

Giacionada

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



June 2007

**In This Issue: Spring Driving
Tour, May Meeting, upcoming
events, and more.....**

Meeting Information

General Meetings are usually held the last Friday or Saturday of each month at various locations. In November the meeting will be held on the Friday or Saturday before Thanksgiving weekend. A holiday party is held in December in lieu of the General Meeting that month. Some meetings and events may be held on Saturday or Sunday. Check the Calendar information on the outside back cover for an overview of the year, and the Previews section on Page 3 for details of events planned for the near future.

AROSC Mailing Address

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

Membership Information

See the inside back cover of *Alfacionada*.

Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive by the monthly general meeting to permit publication in the next month's issue.

General Information

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

Permission is hereby granted to other Alfa Owners Clubs to reproduce any original material herein, provided credit is given to the author and to the AROSC *Alfacionada*.

Classified Advertising

Classified (non-commercial) ads are available as a free service to members and for a nominal charge of \$10.00 per insertion to non-members. Ad content must be *Alfa*-related or of special interest to the members.

Commercial Advertising Rates

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

This Month's Cover

The Autodelta Alfa GT 3.7 Super is quite a hot car. See the press release and info on page 8. Sadly, it will probably not come to the USA. Photo by Autodelta.

AROSC Web Site: www.arosc.org

Disclaimer (a.k.a. *Lawyer Repellent*)

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

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PR Chair Tony Adamowicz marketing@arosc.org

2007 AROSC Previews -- An Outline of Coming Events

June 30 – General Meeting at Petersen Museum

We will gather for a 10:30AM tour of the museum and hopefully the vault as well. See page 10 for information.

July 11 – Board Meeting at Luigi's, 7:30 PM

July 14 – Braille Rallye, 8:00AM

See entry information on pages 11-13.

July 28 – General Meeting at George Barris, Dean Jefferies, Villa Silverman

We will visit two renowned custom car builders in the morning, and then proceed to the Silverman home for the meeting, lunch, and fun. Be sure to call Evie Silverman at (818) 998-6796 to RSVP for the lunch, and bring your own beverage and swim suit. See pg 10.

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

August 5– Summer Party at Phyllis', Huntington Beach

Our annual summer party will again be the traditional pot luck lunch at the cool Huntington Beach home of Phyllis Gaylard. This is your chance to escape the heat of the valley and chill out. There is always plenty of great food, beverage, and 'bench racing' along with recipe swapping and car ogling in the street out front. Don't miss it! See page 9.

August 16-19 – Monterey Historics Weekend

Hurry! The deadline for tickets approaches. See the President's Column and pages 5&6 for more details on ordering tickets and room reservations.

August 25 – General Meeting at Toyota Museum

September 1-2 – Drivers School, Streets of Willow

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

September 15 – Tech Session at Sparco, Irvine

September 29 – General Meeting at Brix Wine Tasting, Sunset Beach

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

October 6 – Dyno Session & Swap Meet at MagnaFlow, Aliso Viejo (TBC)

October 13-14 – Time Trial and Race, Willow Springs

October 27 – General Meeting at Nethercutt Museum

November 4 – Concours at Best of France & Italy Car Show, Woodley Park

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

November 17 – General Meeting, Elections, and White Turkey Auction, TBD

November 23-25 – Wine Tour

December 2 – Competition Board Meeting

December 8– Holiday Party @ Kutkus'

December 9 – Board Meeting, old & new, at Kutkus'

DON'T MISS:
June Meeting -- June 30
Petersen Museum 10:00 AM
Braille Rallye July 14
Braille Institute, LA

Alfa Only

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

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3422 Glendale Blvd
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**1/2 Mile South of Glendale
in Atwater Village**

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

The legend of the Barrett (Jim, Elyse & Cody) family's prowess in designing exciting and interesting road tours continues to grow. A gathering for lunch and a tour of the historic Graber Family Olive Factory was the auspicious start of our spring tours' climb to new heights. One of our largest gathering of intrepid explorers pushed our caravan of mostly Alfas (BMW here, Porsche there) over the 8,000+' pass to 6000+' foot Big Bear Lake. The cars were nimble and quick at altitude, but the human carburetors appeared to be running on the lean side. My apologies to those unlucky enough to get behind me at altitude, when my rich carburetor setting was causing the release of too much unburned hydrocarbon.

Our month-end meeting at Mosier Restoration actually fell on June 1. We can never thank Bob enough for his hospitality and we understand that it can be a pain driving to LAX for a 7:30PM Friday meeting, but for those that braved the (as it turned out) LACK of traffic, there was a treat beyond what we have come to expect. At the front entrance was a newly received Type 57 Bugatti that had been bondoed nearly to death. Under the talented hands of the Mosier crew, the plastic and the rotted wood frame had started to make way for the resurrection of this rare beauty. On the dyno at the back to the gallery was the world famous 1939 Alfa Romeo 8C2900 once owned by John Mozart and now the property of Thousand Oaks driver and collector, Ray Scherr (see calendar). This magnificent (estimated \$10M) driving machine, was being tuned up to run in the 8C Mille Miglia and seemed ready to go as it started up on the first try and the 2 turbos started to wail. In between were simple machines like a couple of Cords, a Springfield Rolls Royce Drop-top Roadster, the newly painted Victress custom with it's Hemi in place, a beast of a Stutz Bearcat, Bob' weekend driver - a 1922, original, un-restored, Lincoln convertible, and I think I also noticed a couple of 1930's Packards and a V16 Cadillac. Anybody interested in a Ferrari 250 primed and ready for paint (with access to its original engine)? See you next time.

We are again heading into the season of Alfa overload. On June 10th, we will be having, or have had, a unique gathering at the Dromo One Indoor Go Kart Track in Anaheim for a Go Kart Enduro Race. Ten 4-man teams, made up of our competition instructors and drivers, will compete. Pictures and results in the July issue.

Continuing with our philosophy of having the monthly General Meeting at interesting venues, the June meeting will be held on June 30th, 10:30 AM, 3rd Floor Parking, at (as Time Magazine has stated) the most important automotive museum in the country. Led by our BoD member and Petersen Docent VP Paul Dexler, and relatively new Docent yours truly, we will tour and get insight into the significant new exhibits. The museum has established a permanent exhibit on the history, development and future of alternative fuels and its main gallery feature is "Going Topless" - American convertibles. The Bruce Meyer Gallery is

celebrating Ferrari with cars ranging from the 1961 Le Mans Championship car to the 0-60 in under 4 seconds F-50. All the while a continuous loop of "Rendezvous" is playing. See an original Ford GT40 side by side with the new GT as we head over to the new Model Car exhibit and the revised 'Cars of the Stars' gallery. Again the phrase "thank you" is hardly enough to truly let Dick Messer know how much his stewardship of this landmark is appreciated. I have no problem engaging in shameless commerce when it comes to asking you all, if you are not currently members, to (a) make the small donation required for membership and (b) come on down regularly with friends and visitors.

The major event for July is my favorite and most self-satisfying event of the year, the Braille Rally on July 14th. Sponsored by the Braille Institute, this rally is like a graduation exercise for an exceptional group of teenagers. This is a TDS rally and your navigator will either be a Braille only or Large Print reader. You, the driver, have the tougher job. These kids are amazing and you quickly discover that we are their greatest handicap to winning. We had 5 Alfas last year, joining members of the Mini Club (who considers this a competition points event), the Highway Patrol, Black & Whites from various divisions, etc. They usually need at least 60 cars. The course is around 2.5 hours and ends with a great barbecue and awards ceremony. As of this writing they still need drivers. Contact Bruce West at nseandwest@socal.rr.com, and check out the info and entry form on pages 11-13.

