

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



SANTA ANA CA 927
12 AUG 2008 PM 11 L

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

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Our 2008 Calendar -- Revised Again

August	September	October	November
<p>6 Board Meeting @ Luigi's</p> <p>4-17 Concorso Italiano, Monterey Historic</p> <p>3 General Meeting - Agua Dulce winery + Airport, Speaker & lunch</p> <p>10-31 Drivers School</p>	<p>3 Board Meeting @ Luigi's</p> <p>13-14 Time Trial & Race at Spring Mountain, NV</p> <p>29 General Meeting, - Drive/ Shine/Dine</p>	<p>1 Board Meeting @ Luigi's</p> <p>11-12 Time Trial & Race @ Willow Springs</p> <p>27 General Meeting, Nethercutt Museum, + Party @ Casa Silverman</p>	<p>2 Best of France & Italy Car Show & Concours</p> <p>5 Board Meeting @ Luigi's</p> <p>22 General Meeting, 1pm White Turkey Sale & Elections @ TBD</p> <p>30 Coffee Roaster show</p>

Alfacionada

Newsletter of the
Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



August 2008

In This Issue: Summer Party, Braille Rallye, upcoming events, and

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.arosoc.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

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 (modified for new page size)

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

Membership Information

See the inside back cover of *Alfacionada*.

This Month's Cover

Alfa's stand at the recent London Auto Show contrasted the 8C Competizione and the new MiTo. Photo: Classic Driver (e-mail & internet magazine from Britain).

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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2008 AROSC Previews -- An Outline of Coming Events

August 23 – General Meeting at Aqua Dulce Winery with lunch & speaker, 11 AM

We will visit Los Angeles County's Agua Dulce Winery for a tasting and attitude adjustment hour. Then we will drive over to Vincenzo's Pizza for lunch and the meeting. Paul Dexler is working on a speaker for us. The plan to visit and dine at the Agua Dulce Airport is cancelled as no fly-ins

DON'T MISS:

Aug 23 -- General Meeting, Wine Tasting and Lunch

Aug 30-31 -- Drivers School, Streets of Willow

are scheduled for this date. Also note that we have avoided the Labor Day Weekend, and the Drivers School event. See info on page 20-21.

August 30-31 – Drivers School, Streets of Willow

This is a great way to get the whole family to drive better and with better understanding of car control, in whatever vehicle they drive. It is also a primo event for the competitors to sharpen their skills and prepare for the next time trial and race at Pahrump.

September 13-14 – TCRA/AROSC Time Trial & Race, Spring Mountain, Pahrump, NV

September 27 – General Meeting: Drive, Shine, Dine Event (rally/ concours/lunch)

Make plans to join us on Sept. 27th at this unique event: a fun rally, concours, and lunch. It's going to be a short drive through hill and valley,

a participant-judged concours at a lovely park, and then lunch at a neighborhood Italian eatery. Look for detailed instructions on pages 22-23 as the fun starts at your house before you leave for the event!

October 11-12 – Time Trial and Race, Willow Springs

October 25 – General Meeting: Nethercutt Museum Tour 10 AM, plus meeting and party at Chez Silverman.

November 2 – Concours at Woodley Park, Best of France & Italy Car Show, Woodley Park

November 22 – General Meeting, Elections, and White Turkey Auction, Italspeed

November 30 – Coffee Roaster Car Show, Calabasas

December 7 – Competition Board Meeting

December 13– Holiday Party @ Kutkus'

December 14 – Board Meeting, old & new, at Kutkus'



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

After much last minute angst and worry about getting this year's Braille Rally going, Pat West was finally able to sit back and relax. A couple of weeks before the event, I understand she was short 40 of the 60 drivers that would be needed. It was another great rally (see inside) with my major disappointment in missing a medal for my 4 time navigator, Tyrone Thompson by less than 2 minutes. This was Tyrone's last rally as he will be attending Dominguez College this fall. Time to start marking next year's calendar - Braille Rally Aug. 1st 2009. I am told it will have one great surprise ending.

The Spider got a great workout for our pre-Concorso run. 3 hours on the Braille Rally, a run up the AROCCC summer party in Tapo Canyon Park, Montecito, and then a run down to our summer party and general meeting in Huntington Beach. Boy does she run sweet when the ambient temp stays under 85.

