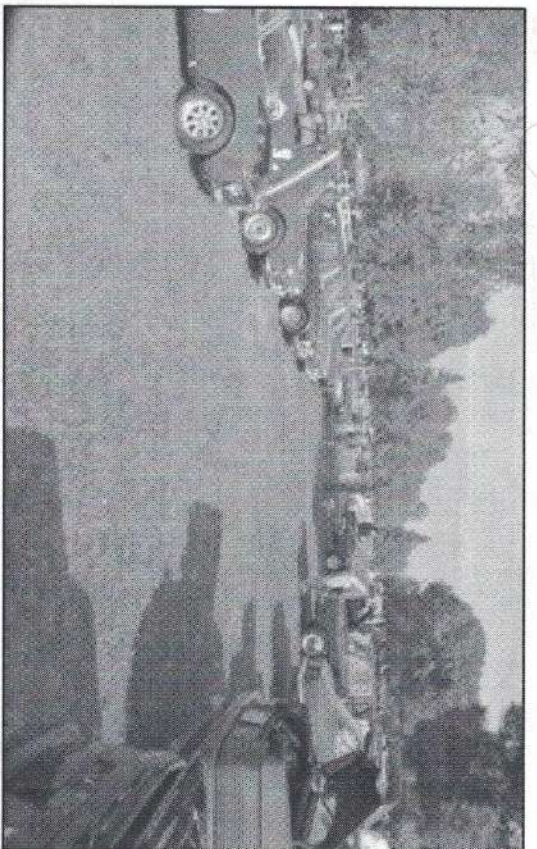


This Panhard affected a tiger face on the nose and a tiger tail coming out of the trunk!

A Fiat Moretti



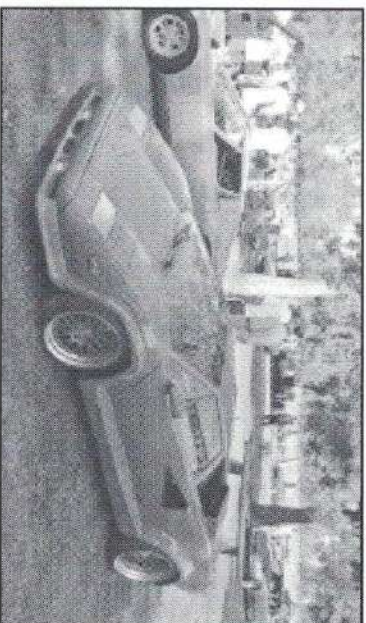
A pair of beauties: the Alfa Giulietta SZ and the Fiat 8V



A nice mix of Alfas on display.



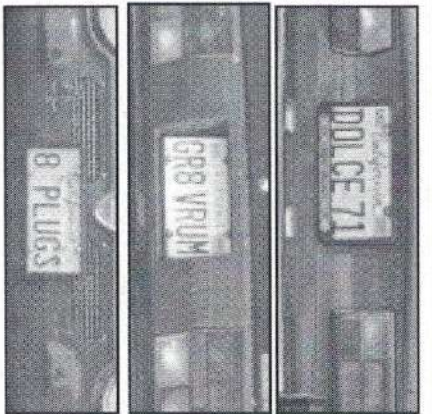
A pair of Lancias.