Our July General Meeting will be another new venue. Custom cars are an integral part of the history of SoCal and we are visiting 2 of the most legendary - George Barris & Dean Jeffries (whose Manta Ray - designed with Steve McQueen is on exhibit at the Petersen). **After the tours (in the Burbank - Glendale area) we will adjourn to our home in Chatsworth for our General Meeting and an authentic Italian picnic lunch. BYO drinks, we will supply the delicacies - and the pool will be open. Please RSVP to Evie at 818-998-6796. We have never run out of food and we certainly don't want this to be a first.**

We start the month of Auto Overdose with our Summer Party and Bocce Competition on August 5th at the cool and comfortable Huntington Beach home of Phyllis Gaylard. I am assured again, that the peaches will be ripe. **This is mostly pot (good) luck and a confirming phone call to Phyllis - 714-377-6377 - will give you some idea of what to bring.** For those few who have not attended one of these festive afternoons, Phyllis lives on a cul-de-sac with plenty of parking and it's within cooling breeze distance from the ocean.

Of course **THE BIG EVENT WEEKEND FOR AUGUST** is the weekend of August 16-19 starting, for those early arrivals, on the 15th with the Pebble Beach Concours d'Elegance parade through Carmel followed by Concorso Italiano, on the 17th, the Quail

Lodge Concours on the 17th, the Monterey Historic Races from the 17th through the 19th, and the Concours d'Elegance at Pebble Beach on the 19th.

Rules and happenings:

1 – If you plan to go to the Monterey Historics and park in the Alfa corral, please order your tickets through ARA (see article) and do not forget to include a Self Addressed Stamped Envelope. **I will not have corral passes this year. Reservation have to be received before June 28th to guarantee corral passes.**

2 – If you have not made reservations, you may still be able to get them at the Laurels Inn in Salinas through James Treadwell, Delta Sierra Club, (see article)

3 – We will have our usual caravan going up on Thursday the 18th, details of which will be in the next issue. Basically, they start ½ passed gosh awful in the AM in San Diego and make pickup stops around Newport, Woodland Hills and Santa Barbara. Over the San Marcos pass, lunch in Pismo Beach then after-burners on to the Monterey Peninsula.

4 – **Members of AROSC are planning on having dinner Thursday the 18th at the Loose Noodle Pasta House at 538 Lighthouse Ave in Monterey at 8 PM. Last year's guest was international driving great Vic Elford and his lovely wife Anita – who will we have this year???? Please RSVP to Evelyn Silverman at normanev@msn.com so she can get a count. We are limited to 60 people and last year was a complete sell out. For \$25 you receive soup, salad, a choice of any 1 of 6 (count**

them 6) entrees, desert and soft drinks. Old grape juice will be available for a nominal charge.

5 – A number of us will stay on at the Concorso for a while after closing and partake of the happy hour arrangements being made by ARA at the Black Horse Golf Course club house, **(tickets have to be purchased in advance from ARA - see article).**

Paul Dexler, our intrepid Director of Entertainment has confirmed that our August General Meeting will be held at the Toyota Museum. This is another first for us, and I am advised that we can expect some exceptional hospitality.

Keep the wheel side down,
Norman I, Rex

Lancia

Alfa Romeo

FIAT

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Concorso Italiano August 17, 2007

www.concorso.com (425) 742-0632

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The 50th Anniversary of the Ferrari 250GT Cabriolet and California Spyder

The Beautiful and Much Loved SIATA 8V and Fiat 8V

Honoring Italian Designer, Ugo Zagato (1890 - 1968)

The 50th Anniversary of the Maserati 3500 GT

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Concorso Italiano Gold Class Tickets Available!

Gold Class Tickets through August 17

- \$150.00 per person
- \$50.00 per child (age 4-12)

Includes:

- One Admission Ticket
- Access to Clubhouse
- Gold Class Lanyard & Badge
- Italian Country Luncheon (Italian entrees, salad bar, garlic bread, gourmet desserts and beverage) served in your choice of the Clubhouse or Gold Class Hospitality Pavilion on the Lawn.
- Access to deluxe restrooms
- Complimentary VIP Parking
- Collector's Magazine (while supplies last)

Standard Spectator Tickets

- \$90 June 1 - July 31
 - \$100 August 1 - August 17
- Children 12 and under are admitted at no charge.

Italian Automobiles, Boats or Motorcycles

- \$150 June 1 - July 31
- \$175 August 1 through August 17 (day of event)event)

Corral Non-Italian Vehicle

- \$175 June 1 - July 31
- \$200 August 1 - August 17

AUGUST 17-19, 2007: CONCORSO ITALIANO/ HISTORIC RACES AT LAGUNA SECA RACEWAY

Please enter Concorso Italiano directly at www.concorso.com or call 425-742-0632, Fax 425-0764

The top half of this page for ADVANCE COCKTAIL PARTY & RACE/CORRAL TICKETS only. Your order must be received NO LATER THAN THURSDAY JUNE 28th in order to meet the track's deadline for advanced purchases.

Race and Alfa Corral Ticket Prices Aug. 17-19

3 Days: Fri - Sun, \$125 per person: No. _____ Amount (US \$) _____
2 Days: Sat & Sun, \$95 per person: No. _____ Amount (US \$) _____
Saturday 8/18 only, \$65 per person: No. _____ Amount (US \$) _____
Sunday 8/19 only, \$45 per person: No. _____ Amount (US \$) _____
Friday 8/17 only, \$45 per person No. _____ Amount (US \$) _____

Alfa Corral Pass (Sat and Sun only), \$1.00 per car/day No. Sat: ___ No. Sun: ___ Amount (US \$) _____

ARA Invitational Cocktail Party Friday Aug. 17

Friday, 5:00 PM after Concorso Italiano, two drinks + hot appetizers and carving station. Black Horse Clubhouse, \$35 per person No. _____ Amount (US \$) _____

HANDLING FEE PER REGISTRATION FORM (REQUIRED):

\$5.00

Total ARA Amount (including handling fee please)

\$ _____

Name, phone # & email address: _____

Send the top part of this form with check made out to ARA by Thursday June 28, 2007 to John Maclay, 426 Blackstone Court, Walnut Creek, CA 94598-3717. YOU MUST INCLUDE a Business sized (#10) Stamped Self-Addressed Envelope for return of tickets etc. Do NOT send small SASE envelopes. No check or no envelope, no tickets!

Any questions, e-mail is preferred at johnmaclay@aol.com or fax at 925-934-4762.

If in dire need, call John Maclay at 925-937-2399, cell 925-997-3637.

Wine Tasting at West and Maggie Clark's Saturday Aug 18,

Saturday, August 18, 3:00 to 6:00 PM. Complimentary. RSVPs are essentially unnecessary but you may call 831-422-6728 before 8:00 PM or 831-757-2644 during work hours, or e-mail wmclark@aol.com for directions. West will be at Concorso on Friday and will bring maps to the Laurel Inn.

HOTEL ROOM AT LAUREL INN, SALINAS AND COMBINED ALFA CLUB DINNER AT GINO'S SAT 8/18/07

Delta Sierra has reserved 45 rooms at the Laurel Inn at 801 W. Laurel Drive in Salinas to be shared by ARA and DSARC. Please do not contact the hotel directly. Instead, reserve your room by mailing a photocopy of this part of page with the room and dinner info below completed along with your check made out to "Delta Sierra Alfa Romeo Club."

Address it to DSARC, Attn: James Treadwell, 4713 Lake Drive, Carmichael, CA 95608.

Prices below include tax, etc. First come, first served.

Single (1 K) Smoking [] Y [] N Double (2 Q beds) Smoking [] Y [] N
[] 2 nights (8/17 & 8/18) \$214.40 [] 2 nights (8/17 & 8/18) \$247.40
[] 3 nights (8/16 to 8/18) \$321.60 [] 3 nights (8/16 to 8/18) \$371.10

AUGUST 18, SATURDAY NIGHT DINNER, 7:30PM, GINO'S, 1410 S. MAIN STREET, SALINAS

Italian buffet style menu for our clubs includes Traditional Meat & Cheese Lasagna, Blackened Chicken Rotini, Vegetable Sauté, tossed green salad, garlic bread, choice of desserts, and wine. No need to pre-select your dinner choice. Cost is \$40 per person. If attending, please add the dinner amount to your room reservation check.