Many thanks again to Phyllis Gaylard for the generous use of her house and yard for, what turned out to be, the best attended summer party in my memory. 42 people on time with Nick and Virginia Zart arriving a little late with the devilled eggs. Didn't go to waste with Evie and I still hanging around and a new Alfa owner showing up. It constantly amazes me how so many people, from some many disparate backgrounds and life

interests can get together and enjoy each other's company. It is truly with great joy that Evie and I try to attend every event. I credit Paul Blankenship for getting me to vision this club as a stew made up of some wonderfully unusual spices. I figure the real advantage to Phyllis' hosting is that she doesn't have to hire migrant workers to pick the Peaches and Plums.

Enough 'schmaltz' (edible grease made from chicken fat) LET THE FALL and WINTER FESTIVITIES BEGIN:

La Carte De l'Agosto e Settembre or Wazzup Next: If you get this in time, and still want to attend our AROSC Monterey Pasta Dinner, Thursday, August 14, contact Evie to see if we have any room left. She can be reached at 818-314-1262. We will also be spending Wednesday evening in Cambria, socializing at the Mog Ranch of John & Lynn Wilburn, Hwy 46 @ Santa Rosa Creek Rd. between Cambria and Paso Robles (look for balloons on checkered mailbox) BYOBQ.

As mentioned in my previous rantings, mmm ramblings, **I have no corral passes for the Monterey Historic Races.** The Alfa corral, arranged by ARA, is located in the infield with easy access to the pits, vendors and photo ops and if you've arranged to get your Laguna Seca tickets through ARA, we will see you there. On Saturday a number of Alfisti

will be leaving the corral around 3 or 4 o'clock for a slightly longer drive than usual to the new home of West and Maggie Clark. Please confirm wmclark@aol.com.

Sputino: The August General Meeting will be at the Agua Dulce Winery just 30 minutes north of San Fernando. After an adequate amount of tasting we will adjourn to a fabulous, local pizzeria for a very inexpensive, but delicious dining experience. There will be no corkage charge for any wines that you bring. An interesting side trip on the way out would be a visit to the world-famous rocky upthrust known as Vasquez Rock State Park. See the results of the tectonic plates up close and personal.

La Seconda Calazione:

On August 30th and 31st AROSC will have its biannual Performance Driving School Weekend at the Streets of Willow. **I plead with those of you who have children recently licensed, to give them an opportunity to enjoy two intense days of training that could save their lives.** If you haven't taken the school, come and learn what you really don't know about driving and car control. AROSC members pay only \$250 for 2 days. **What is your life worth?** The school is divided into four skill levels; a) Performance Driving, b) Novice Time Trial, c) Time Trial, d) Race. Check out the details at www.arosc.org. You (and/or your teenage driver) will learn and fine tune handling skills in the classroom, on the track and on the skid pad. Experienced instructors will get in the vehicle with you as a passenger to

critique or as a driver to demonstrate techniques. Two days of intense fun, camaraderie and a great Chinese banquet on Saturday night.

Guaranteed to keep a smile on your face until the next school in the early spring.

At 60 years of age I took the lunch-time Introductory Course at a Race event and now coming to my 18th School, I've had 6 years of Time Trial competition and am finishing my second year of Race competition. The scary part is I'm still being challenged by 94-year-old Fred Hamilton. The SOB got rid of his '93 Buick to chase me in a Dodge Hemi.

After the School you can get a snap-in 5-point harness from Crow Enterprises in Fullerton, attach a fire extinguisher within reach and join the competition at Spring Mountain Ranch Raceway in Pahrump, Nevada, September 14th and 15th. If you just want to come out and do laps during lunch hour the track is about 50 minutes west of Las Vegas - no special harness or extinguisher required. Evie and Sheila Kutkus are organizing a tour to the local winery for a wine tasting and to the Brothel Museum formuseuming.

A pretty intense meal to digest for the next 45 days.

Post Script: Our General Meeting scheduled for September 29th will be an short but interesting rally called a Drive / Shine / Dine (see pg 22-23).