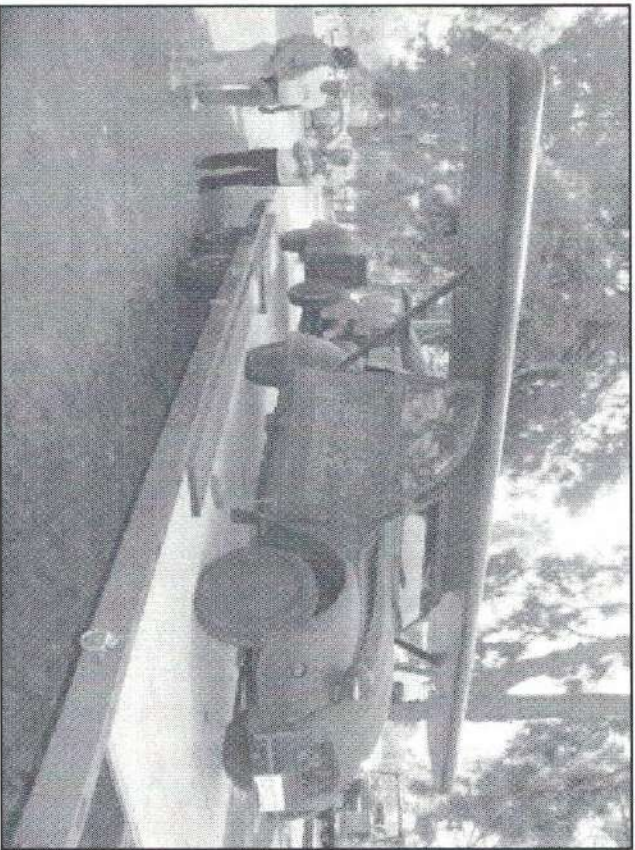
A brace of Lamborghini Countach.



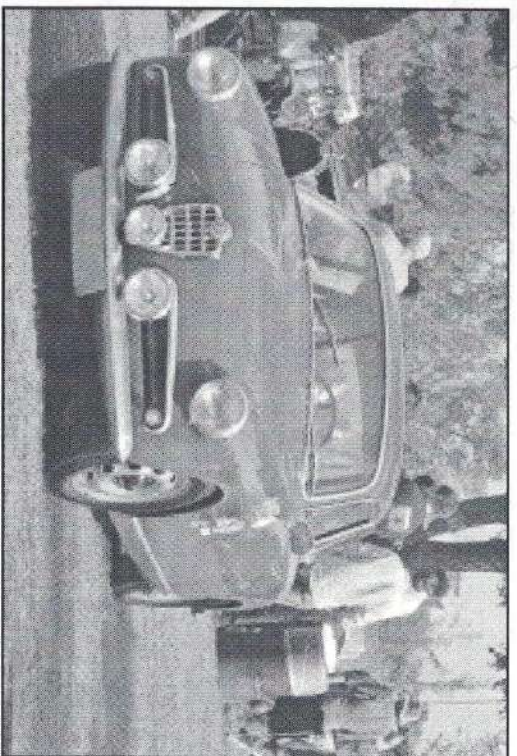
The father & son duo of Robert & Adrian Methanitis scored 1st & 2nd in Daily Driver class.



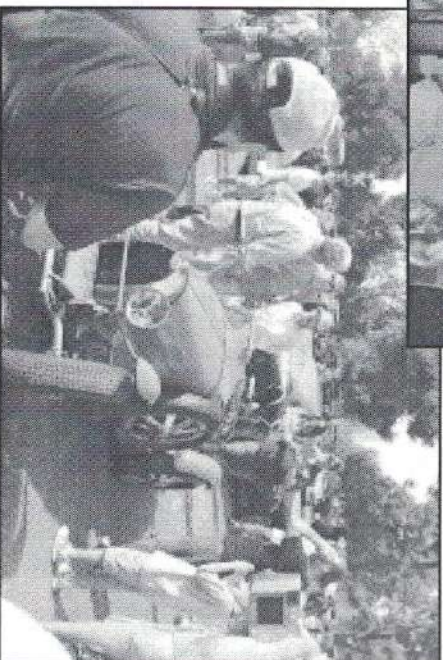
Tom Suter is fascinated by apt license plates: DOLCE 71 on a 71 GTV, GR8 VRUM on a GTV6, and 8PLUGS on a GTA.



This Citroen 2CV-based aerocar is an unusual entry -- no reference to it in the "World of Automobiles".



A Giulietta Sprint looks all set for serious rallying.



Jay Leno's Bugatti draws the usual big crowd.