Number eating at Gino's. _____ X \$40 Each = Dinner Amount \$ _____
TOTAL ROOM AND DINNER AMOUNT ONLY ENCLOSED: \$ _____

NAME _____ EMAIL ADDRESS _____

MAIL ADDRESS _____

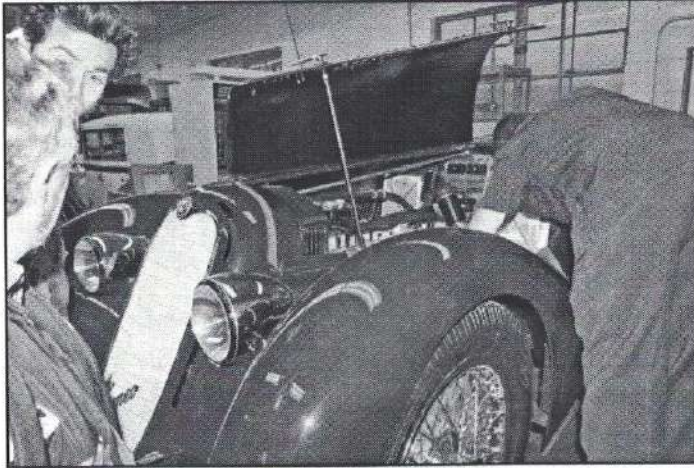
PHONE _____

May Meeting: Mosier Restoration

Photos by Paul Dexler

A sparse group of members attended the meeting at Mosier Restoration, held on Friday, June 1 to avoid the Memorial Day weekend. The traffic was light, but the

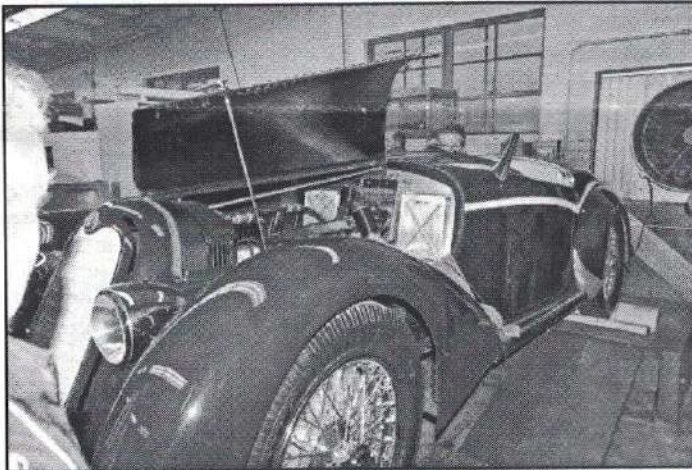
troups stayed home! This was considered one of the best collections of neat cars under restoration that AROSC has been privileged to visit -- sorry you missed it.



Bob Mosier hooks up the battery on the 8C2900 Alfa.



MJ eyes the rev counter on the Alfa.



Music begins as the Alfa is started.



A really rare '41 Packard 8 Woodie.



Norm starts the meeting in the jaws of the Cord.



The meeting continues.

Paul Dexler got this from an Australian website:

Autodelta Alfa Romeo GT 3.7 Super

Autodelta Press Release

Autodelta is pleased to present for its world premiere the most dynamic and powerful version of the Alfa GT Coupe yet – the 405 bhp supercharged

Autodelta GT 3.7

Super. With its top speed of 293 km/h (182 mph) and a 0-100 km/h (0-62 mph) time of 4.9 seconds the Autodelta GT 3.7 Super offers the driver supercar-level performance coupled with the car's famous drivability and practicality.



Introduced four years ago, the Alfa GT Coupe, styled by famed historic Italian design house Bertone, is a gorgeous, sleek and very agile, yet at the same time truly practical, four-seat coupe which immediately won plaudits and awards as well as a loyal following worldwide: a true Alfa Romeo in every sense of the word. Now the new Autodelta GT 3.7 Super takes the GT Coupe theme to the ultimate performance level. It follows on from the market success of the firm's previous work with the 3.2-litre Alfa GT model: the 320 bhp Autodelta GT 3.2 Super (2004) and the 341 bhp Autodelta GT 3.2 Super Evo version (2005), by raising the Alfa V6 engine and chassis package to even more extreme performance levels.

"Our customers continually push us forward, demanding ever more performance from Alfa Romeo models, and following the 3.2 Super and Evo versions we have had many requests to maximize the Alfa GT's potential with a 3.7-litre supercharged version," says Autodelta Managing Director Jano Djelalian. "We have a vast experience with the chassis of this car, and knew it was more than capable of handling the serious power and torque increases that would result from this project – and then transmitting them to the road in a useable and effective manner."

The new car sees the Alfa GT's 3.2-litre engine's capacity increased to 3,750cc, and harnessed with the space-efficient Rotrex C38-81 centrifugal supercharger. The engine development includes extensive cylinder head improvements, new larger fuel injectors with revised spray patterns to optimize combustion and emissions, and a Ferrari-derived throttle body. The car also receives new tubular exhaust manifolds and a complete exhaust system specially designed for the requirements of this upgrade. The result, combined with further chassis, transmission and aerodynamic developments is earth shattering. The Autodelta GT 3.7 Super boasts maximum power of 405 bhp at 6,800 rpm and 508 Nm (375 lb/ft) of torque at 4,800 rpm. The standard Alfa GT 3.2 V6 by comparison offers 240 bhp and 300 Nm (221 lb/ft).

The new Autodelta GT 3.7 Super can reach a maximum speed of 293 km/h (182 mph) and boasts a 0-100 km/h (0-62 mph) acceleration time of 4.9 seconds – blistering performance from what is a perfectly sorted car. (Standard Alfa GT Coupe V6 top speed is 243 km/h while the 0-100 km/h time is 6.7 seconds). The torque availability of the Alfa V6 engine – one of the most famous units in the brand's almost century long history – is truly impressive, the power curve running smoothly from tickover to the redline at 7,400 rpm.

"The Arese-built Alfa V6 is an excellent engine," says Jano, "we have more than twenty years of experience developing it to the maximum, and it quite simply responds to everything we want to do to it. The Alfa GT Coupe provides us with all the right ingredients to work with – in the engine and chassis area – and we are all delighted with the results we have achieved with the Autodelta GT 3.7 Super."



The improvements made to the engine are complimented by extensive remapping to the ECU, while the front-wheel-drive car is able to effectively put the additional power down on the road through the incorporation of an Autodelta-developed and specially manufactured Limited Slip Differential (LSD). Autodelta also fits different gearbox ratios, depending on the customer's specific requirements.

This is not just a very powerful machine for track days or special occasions, but an effective, practical car ready for day-to-day use, fully able to use all its 405 bhp and 508 Nm to enhance the owner's sensory experience under all driving scenarios. Most Autodelta customers demand a high performance Alfa Romeo which is suitable every use, and Autodelta's engineers regard it as their priority to fulfill this demand.

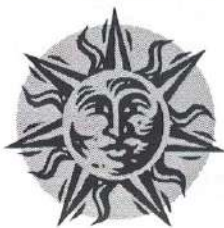
The Autodelta GT 3.7 Super comes with the enhanced aerodynamic package of the GT Super, including a deeper spoiler that supplies and optimizes airflow to the intercooler. The rear bumper assembly incorporates a 'diffuser'. Interior trim upgrades are optional, including Alcantara trim on the dashboard and panels, as well as bespoke leather packages.

The full Autodelta GT 3.7 Super package is now available for immediate ordering from the London factory or from our worldwide network of authorized dealers.

Congratulations to Todd & Janete McNall!



Todd McNall was recently married; here are some photos of Todd and Janete from the reception courtesy of photographer Dan Sullivan.