Keep the wheels side down

Norm Silverman (Norman I, Rex)

Tech Article: How to Check Spark Timing

Il Presidente recently remarked that he would like to see a column on setting distributor timing. Another member quipped that it should be a short column. Just hook up the light and point it at the marks and rotate the distributor until they line up. Right? That is the gist of it, but there are quite a few finer points.

For starters there are three marks – PMS (Italian for top dead center), AF (advance fixed) and AM (advance max). All marks must be clean and easily legible. I use some white touch up paint on the marks, but Liquid Paper correcting fluid works too.

Hook a timing light to the #1 spark plug wire and start the engine. Just for grins check if the pointer is aligned with the AF mark. Rev the engine a little and watch the timing advance. Do it a couple more times. The timing should advance and retard smoothly. If not, the distributor needs to be disassembled, cleaned and lubed. Also, there should not be excessive timing variation at constant rpm. If there is, the distributor shaft and/or bushing is worn. Worn distributors can be repaired, but usually it is easier to find another unit.

The accuracy of the timing pointer should be checked if there is any chance it has been bent. This is not all that common, but it is well worth checking on any car with an unknown history. I never worried about it myself. However, one day I was setting up the cams on my 1600 and decided to precisely locate TDC with a dial indicator. No big deal until I glanced at the timing marks. Yikes! The pointer was off a good 5 degrees.

The next question is whether to set the timing at idle or at high rpm. Frankly, I hate to lean over an engine that is rev'ing its little heart out. However, that is exactly what the Giulietta shop manual says to do. Plug the timing light into the #1 spark plug wire, rev the engine to 5000 rpm and rotate the distributor to align the pointer with the AM timing mark. Oddly enough it doesn't say this should be done with the vacuum advance disconnected. Maybe the writer was thinking of Veloces which have no vacuum advance, or more likely, something got lost in translation.

Setting the timing at idle is less scary and is the recommended approach on many cars. However, if the distributor is already

advancing at idle, that will result in retarded spark timing at high rpm. The Little Red Book (a vintage Shankle catalog) shows typical Alfa distributors start advancing at 800-1000 rpm. So, some of us can get away with setting the timing at idle provided we have a sufficiently low idle speed.

These days I like to set the timing on my cars using the static method. Hook up a 12 V test light in series with the wire going from the coil to the distributor. That is, unplug the distributor wire from the coil and attach it to a test lead. Attach the other test lead to the coil where the distributor wire usually connects. Turn the ignition key on. When the points are closed, the light will be on. When the points open, the light will go out. What you want to do is slowly rotate the engine until the light just goes out. (I usually just push the car forward in 5th gear.) When the light goes out, look at the timing pointer. If it is pointing at the AF mark, great. If you can't see any marks, the engine is firing on the #2 or #3 cylinder. Push the car forward some more. The light will come on and then go out again as #1 or #4 cylinder comes into firing position.

When the light just goes out, the pointer should be aligned with the

AF mark. If it is between the PMS and AF marks, the timing is retarded. If it is between the AF and AM marks, the timing is advanced. Hopefully, the marks align and the job is finished. Failing that, rotate the engine to make the marks align.

Then, loosen the clamp bolt and rotate the distributor body to obtain the correct timing. The distributor turns clockwise when viewed from above. Turn the body clockwise to retard the timing and counter-clockwise to advance the timing. When you think you have it, tighten the clamp bolt and repeat the above to check your work.

This isn't rocket science, but it sure feels like it if you get all messed up and have no idea where the correct timing is. Recovering from this kind of frustration requires removal of the cam cover. Rotate the engine until marks on the cams are aligned with the marks on the cam bearing caps. If necessary rotate the engine one more full revolution so the cam lobes on cylinder #1 are pointing out. Cylinder #1 is now at TDC compression. Rotate the distributor until the distributor rotor is pointing at the high tension wire leading to cylinder #1. The timing is now in the ballpark.

Mike R

Back to the Salt Chicagoland Racers Aim for 230 mph at Bonneville Salt Flats

(NORTHBROOK, ILL.) America's high-speed hot rodders will gather in Wendover, Utah at the fabled Bonneville Salt Flats August 18-24 for the 2008 Bonneville Speed Week. Once again, the Chicago-based 1991 Alfa Spider affectionately nicknamed "Bonnie" will add a little Italian flair to the proceedings while shooting for yet another speed record.