Rancho Cucamonga Founders Day Parade

AROSC at the Parade – November 10

*By Mike McKibbin
Photos by Mike & Gena McKibbin*

Last year, California Speedway cancelled its entry in the City of Rancho Cucamonga Founder's Day Parade and the City scrambled to find a substitute. My daughter Andrea was a City employee at the time, so she was asked if her car club (us) would like to fill the gap, and we did.

Believe it or not, the city decided to have us back and we were invited this time in our own right.

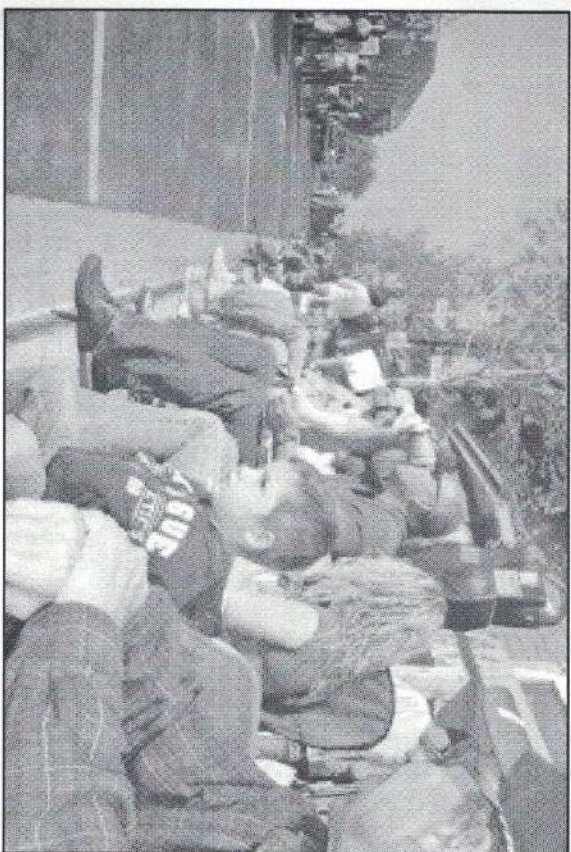
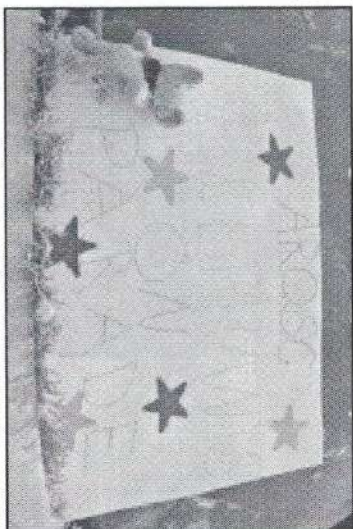
Terry Major publicized it and we showed up with nine cars: 2 Mazda RX-7s driven by Greg Nelson & Tony Presto, Christine Haro in a 1969 Camaro, Rob Rhodes in a 1967 Mustang, Dennis Fibrow and I in the former Company Cobra, and all of us paced by Mike Loyd's beautiful mid-50's restored Bentley (powered by Chevy). This

time we had marchers as well, with Jody Fibrow and Lee Tedlie up front with banners announcing us and our theme, and Bill Wiggins between them waving a green flag.

The parade theme was "Circuses" and although

Dennis suggested to race group at the Sunday morning driver's meeting during the last Willow Springs event that we were driving like a bunch of clowns, we could find very little by way of clown-related material at the party stores in town. However, Andrea has an extensive elephant collection, so we pilfered sufficient stuffed elephants from that to decorate all the cars (along with party streamers from my wife Gena), and our club's sub-theme became "Elephants on Parade." Gena made the posters and it was quite a spectacle.

This time we did not have our token Alfa Romeo, unfortunately. Jim Ferris was going to bring his Alfetta, but he e-mailed Terry the night before the event, advising that he had fired up his car to put it on the trailer and blew a head gasket. As Jim said, "It's an Alfa Romeo after all."