AROSC Summer Party

**It's Time! Summer is here! Let's party!
Sunday, August 5 is the date!**

It's become a tradition each year to gather in Huntington Beach for a cool party. This year we are returning to Phyllis Gaylard's backyard, with good food and friendship, and lots of car talk, along with the mild weather. Let's do it again! Bring a sweater! Come and cool off from the inland heat wave!

Phyllis Gaylard's house in Huntington Harbor has plenty of back yard, paved patio, and shade. She still has Jay Wachtel's bocce balls, and the lawn is in good shape, freshly cut the day before. She is located about a mile from the ocean and beaches, up on a hill with a great breeze. There is plenty of street parking and a shopping center one block away if the street fills up.

We have again decided on a potluck format, and request that attendees bring something to share that we can nosh, snack, or munch upon. We suggest primarily home-prepared dishes, cold or room temperature. We can heat up some things in the oven or microwave, but want to limit the stove-top cooking to just a few items.

As in the past, there will be no charge for this event. However, we ask that all attendees bring a food dish to share. If you can't cook or bring food, you can make a \$5 donation per person and Phyllis will buy what is needed to complete the menu. In order for this to work, you must call or E-mail an RSVP before party day. Phyllis will coordinate the food items so that we don't have 10 kinds of Jell-O salad and nothing else. Suggested food categories include but are not restricted to: antipasto, appetizers, salads, breads, sandwich meats, casseroles, pasta dishes, or anything appealing as luncheon fare. Just please tell Phyllis what it is so she can coordinate and provide a complete menu.

DATE: Sunday, August 5, 2006

WHERE: 17041 Malta Circle,
Huntington Beach, 92649
(Thomas Bros. Map pg 857 C1)

RSVP: to Phyllis by Friday, August 3 at (714) 377-6377, or e-mail to editor@arosc.org

TIME: Noon to 4:00 PM or???

June Meeting: Petersen Automotive Museum

Saturday, June 30 -- 10:30 AM

Saturday morning, June 30, we will be meeting at the Petersen Automotive Museum. Arrive about 10:00, park on the 3rd level parking deck, and go downstairs to enter the museum for a 10:30 tour. The group admission rate is \$6 per person. At this point, we are not sure of the full extent of the tour, but it is always interesting.

The museum will have two new major exhibitions running then:

o *Going Topless In Style: The American Convertible* will be on view through October 7, 2007. On display are expected to be a 1976 Stutz - d'Italia Convertible, formerly owned by Wayne Newton; a 1959 Scimitar Retractable Hardtop; a 1958 Edsel Citation Convertible; a 1958 Dual Ghia; and a 1957 Ford Skyliner Retractable Hardtop.

o *FERRARI: SIXTY YEARS OF GREATNESS* will also be featured through October 7, 2007, showing a range of cars from a 1952 Ferrari 212/225 Barchetta by Touring Superleggera to a 2001 Ferrari 550 Barchetta by Pininfarina.

Also on display is *ALTERNATIVE POWER: Lessons from the Past, Inspiration for the Future*, and check out *THE BRUCE MEYER HOT ROD GALLERY: An Introduction* in anticipation of our July meeting at the Hot Rod Specialists shops.

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

July Meeting -- Custom Car & Hot Rod Specialists

Saturday, July 28

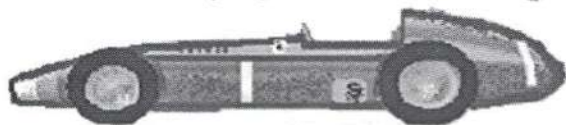
We plan to visit two custom car speciality shops in the valley: George Barris and Dean Jefferies. At this time, the arrangements are not made, so the time and location are not available. Check the July newsletter to see where and when, and we will also use Jay Negrin's E-mail notification service to pass the word along.

We will then head to Norm & Evie Silverman's home in Chatsworth for a the (brief) July meeting, and a congenial

afternoon with an Italian picnic lunch, conversation, pool frolic, and relaxation. The Silvermans are providing the lunch, but you need to call Evie at (818) 998-6796 to RSVP so there is enough to eat, and to get the address and directions for their home. You also need to bring your own beverage -- aged grape juice, foamy stuff, water, or whatever you prefer, and swim suit. The afternoon will last as long as the food and drink hold out, which should be a long time.

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IT'S BRAILLE RALLYE TIME AGAIN

Saturday, July 14



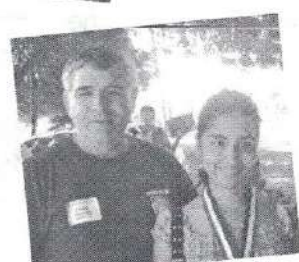
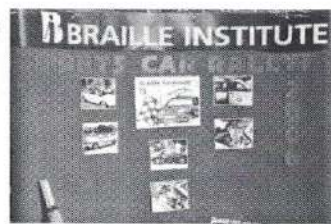
Polish up your car and plan to spend the day with some really cool kids and cars

Make new friends and renew old rivalries



The rally is pretty straightforward, judged on total time differential and checkpoints reached. But the event is more about the bond formed between the driver and his/her visually challenged student-navigator

Be part of an over 40 year summer tradition as a driver or volunteer



Join drivers from sports car clubs, law enforcement, media, and just plain folk to make this a special day for special youth, who have met established reading goals to qualify to participate

BRaille RALLYE 2007

DRIVER AND WORKER CHECKLIST

Schedule:

7:00 AM	Gates open at Braille Institute – Coffee and donuts available at registration
7:30 AM	Registration opens
9:00 AM	Drivers' and navigators' meetings
9:30 AM	Pairing of navigators with drivers
10:01 AM	FIRST CAR OUT – THE BRAILLE RALLYE 2007 ADVENTURE BEGINS!
3:30 PM	Approximate conclusion of event

Helpful Hints:

- Arrive early – first registered, first out
- Please do not bring a passenger unless he/she will be a course worker. The day is for the navigators without distractions
- Polish the car and yourself – there is a good chance of media coverage
- Fill your gas tank, check oil and water. Be sure your spare tire is usable and seat belts are operative
- Bring a Los Angeles/Orange County map or a Thomas Guide
- Familiar yourself with the "General Rally Instructions" you will receive prior to the rally
- Verify your auto insurance is current (The event is covered by K & K)
- Bring a cell phone. You will be given a number to call in case you are hopelessly lost or you have a problem
- Bring a couple of extra dollars that may be needed to treat your navigator along the route. There will be a break stop midway through the rally with drinks and snacks
- You will need a watch, clock or sundial to track time, especially at the break stop. Fancy rally equipment is not necessary
- SUNSCREEN!
- There will be plenty of Braille Institute workers to assist at the checkpoints, break stop, and luncheon.

THERE IS A \$10 REGISTRATION FEE PAYABLE ON THE DAY OF THE RALLYE

REMEMBER: The primary purpose of the Braille Rallye is to give the students a fun incentive to aid in their mastery of Braille, increase reading skills, and gain confidence in communicating with the sighted world.

IMPORTANT: If you sign up and find you will not be able to attend, PLEASE call immediately so we can fill your spot! PLEASE, DO NOT LEAVE A STUDENT WITHOUT A RIDE!

CONTACTS

Patricia West, Registrar
6471 Newbury Drive
Huntington Beach, CA 92647
714-841-1249
nseandwest@socal.rr.com

Anita Wright
Braille Institute Youth Center
741 North Vermont Avenue
Los Angeles, CA 90029
323-663-1111 Ext. 1208

RALLYE STARTING POINT: Braille Institute, 714 North Vermont, Los Angeles, CA

IF YOU WISH TO BE REMOVED FROM OUR MAILING LIST, PLEASE LET ME KNOW

Received Bailout _____

BRILLE RALLYE 2007
Saturday, July 14
DRIVER REGISTRATION AND INFORMATION SHEET

To register for Brille Rallye 2007, please complete this information sheet and mail, e-mail, or fax to the address shown below before July 7, 2007. Thank you!