In 2006, the screaming yellow Spider managed a 217.152 mph average over two runs to claim the G/BGMS (Blown Gas Modified Sports) record the team had been chasing since their first trip to Bonneville in 1999. That also made the Richard Kreines-owned Spider the fastest full-bodied Alfa Romeo ever, beating the record previously held by the Alfa factory's one-off ProCar 164.

This year, the focus is on regaining the G/BFMS (Blown Fuel Modified Sports) record Bonnie set in 2002 and

obliterated by a 221 mph Nissan in 2006. The team hoped to achieve that goal last year, but had to cancel the trip west at the last minute. Now, after an extra year's worth of aero and cooling improvements, car builder Mike Basic of Basic Motorsports and engine builder Jim Steck of Autocomponenti are confident that the International Auto Parts-sponsored Alfa has what it takes to get the job done.

Three different drivers (Basic, Steck and Craig Bielat) have set records in the car so far, and Steck joined Bonneville's exclusive 200 MPH Club in 2006. That type of success is exceptionally rare at Bonneville, especially for a bunch of sports car guys from the Midwest running a four-cylinder Italian sports car. Kreines is proud of what the team has achieved so far, but he's looking forward to adding another record in 2008.

"We've had the right people and everything came together," he said. "We've been lucky, too—not everybody comes out there and does what we've done. The car's got three records and we'll get the other one back."



For team contact info or hires, photos of car and team members, contact Jon Paulette at jpaulette@international-auto.com or call 434-974-7118.

To learn more about the team's 2006 efforts, click here:

<http://www.international-auto.com/news-and-features/bonneville-2006-record-setting-heat.cfm>

International Auto Parts (www.international-auto.com) is North America's largest vendor of Alfa Romeo, Fiat and Lancia parts and accessories.

Company founder and owner Paul Opiela, a chemist with a passion for Italian cars, began selling mail-order parts from the kitchen of his New Jersey home in 1971. Since then, IAP has established a reputation for quality, honesty and great customer service. The company has been based in Charlottesville, Va. since 1978.

Jon Paulette



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Braille Rallye

Photos by Art Russell and Pat West



Mike Riehle with navigator Jasmine Wilson.



A bevy of Smart For 2 cars awaits their crews.



Norm and Tyrone get settled in for their fourth Braille Rallye.



Paul Dexler with his navigator Mario Garcia




A nice old Ford hot rod -- the owner is putting up the top against a warm sunny day.



Two "Atoms", interesting open-wheelers that are street-legal. Talk about the wind in your hair, this gives you wind in lots of other places too!



A brace of Loti -- Exiges, with teeth!

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Paul Dexler drives out in his SVX.



A nice Corvette waiting to leave.



An Aston Martin waits his turn.



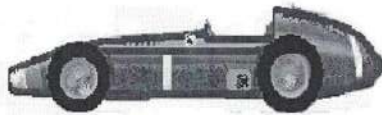
Norman Silverman and his 4-time navigator Tyron Thompson wait for the signal to take off in search of a win.



Mike Rieble and Jasmine Wilson take off on the day's adventure, hoping not to get lost.



This Signal Hill Police car gets it all wrong -- beached while turning around from a right-hand curve. Let's hope this isn't in Signal Hill!



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The next school will be held at the Streets of Willow, on August 30 and 31. The school provides classes at different skill levels to help you meet your goals. From the first-timer who wants to improve their daily driving skills to the experienced racer who wants to trim a tenth of a second off his lap time, there is a place for you. The school is open to any car; you don't need to have an Alfa Romeo or a sports car. The class day is divided between classroom theory, car control on the skid pad, and track time on a short course.

You are guided through this program by an experienced team of drivers. Sometimes we are lucky enough to have the assistance of professional race

drivers to share their knowledge with us. For the beginner, who wants to hone their daily driving skills, this is a great opportunity to learn and have fun doing it. Your daily driver with safe tires, brakes, and your regular seat belt is all you need to join the fun. The only thing extra you will need is a helmet that is Snell 2000 approved. You might be able to borrow or rent one at the track. Get the car tech-inspected by an approved inspector or mechanic before coming to the track and you are ready for a great weekend!

By the end of the weekend you will have had a great driving experience, one that will not only make you ready for more challenging events, but also sharpen your skills for the everyday grind we all face in our daily commute.