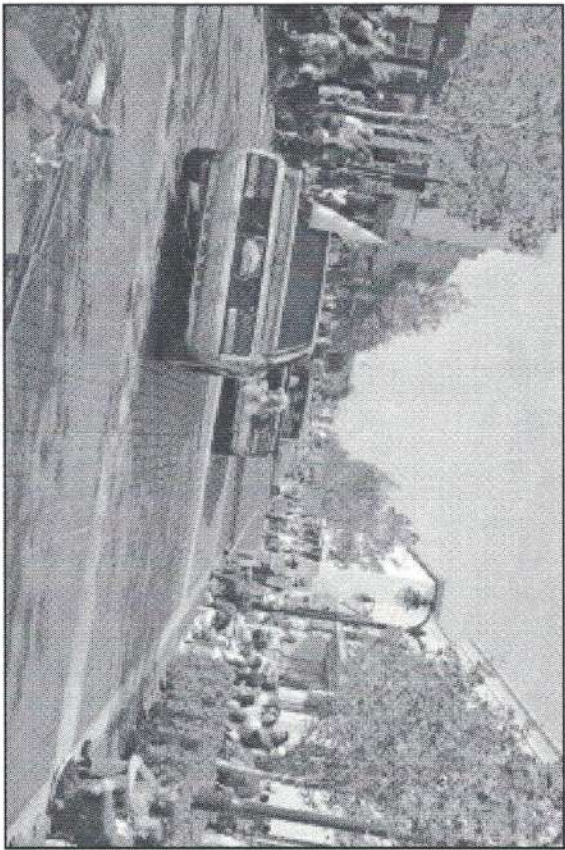
The crowd awaits the parade.



The staging area was busy.



The Bentley leads the group out to the parade route.



On the parade route -- with a big crowd watching.



Wanna race??? Greg Nelson seems to be issuing a challenge.



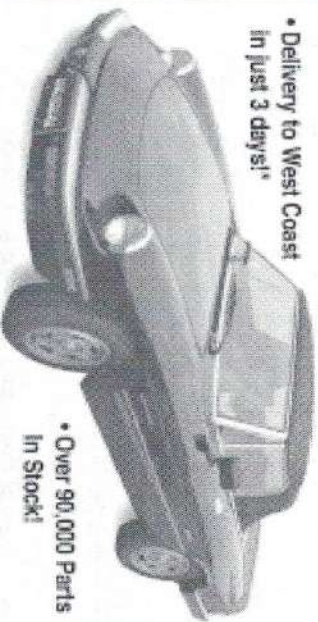
The AROSC Parade team with the theme poster: "AROSC Elephants on Parade."



Kids try out the former Company Cobra for size.

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1991 Spider: Red; Tan Leather Seats: 43,000 original miles; 3 speed automatic; almost new top; excellent original car; always garaged and carefully maintained by Alfa mechanic; no rust; \$9,000; car in Ventura. Call Joe at (805) 659-9698 (home) or (805) 223-3256 (cell) or E-mail to: joe-jane@pachbell.net. (11/7)

1969 Duetto Spider: Unique opportunity to own a 1969 Duetto spider. This is a second owner car that has been beautifully maintained inside and out since new. This car is a head turner; Ferrari Russo red exterior on black interior, striking BWA wheels with Alfa logo. Overall excellent condition. New clutch, brakes, and rebuilt transmission. 20K on engine. Oil changed every 2500 miles. Never driven in rain. This

car is looking for a loving owner. \$20k firm. Pictures available. Located in San Francisco Bay Area. Call Howard at (602) 524 4383. (9/7)

1986 GTV-6: Black/Black, 3.0L, 44,000 miles on new motor; runs great, very fast. Well maintained mechanically, lots of goodies. Accident-free, upholstery good, new tires, needs paint, dash cap, and sun-roof gasket. \$6,000 OBO (must sell). Call Al at (909) 621-0122. (8/7)

1972 Montreal: Red/black, original - in good condition. 76,984 miles, asking \$21,500. Call Bill at Alfa Only (323) 662-3916. (7/7)



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