NAME _____ DRIVERS LIC _____

STREET ADDRESS _____ CITY _____ ZIP _____

PHONE: _____
DAY _____ EVENING _____ CELL _____

(This will only be used to track you during the rally, if needed)

E-MAIL (Please print clearly) _____

VEHICLE MAKE/MODEL _____ COLOR _____

DRIVER/NAVIGATOR SEAT BELTS? Yes () No () REAR SEAT WITH BELTS? Yes () No () CONVERTIBLE? Yes () No ()

INSURANCE CARRIER _____

RALLY EXPERIENCE? Yes () No () PLEASE DESCRIBE _____

IF YOU WOULD LIKE TO REQUEST A SPECIFIC STUDENT/NAVIGATOR, PLEASE INDICATE HERE AND WE WILL DO OUR BEST TO PAIR YOU UP AGAIN _____

DID YOU NOT DRIVE COMPETITIVELY LAST YEAR BECAUSE THERE WERE NOT ENOUGH STUDENTS? Yes () No ()
If so, thank you! We want to make sure you have a student/navigator this year.

GENERAL MEDIA INFORMATION

UNUSUAL/PARTICULAR VEHICLE DATA _____

OCCUPATION _____

HOBBIES/INTERESTS _____

The above information is available, as stated, for any media release.

Signature _____ Date _____

IMPORTANT: Please return by mail, e-mail, or fax before July 7 to:

Patricia West 714-841-1249 (phone and fax) PLEASE PHONE BEFORE FAXING
6471 Newbury Drive
Huntington Beach, CA 92647-6565 nseandwest@socal.rr.com

Register early! In the event that it becomes necessary to limit the number of drivers, or the number of participants from any one car club, it will be done primarily in order of receipt of registration. We hope that there will be a student for every driver, however, oftentimes students cancel the morning of the event and there are more drivers than students. We hope that you understand if you do not get a student/navigator and are asked to help in another way. We will try to make it as fair as possible

To keep our mailing list current and to not disturb those who may no longer be interested, PLEASE check the appropriate box and return by phone, fax, or e-mail.

- () See you July 14th!
- () I am unable to attend this year, but please keep me on the mailing list () Please remove me from the mailing list

Technical Article: *Changing a Head Gasket*

By *Louis Cayafas, Tech Chair.*

This month's tech article sounds a bit familiar. It goes something like this.

One of Norm's cars is co-mingling oil with water. Paul Blankenship, Gene Brown and I are lending a hand to help solve the problem. This time the head gasket service is for Norm's 1965 Giulia Spider Veloce. But first, let's go back in time to that neat Saturday morning when Norm, Paul and I were heading to Gene's house for the engine pull that was to get Norm and his TI back out on the track.

While we were cruising in Norm's Ford product, he had mentioned that his Spider also needed a head gasket. Wow! How fortunate for me! All of a sudden I had the possibility of having two tech stories. So I casually suggested that WE could replace the head gasket, take a few photos and I could have an article to submit to Phyllis. All involved agreed it was a good idea.

Now fast forward two weeks before the driving tour to Big Bear (which I regret missing). Norm and Evie were once again our gracious hosts, providing us with food and a nice place to yank-a-head. I was running late as always and to get on the road from Orange County to Chatsworth via the 405 at about 4 p.m. is not very bright. To add to my late arrival, I stopped in L.A. to see my friend Benny at John's Alfa Romance. Seeing that he used to work at the Alfa dealer when Alfa was still around in the U.S., I figured it would not hurt.

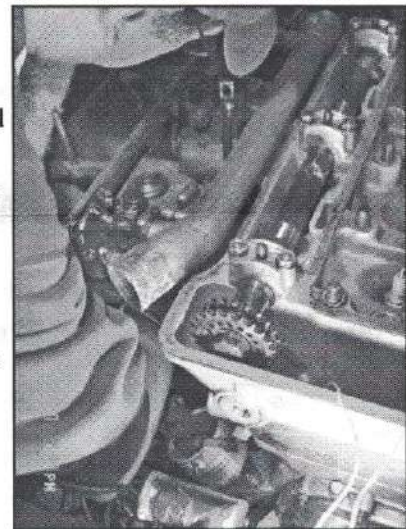
His first question to me was "How are you going to get the cylinder head off?" "Just lift it off" I said with confidence. When he finished laughing, he graciously loaned me a beautiful factory tool complete with Alfa Romeo parts numbers! He then wished me luck and off I went to continue my journey on the 405 north.

When I arrived, Norm, Gene and Paul had most of the hard part done. The valve cover was off along with side draft carb air box, the cooling system had been drained and the exhaust disconnected. All I had to do was basically take pictures and help with some small stuff. When it was time, I proudly unveiled the factory cylinder removal tool. Which at that point Gene pulled out his removal tool and said "Oh, you mean one of these?" Talk about rain on the parade. I had forgotten that Gene has a lot of the special tools necessary for making Alfa service easier.



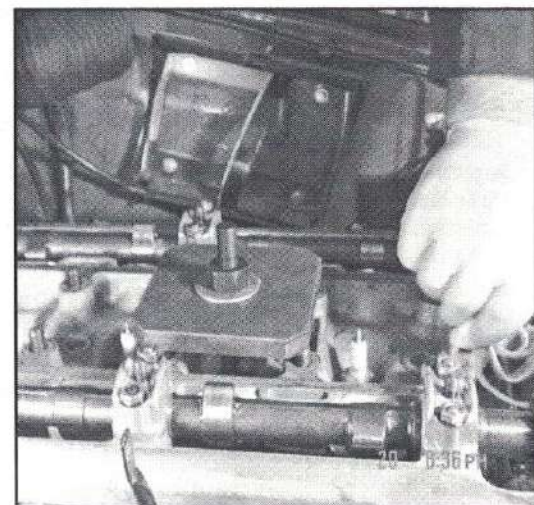
Norm under the hood of the Spider while his helpers watch.

So with the timing chain disconnected and the cylinder head nuts and washers removed, we screwed the tool into the center spark plug hole and turned the nut that pushed on the plate resting on the studs and carefully lifted the head off without any trouble. Boy! Are we good!



Because Norm's Giulia is close to perfect inside and out, our job was not as tough as it could have been. The studs holding Norm's cylinder head showed little to no corrosion

Louis gets the invisible bolt.



The factory cylinder head puller!

on them. I recently pulled the head off of a '76 spider which you will hear about soon that took 2 hours to remove. Corrosion builds up in between the studs which hold the cylinder head to the block and this means spraying penetrating oil onto the stud, pulling up a little and pushing down again. Then repeat over and over again until the lube penetrates from the top of the stud and finds its way to the bottom of the head. And the 'best' part is that the corrosion usually affects all of the studs.

With Norm's head off, we now removed the intake holding those gorgeous Weber carbs and turned it upside down to look for clues as to why the head gasket failed.



The surfaces around the combustion chambers had some pitting but it was nothing serious. Norm noticed that there was a "groove"

between chambers 3 and 4 that previous machining did not eliminate.

Cylinder piston number 4 was also cleaner which would indicate that some water was entering the combustion chamber. I think we found the culprit!

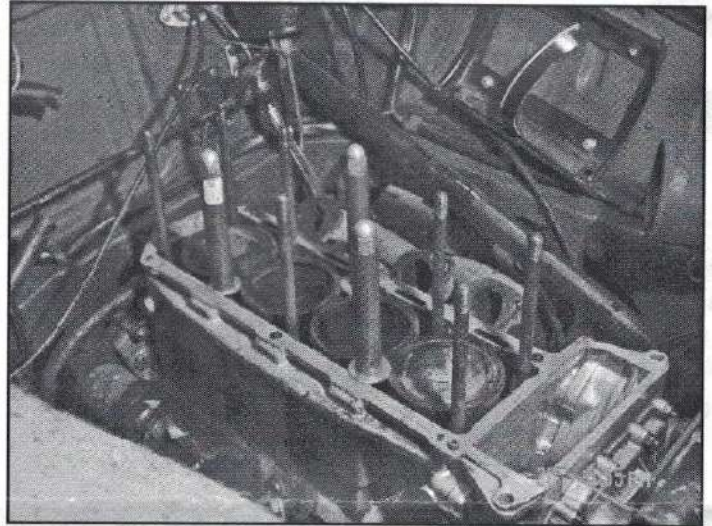


There's the culprit!