AROSC cannot be held responsible for that ear-to-ear grin that you will be sporting for at least a week or more as you look forward to that next adrenaline fix, which can only be found in your car at our next event.

For an application and further information, please go to our web site: www.arosc.org.

August General Meeting Saturday August 23rd, 11:00 a.m.



Agua Dulce Winery
9640 Sierra Highway
Agua Dulce, CA 91390
661-268-7402

Vincenzo's Pizza
33323 Agua Dulce Cyn Rd
Agua Dulce, CA 91390
661-268-8833

Wine tasting, great food, and Alfa Club camaraderiy

Join us in Canyon Country, where Vasquez Rocks & the Pacific Crest Trail meet.

Agua Dulce Winery has earned the honor of being L.A. County's leading fine wine grower and producer. Their hand-crafted wines have won many medals in competition.

Vincenzo's Pizza, originally from Naples Italy, has won many awards for Best Pizza and has other delicious foods.

We will gather at 11:00 a.m. for wine tasting/attitude adjustment. Around noon, we will go two miles down the road to Vincenzo's. After we order off-the-menu at the counter, a brief meeting will be held,

followed by lunch! Enjoy Pizza, calzones, deli sandwiches, pasta, salads & other good things. You may bring your wine purchases from Agua Dulce, no corkage fee.



After the luncheon, some of us may want to visit **Vasquez Rocks**, less than a mile down Agua Dulce Cyn Rd. The Vasquez Rocks have been used in key scenes for many motion pictures: Star Trek (2009), Cars (2006), Planet of the Apes (2001), and many others.

Directions to the Winery: Take I-5 to the 14 Freeway North. Take the Sierra Hwy exit. Turn right onto Sierra Hwy and proceed 12.8 miles. The winery will be on the right hand side.

Directions to the Vincenzo's: Go back West on Sierra Hwy 0.8 miles. Turn left onto Agua Dulce Cyn Rd and proceed 2.0 miles. The restaurant will be on the right. Air conditioned. Plenty of parking.



September General Meeting: Drive, Shine, and Dine

Join us on Saturday, September 27 for a fun time on the Drive, Shine and Dine event. There will be a short Rally section, a self-judged Concours at a park, and then lunch with a general club meeting.

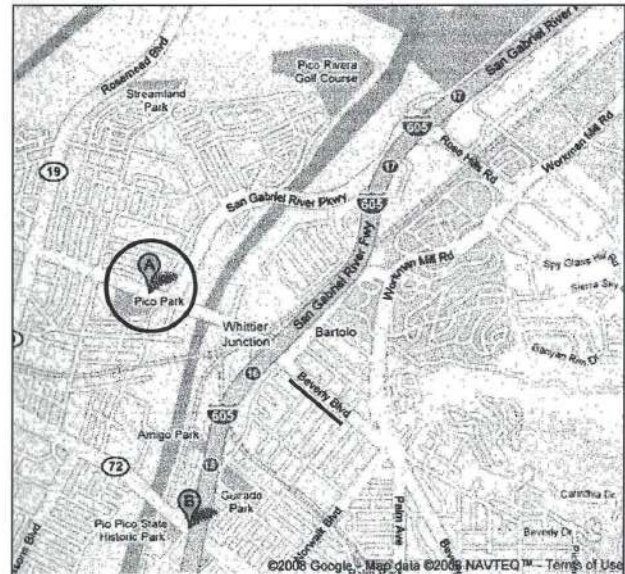
The fun starts at your home with a "Cylinder Count". We all have an appreciation of the internal combustion engine. Could be cars, motorcycles, scooters, boats, garden equipment, airplanes, you get the idea. Make a count of the total number of working internal combustion cylinders you currently own. Every cylinder in every engine counts. Make a list, put your name on it, and bring it to the rally Master at the start point.

The drive portion will start-off at Pico Park on Beverly Blvd., about a half-mile west of the 605 Fwy. Exit the 605 at Beverly Blvd in the city of Pico Rivera. If you are traveling south on the 605 there will only be an eastbound exit off the freeway. Exit at Beverly Blvd and then find your way back West on Beverly to the park. The park entrance will be on your left (south) on Beverly Blvd. The first car will be sent off at 10:30 AM sharp. Plan your travel time accordingly so that you will be ready to go on time. You will be given your route instructions before leaving. A clip board, pen and a navigator to read the directions will be needed. The drive is not long but it is challenging. The drive finishes at a regional park in La Mirada for a break, chat time, and a concours.