We all agreed that the head should go to Engine Machine Service where Dick and his gang know Alfa engines inside and out. He has done Ferrari cylinder heads for me in the past and has a proven track record. By this time it was

really late and we all agreed that it was time to wrap things up. The cylinder head went into the trunk of my Subi and I was off to bed in the comfy guest quarters of Casa-de-Silverman, for the next morning I would be on the road again.

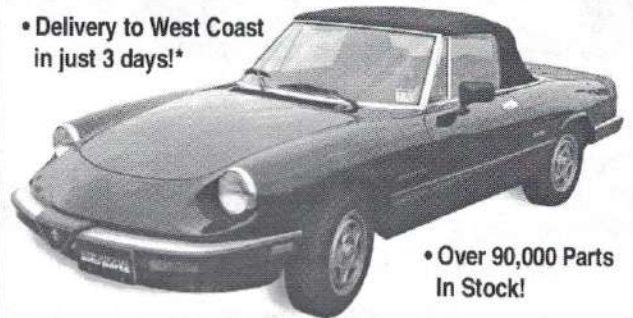
Find out how it all turns out, next month. I'd like to thank Paul for keeping track of all of our nuts...and bolts. Thanks Gene for being careful with the master link and a very gracious thank you to Norm, Evie and Max the cat for letting me play in their garage.



The block looks good - no problem here.

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Spring Driving Tour, Mk V --May 19-20

OC to BB through the IE

By the Barretts

Photos by Steve Edelman, Paul Dexler, and Barretts.

Of Suburbs, Olives, Escarpments and Fun at Altitude

Our annual self-styled Italian motoring holiday became a successful rolling party May 19-20 as 26 Aflisti in 14 cars attended most, part, or all of the action-packed weekend.

Starting out from suburban central Orange County, our loose interpretation of the network of tiny towns outside of Milano, we transited the agrarian countryside to sample boutique olives and tour the curing facilities in Ontario (think Basano del Grappa). Our local Alps (the San Bernardinos) gave us a nice two-hour climb to our Lago di Garda (Big Bear Lake) and the lovely Black Forest Lodge that was our headquarters in the resort village perched on its rocky shores.



Starting out from the park in Orange.

The Drivers:

Norm and Evelyn Silverman / Giulia Spider
Steve Edelman / BMW Z3
Alan Medak and Kara / 92 Spider
Doug and Joyce McHattie / 80s Spider
Brit Porter and Darlene / '91 Spider
Paul Dexler and Mary / 164 L
Jay Makro and Catherine Kusnick / Classic Duetto
Mike and Chris Riehle / Toyota MR2
Erwin and Susan Perl / 911 Porsche cabriolet
Fred and Tina Firschein / That Glorious Champagne GTV
Phyllis Gaylard / 164 Q
Randy and Adrienne Harris / Giulia Spider
Paul and Mary Blankenship / PT Cruiser
Jim & Elyse Barrett / GTV-6

We especially want to thank and congratulate the newcomers to the Tour – may they return and enjoy: Phyllis Gaylard, Fred and Tina Firschein, Doug and Joyce McHattie, and Edwin and Susan Perl.

Six cars made the mid-morning trek from central OC through the Chino Hills, and eight more joined up at the Graber Olive House in Ontario. For once in our collective Club life, we were ahead of “schedule” and had no complications to delay us while pausing for lunch.

The Graber Olive House is a 112-year-old working ranch, still operated by family members. The olives are grown in the Central Valley, hand-picked to exacting standards and transported to Ontario to fulfill their destinies on our dinner tables. This olive brand is retailed in selected grocery stores (you can always find them at Stater Brothers) and by catalog sales. The logo and packaging was designed by Newport Beach artist, Rex Brandt, known in the 1960s-70s for his California Impressionist watercolors on ceramics. Our tour, conducted by Betty Graber, included the sorting, curing and canning/labeling facilities, still housed in the original wood frame structures. The freeze of February '07 was the worst crop disaster in the state since the 1940s and, while the Grabers are hopeful that they will obtain an ample supply of olives, the yield was affected by this weather, and the boutique-ness of this fruit will definitely be notched up. Visit www.graberolives.com for more information.



The carved Graber Olives sign and the picnic area.

Where do we come up with such engaging tour diversions? In this instance, Jim Barrett's family holiday

traditions always featured Graber olives on the table as a special treat. When Elyse learned about it, she wanted to know where they came from. The Barretts decided to find out, and got more information through a 1990 *Los Angeles Times* article. Subjecting their club pals to the exploration and adventure was another great excuse for a picnic and a little indulgence in California history. Fun, huh?

Oh, yeah, picnic – the food was outstanding again this year and creativity abounded on the tables. The general themes were “Heartwarming Italian”, “Loco Alficianado” and “Spring in the Inland Empire”. Additional honors went to five-year veterans of the Tour! We had decent spring daytime temperatures and sunny skies, not much breeze, and no bugs to speak of. The Grabers put up with our parking techniques, and Cody Barrett was welcomed.



Happy picnicing -- lunch time at last!



Jim Barrett announces the prize winners.

Winners in the picnic prize-giving were:

- First to RSVP for the Tour, Evelyn Silverman
- Heartwarming Italian: Jay Mackro and Catherine Kusnick's performance-art-in-rhyme
- Loco Alficianado: Doug and Joyce McHattie's red-green-white extravaganza
- Springtime in the Inland Empire: Brit Porter and Darlene's colorfully coordinated, tastefully tasty layout

(and thank you for leaving the flowers as a thank-you to Betty for the tour!!)

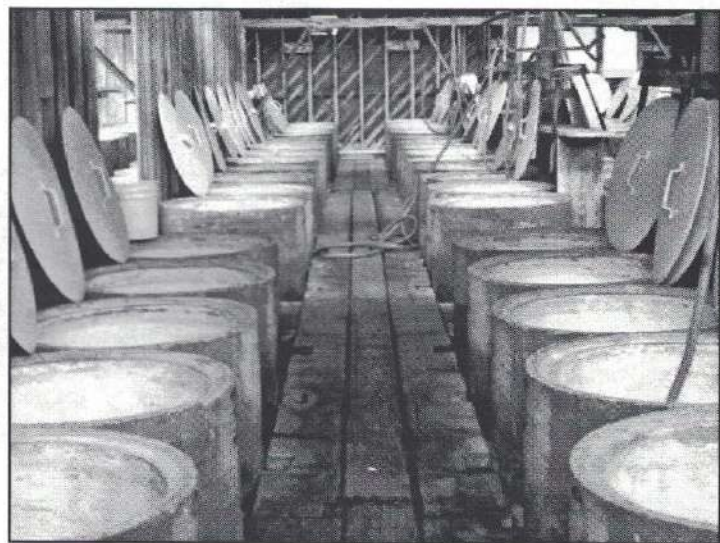
- Longest Drive to Participate (Not!): Randy and Adrienne Harris
- Five-Year Vet Recognition: Norm and Evelyn Silverman
- Five-Year Vet Recognition: Paul and Mary Blankenship



Betty Graber starts the tour with a history.



The olive sorting room -- by size, with bruises rejected.