After judging, we will have a short drive to a neighborhood Italian Restaurant for lunch. The food is plentiful and reasonably priced. The club's general meeting will be held at the restaurant. The results for the day's event will be tallied and trophies will be awarded.

If you have any questions, give me a call: Fred Firschein at (714) 773-1473.

Hope to see you all there for a great fun and Alfa Club People event!



Pico Park is at the A in the circle.



Auto Metal Works

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Summer Party & July Meeting -- Huntington Beach

Photos by Tom Suter & Will Owen



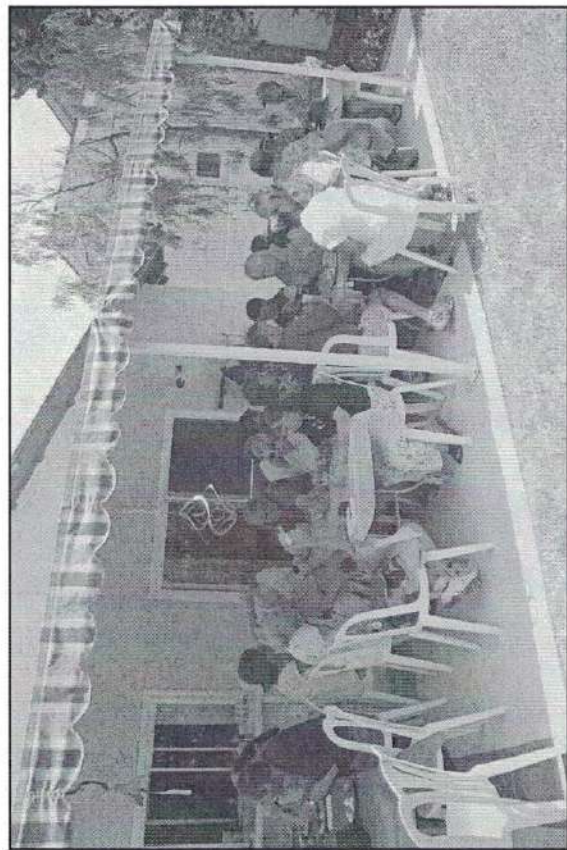
The early-bird Giulia parked in front, and that Japanese sedan on the driveway does NOT belong to Phyllis!



The camaradery begins, while waiting for the food.



As is typical of an Alfa Club event, the food shared center-stage with the conversations. There was lots of good stuff, and recipes may be shared.



It's time to eat! It gets quieter as everyone chous down.



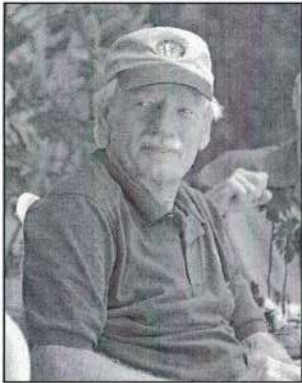
The Clines, McHatties, Merrimans, and others finish off their desserts.



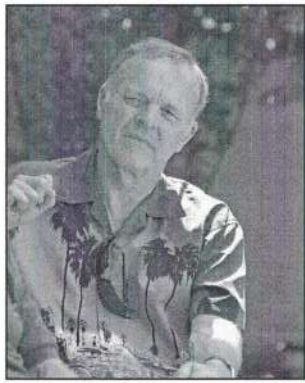
The dessert spread included a couple of great cakes and a peach cobbler made from Phyllis' peaches by Jan Cline.



Jim Lightfoot explains something to M.J. Kukus and Paula Lightfoot, in the shade of the old peach tree.



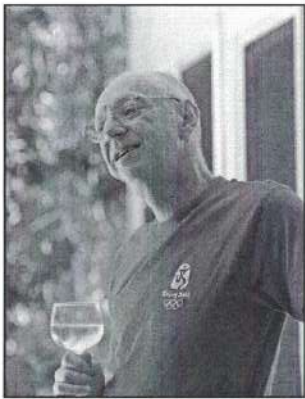
Barry Klein



Chuck Cline



The beverages of choice!