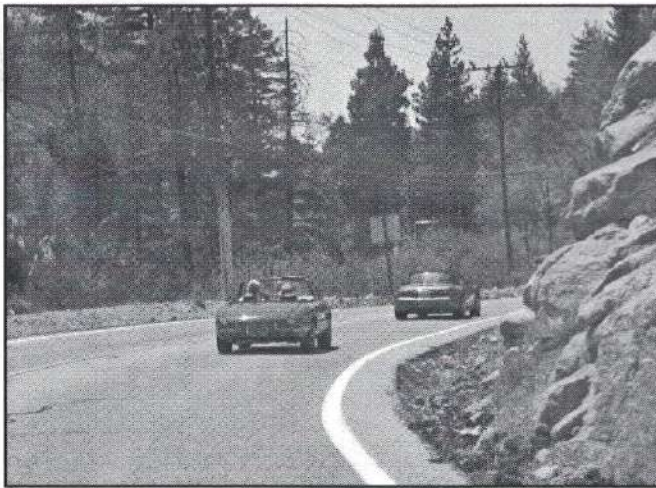


The brining vats -- no lye used here.



An example of the 'moderne' equipment used by Graber -- they have a very small production, so no need for fancy expensive equipment.

After a quick turn east on the I-10, we were again off the freeway and onto the state routes. For those of us who went to scout camps in the San Bernardinios as kids, this route and scenery were very familiar. Boulders from the birth of the Santa Ana River form an intimidating alluvial fan, and the range jumps right up out of the floor of the Inland Empire. We successfully negotiated Hwy. 38 over 8,400+ Onyx Summit, the highest mountain pass in SoCal, and made it into the bustling Big Bear City / Big Bear Lake complex without incident.



Steve Edelman's BMW leads the Duetto on the twisting road up to Big Bear.

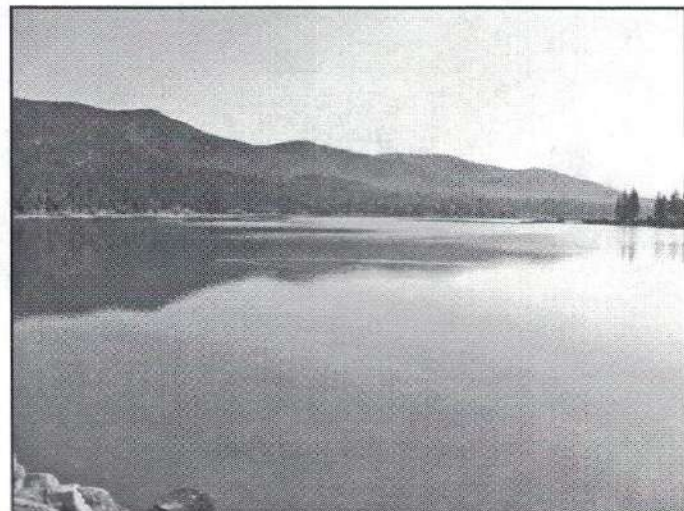
Settling in at the Black Forest Lodge and Cabins was accomplished smoothly and the energetic took an altitude-adjustment stroll before happy hour, while the relaxation-oriented kicked back beside their in-room Jacuzzi/ fireplace/view window, or gathered lilacs to infuse their rooms. Ahhhh. We flatlanders can't grow lilac like they do at 6,800 feet!

Paoli's, the local Italian dive, served off the menu with separate checks for each table, thank you very much. And we believe the meal got way better than passing grades. The service was careful, and lost items were able to be retrieved the next morning.

Most of us were up early (again we were ahead of the proposed 10:30 schedule. What does this mean?? Are we a bunch of "morning people"?). A bunch of us walked to Sunday breakfast -- a four-block hike to the lakeshore, where the staff at B's Backyard BBQ was more than accommodating. An indoor contingent blocked out the center of the dining room and an outdoor (dog) contingent amalgamated three umbrella tables on the north patio. And, yes, the "build-your-own-Bloody" bar did not disappoint.

The Medak Spider went home "the long way: up Hwy. 18 to Lucerne Valley and back down Hwy 15. After disbanding at the Lodge, three cars headed back east to the Stansfield Marsh to cruise the wetlands boardwalk, and an in-town group walked off the morning's caloric intake in Big Bear Village before diving off the mountain on south Hwy. 18.

Again, thank all of you who joined the Tour this year! We hope to have as much fun, good times, great food and cool new driving experiences in 2008.



Our destination -- peaceful Big Bear Lake.



Our lodgings were unique.



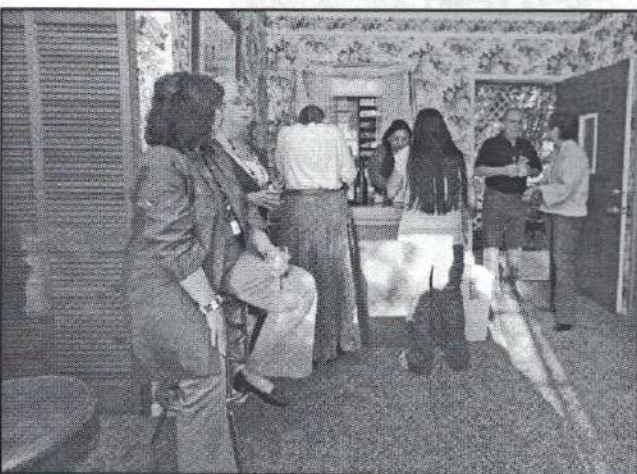
Everybody smile for the camera -- our big crowd of tourers.



Social hour featured goodies & wines.



An invitation to breakfast, including Cody.



More social hour -- come on in and join us!



Breakfast was very good, but Cody was outside for his.

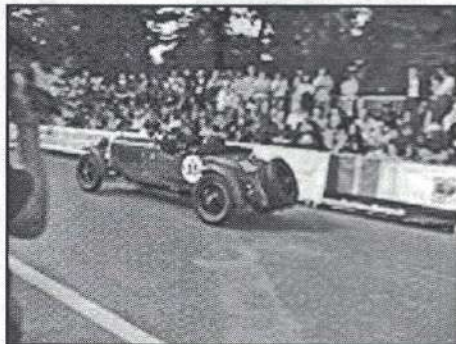
The Mille Miglia 2007 Congratulazioni Alfa!

Luciano Viaro, from Trieste, and his 50 year-old co-driver from Mantua, Luca Bergamaschi, are the winners of the 2007 Mille Miglia retrospective.



After an exhausting battle with the 1927 Bugatti T37 driven by Bruno and Carlo Ferrari, Viaro, driving the 1928 Alfa Romeo 6C 1500 S, with which he won the race in 2005 with Maurizio De Marco, is victorious again. Last year he was second behind Giuliano Cané (nine victories from 1992 to 2006). It was the second win for Viaro and the third for Alfa Romeo (the Milanese manufacturer having won in 1977 with the Hepp/Bauer 1927 RL).

The crew, representing the Alfa Romeo Register of Members, showed exemplary determination, even when facing the most difficult events such as in Urbino, where they had to miss a lunch-stop, being worried about re-starting problems due to problems with the car's fuel pump.



Once the technical problem had been solved, the red car marched on at full speed, giving Viaro a victory which will go down in history: 80 years after the birth of the famous Mille Miglia.

Worth mentioning are the 'golden turtle' - the winners' lucky charm in the manner of the great Mantuan Tazio Nuvolari - pinned to their race suits, and the perfect sympathy between Viaro and his new navigator Luca Bergamaschi (director of the Museo Nuvolari).

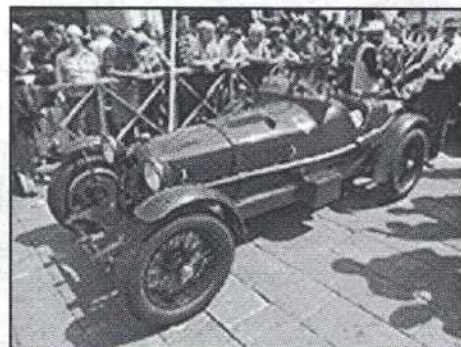
The driver from Trieste explains: "I want to dedicate my victory to Alfa Romeo, to my wife Maria Giovanna and our son Antonio, who works with me producing stopwatches. The Mille Miglia was conceived in Brescia and was brought back to life recently in Brescia, but it is an Italian inheritance".