Charlie Schwartz selects wine.



Norman conducts the meeting.

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Lesley & Brad Lothers chat with Mike Riehle and Katherine & Jay Mackero (hope they took some peaches home). It was the Lothers' first visit with the club, and we expect to see much more of them in the future.



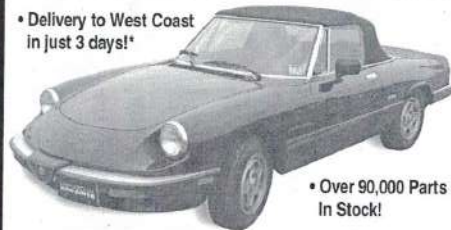
A discussion group is held in the shade, although the sun was mild and the temperature was temperate.



(L to R) Mike Riehle, Barb, Natalie & Janice (Tom Suter's harem), and Elyse & Jim Barrett. [Tom's wife has been out of town for 6 months.]

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The party attendees always put on a nice clean-car show for the neighbors to view. Just don't let the sap-dripping tree give you a present!

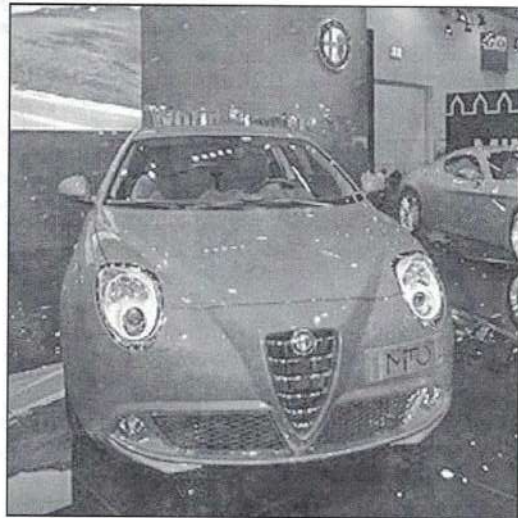
London Auto Show 2008

Last held in 2006, the UK's only motor show returns to ExCel, the riverside exhibition complex just a short drive from Canary Wharf. Despite large holes in the exhibitor list (no stands from BMW, Audi, Volvo, Rolls-Royce, Aston Martin, Porsche, Ferrari or Maserati), there was just enough to interest a Classic Driver reader wishing to while away half a day off from the office.

The sad fact of the matter is that 'old school' motor shows are

devilishly expensive now. From a premium manufacturer's perspective, targeted exposure to the 'right crowd' can be gained on a much more cost-effective basis via events such as the Goodwood Festival of Speed, or Salon Privé.

It's a different matter for the mainstream, of course, and Vauxhall used the London Show to launch its next-generation, mid-size Insignia, and Alfa the goggle-eyed MiTo.



The goggle-eyed Alfa MiTo! It looks to be a competitor to the Mini and other very small cars. Hope it comes to the US.

Alfa Romeo Launches 'Monza' Versions of 147 and GT in Australia

For most car makers the choice of a name for an exclusive edition is nothing more than a term to separate it from lesser versions in its range, but when Alfa Romeo Australia uses the Monza name as it has on newly launched versions of the Alfa Romeo 147 and Alfa Romeo GT models, it is a clear reference to the unique history of Alfa Romeo that makes it impossible to separate from motorsport and the history of the car.

Of course Monza, the home of Italian motorsport, has seen many classic Alfa Romeo victories since it opened in 1922, including Ascari's Grand Prix win in 1924, Brilli-Peri in 1925, Campari and Nuvolari in 1931, Nuvolari in 1932, Fagioli in 1933, Wimille in 1948, Farina in 1950 and Lauda in Brabham-Alfa Romeo in 1978. Wins at Monza also contributed to Alfa Romeo winning the first Formula One Championship and the first post-war Formula One Championship. And this is just Formula One; Monza has seen countless other race wins across all classes and types for Alfa Romeo.

So it is no surprise that Alfa Romeo Australia has applied the Monza name to special versions of its key models. Perhaps, more of a surprise is that to find the first Alfa Romeo with Monza name, automotive historians have to go all the way back to 1933 and the Alfa Romeo 8C 2300 Monza, the performance version of Alfa Romeo classic sports car and which the legendary Tazio Nuvolari drove in many races in the 1930s. Thus the Monza name spread beyond its namesake race track to wins in classic races across Europe including three consecutive wins at Le Mans, wins at Spa, the Mille Miglia, the Targa Florio and the Monaco Grand Prix and it introduced another legend to the world – a yet to become famous team cut its teeth on the Alfa Romeo 8C 2300 Monza; Scuderia Ferrari.

Coming up to date, the Monza name is applied by Alfa Romeo Australia in 2008 to the Alfa Romeo 147 and the Alfa Romeo GT, providing them with yet another link to Alfa Romeo's illustrious history and defining them as the most sort-after versions of their respective models. (This is

the kit which is sold under the Blackline name in Europe). The Alfa Romeo GT, the Italian car makers glamorous coupe, is immediately recognizable in its Monza form with its unique 18 inch alloy wheels, which reveal its red painted calipers, while the external chrome, including the historic Alfa Romeo 'shield' is fitted with satin effect chrome which, in this variant, is also used on the door mirrors. Chrome is also used on the exhaust pipe and – on manual versions – the gear knob, while rear parking sensors add convenience to the excitement of driving the GT. Inside there is unique red-effect instrumentation, high-backed sports leather racing seats in hand crafted soft Italian leather with red stitching that extends to the Alfa Romeo logo stitched on the headrests. Fitted with the Alfa Romeo 2.0 litre JTS engine, the Alfa Romeo GT Monza has a recommend retail price of AUS\$53,990 in manual form and AUS\$55,990 with direct from Formula One Selespeed gearbox. With added value of up to AUS\$6,000, the Alfa Romeo 147 Monza is, if anything, an even more remarkable proposition and it is also available right across the 147 range. Like the Alfa GT

Monza it has a unique style of 18 inch alloy wheels, sports leather racing seats, chrome-tipped exhaust, a chrome gear knob on manual versions, red brake calipers, satin chrome on the door mirrors and sports pedals, but it also adds a rear spoiler. The 147 Monza range opens with the three door Twin Spark at AUS\$36,990 in manual form and AUS\$38,990 with the Selespeed gearbox, the five door is AUS\$38,990 and AUS\$40,990 for manual and Selespeed respectively, while at the top of the range is the high performance Turbo Diesel, the Alfa Romeo 147 JTD Monza at AUS\$41,990.

[From Italiaspeed.]



Alfa Romeo Australia is using the Monza name to designate new versions of the Alfa 147 and Alfa GT models as a clear reference to the unique history of Alfa Romeo that makes it impossible to separate motorsport and the history of the car.



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Classified Ads --

Free advertising for members

Suspension parts for 105/115: I have a number of suspension parts available for pick-up in south Orange County:

- Rear axle assembly - fits a 115 model Alfa (1970 - 199X spider/GTV/Berlina) with ATE brakes. I believe it is a 4.56 ratio limited slip. Turns freely, been stored indoors, \$50.

- Set of 4 Spica shocks from 1976 spider. Work OK, \$20.

- Rear axle parts from early 105, 4.56 ratio, "open" (no limited slip). Includes differential, tubes, axles, but NOT Dunlop brake parts (cylinder, caliper, disks), \$20.

- Front spindles from an early 105. Do not have the Dunlop brake parts (caliper, disks), \$10.

Call Jay at (949) 412-5830 or email to jmackro@cox.net. I can email photos. (8/8)

Wanted: Early Duetto 1600 engine. Our friend Palermo is looking for a Duetto engine. Several Spider Duetto 1600's were shipped to the USA from 1967 to 1969. Palermo needs an Alfa Romeo engine 1600 cc type AR 00536, which was equipped with two carburetors of type WEBER 40 DCOE 27. It is ok if the engine comes without carburetors. Contact Carrie Adrian at olecja@aol.com. (8/8)

Fujitsu10 CD Player: Replacement for factory CD Player in 164's. Works fine, radio had problems and was replaced with different brand. Holds 12 CDs, mounts in trunk. Make offer.

Call Phyllis at (714) 377-6377 or E-mail to AROSCeditor@aol.com. (6/8)

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