- FINAL OVERALL CLASSIFICATION** (after 40 time trials)
1. Viaro-Bergamaschi (1928 Alfa Romeo 6C 1500 S n. 26) 15452
 2. Ferrari-Ferrari (1927 Bugatti T37 n. 41) 14421;
 3. Valseriati-Guerini (1933 Aston Martin Le Mans n. 112) 13080
 4. Cané-Galliani (1940 Bmw 328 Touring n. 138) 13021
 5. Perletti-Vesco (1930 Fiat 514 Coppa Alpi n. 50) 12761
 6. Salvinelli-Rizzo (1936 MG PB n. 121) 12630
 7. Sisti-Sisti (1932 Aston Martin International n. 84) 12302
 8. Ecalibe-Varalla (1926 Bugatti T37 n. 30) 12276
 9. Sielecki-Hervas (1926 Bugatti T35 A n. 34) 11941
 10. Accerenzi-Bettoncelli (1936 Riley 12/4 n. 117) 11184
 11. Redaelli-Moceri (1929 Aston Martin International n. 60) 11099
 12. Perbellini-Perbellini (1950 Jaguar Biondetti S n. 369) 11065
 13. Boni-Barziza (1937 BMW 328 n. 118) 10260

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As you may realize, the newsletter is our most significant expense. That is why we charge an extra \$10 dues over that collected by most other chapters. We think the money has been well spent on your behalf, providing a newsletter of 20 to 28 pages every month (with a few exceptions) with lots of photos, coverage of events and activities, information about upcoming events and activities, etc. We hope you agree that it is worth it.

However, in this electronic age, it has been suggested that we provide the newsletter electronically, with on-line access and download capability. The electronic newsletter would be the same size and content as we have had, with the photos in color rather than black and white. The newsletter will still be available in black & white hard copy on request.

With the recent postage increase, we have been hit very hard, due to the restructuring of bulk mail pricing. It no longer is based just on weight, but also on grouping, and

since we are scattered from Hong Kong to Israel, our mailing doesn't group well. **Our postage increased over 20% for the May issue.** So we are looking harder at the electronic newsletter, and will try it out shortly.

As a member or subscriber, you have a choice of electronic or paper copy, but we need to know which version you prefer. We probably will send an E-mail with the web address of the newsletter each month, and will post it in pdf format. Please send an E-mail, snail mail, or phone call to the newsletter editor or any other board member so that we can provide you with the newsletter of your choice. Remember, this is your club, and should meet your needs and desires.

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Wanted: 1994 Spider CE: I am a member of the New England chapter looking for a suitable Alfa for a summer driver, with manual trans, tan interior, red, white, or silver exterior. Low miles and excellent condition preferred. Please contact Jon at levischwarzer@yahoo.com. (5/7)

1987 Ferrari 328 GTS: 17,700 miles - Blk/Blk, major service & belts just completed. All toolkits - Roof Cover - Air works great. 3rd owner - Texas, Arizona, California car, 3.2L V8 - 260 hp - 5 spd - Perfect Condition, \$46,000. Call Bob at (818) 437-2818; pics at: <http://www.gekkohill.com/328gts-4sale.html>. (4/7)

1965 Giulia Spider Veloce 1600: Red/Black interior. Excellent mechanical and cosmetic condition. Upholstery, top, chrome, dash, all look great. Pictures, receipts, shop manuals are all available. This car has been in the family for over 20 years and had been invited to be shown and was shown at the 2001 Palos Verdes Concours D'Elegance. Call Don at (310) 486-5024 or e-mail to jdpekich@cox.net. (4/7)

1985 GTV-6: White, 97,000 miles, good condition, \$3,000. Contact Uwe at Omega Motorsports, (310) 836-3160. (4/7)

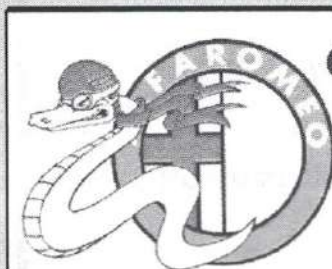
1992 164 L: 3.0 liter V6 engine - 5 speed manual transmission - black metallic exterior - grey leather interior - well maintained - exceptionally clean - service records - photos available - 125 K - \$ 4,000.00. For further details please contact: vecchio@sprintpcs.com. (4/7)



1978 Spider: Black/black, 132K miles, stock engine, Bilstein shocks, good Pirellis, passed smog Jan '07. Good body and paint, runs good, stored for a while, needs TLC. \$3,500 OBO. Call Larry at (525) 797-2299. (3/7)

1991 164S: Black, hard to find California car. Bought in 2003, 3rd owner. 16" OZ wheels, sunroof wind deflector, CD changer, new clutch, new stepper motor with metal gears, 11k on timing belt, Performatek front control arm bushings, new motor mounts, lower ball joints, steering rack boots and bushings, wheel bearings. A/C blows cold. Rust free, never hit. Very clean and presentable and FAST! Passed smog 2/07. 141K, \$5000 OBO Photos available. Call Tina Van Curen at (626) 797-1512 or E-mail to btinavc@sbcglobal.net. Altadena, CA (3/7)

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- 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



Membership Application

Alfa Romeo Owners of Southern California

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

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

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

Name _____ Spouse _____

Street _____ City _____ State _____ Zip _____

Home Phone () _____ Work Phone () _____

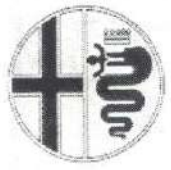
e-mail _____ Alfa(s) Owned _____

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

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

For subscription only, send above information with check payable to AROSC to:
AROSC Treasurer, 17041 Malta Circle, Huntington Beach, CA 92649

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



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

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Our 2007 Calendar

January	February	March	April
3 Board Meeting @ Luigi's 13-14 Time Trial & Race @ Willow Springs 28 AROSC Annual Mtg and Luncheon at Luigi's, Hawthorne	3-4 Drivers School @ Streets of Willos 7 Board Meeting @ Luigi's 24 General Meeting @ Autobooks	4 Concours @ Pepperdine U 7 Board Meeting @ Luigi's 18 Swap Meet at Orange MotorSports, 9am 24 General Meeting, San Antonio Winery 31 Time Trial @ Button Willow	1 Time Trial @ Button Willow 4 Board Meeting @ Luigi's 28 General Meeting /Tour Premier Auto Group
May	June	July	August
3 Board Meeting @ Luigi's 19-20 Spring Driving Tour	1 May General Meeting @ Mosier Restoration 3 HB Concours w/Alfa 6 Board Meeting @ Luigi's 10 Go Kart Races Dromo One 22-24 Calif Historic Races at Fontana w/spectators 30 General Meeting, at Petersen Museum	11 Board Meeting @ Luigi's 14 Braille Rallye 2007 28 General Meeting @ Hot-Rod specialists George Barris, Dean Jefferies, Bar Italia, Villa Silverman	1 Board Meeting @ Luigi's 5 Summer Party, Huntington Beach @ Phyllis' 16-19 Concorso Italiano, Monterey Historics 25 General Meeting - Toyota Museum
September	October	November	December
1-2 Drivers School @ Streets of Willow 5 Board Meeting @ Luigi's 15 Tech Session @ Sparco 29 General Meeting, - Brix Wine Tasting Bar	3 Board Meeting @ Luigi's 6 Swap Meet /Dyno Session @ MagnaFlow 13-14 Time Trial & Race @ Willow Springs 27 General Meeting, @ Nethercutt Museum	4 Best of France & Italy Car Show & Concours 7 Board Meeting @ Luigi's 17 General Meeting, 8pm White Turkey Sale & Elections @ TBD 23-25 Wine Tour -- Central Coast area	2 Competition Committee Meeting 8 Holiday Party at the Kutkus home 9 Board Meeting and planning for 2008 at the Kutkus home