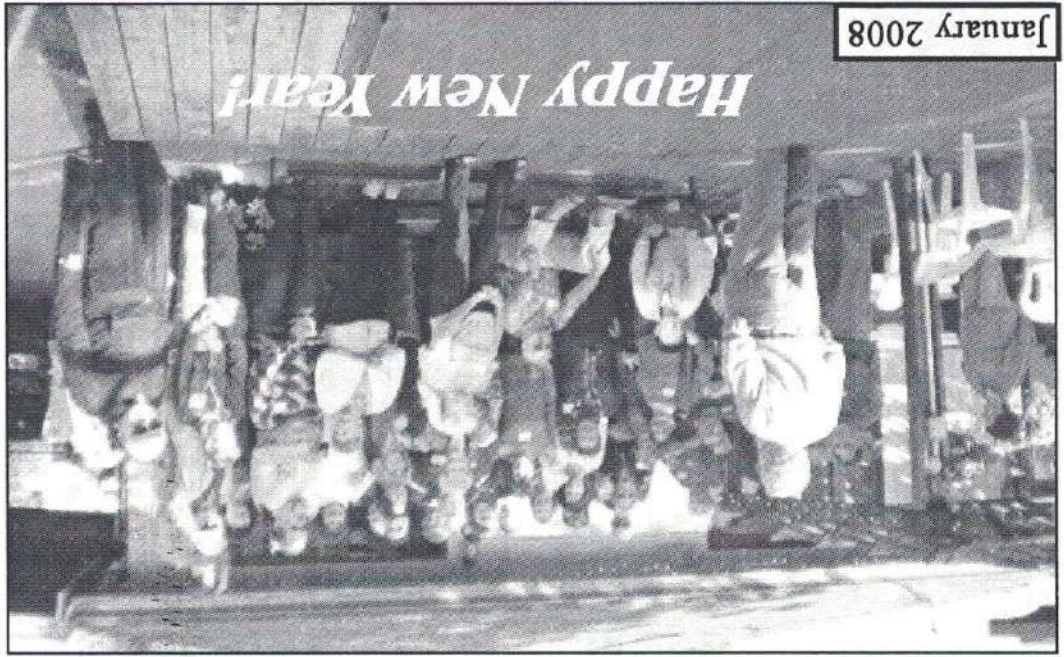


Newsletter of the **Alfa Romeo**
OWNERS OF SOUTHERN CALIFORNIA



**In This Issue: Wine Tour,
Holiday Party, upcoming
events, and more.....**

Ysaciorada

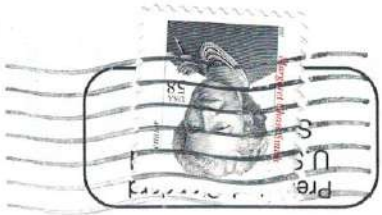
January	2 Board Meeting @ Luigi's	2-3 Drivers School @ Streets of Willow	6 Board Meeting @ Luigi's	23 General Meeting @ Autobooks	27 AROSC Annual Mtg and Luncheon at Delzanos, Redondo Beach
February	2 Concors @ Peppering U	5 Board Meeting @ Luigi's	22-23 Time Trial @ Willow Springs	29 General Meeting & picnic @ Petersen Museum	
March	2 Board Meeting @ Luigi's	12-13 Spring Driving Tour to La Quinta	26 General Meeting /Tour Premier Auto Group +		
April					

Our 2008 Calendar



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

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



Meeting Information

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

AROSC Mailing Address:

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

AROSC Web Site:

www.arosc.org

Important Deadline & Info!

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

General Information

Afficionada 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 *Afficionada*.

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

This Month's Cover

We had our largest turnout in a long time, if not ever, for our Holiday Party at M.J. and Sheila Kutkus' party-friendly back yard and party house. President Norm tries to organize the group photo, taken by M.J. Kutkus.

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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Wine Tour: Margi Brown wine.tour@arosc.org

2008 AROSC Previews -- An Outline of Coming Events

January 12-13—Time Trial and Race at Willow Springs

January 27 – Annual Meeting, Delzано's Restaurant 12:00 PM – 4:00 PM

This year, we have reserved Delzано's large banquet facility in the Redondo Beach Marina for our annual meeting and buffet lunch. We will award our year-end trophies for all competition categories and classes, and introduce our new board of directors and officers. See page 21 for details. RSVP by Jan 21.

DON'T MISS:
Annual Awards Meeting Jan 27
Delzано's, Redondo Beach, Noon
Driver's School Feb 2-3
Streets of Willow

February 2-3 – Drivers School at Streets of Willow

February 6 – Board Meeting @ Luigi's, 7:30 PM

February 23 – General Meeting @ Autobooks, 10 AM

March 2 – Pepperline University Concours & Whale Watch

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

March 22-23 – TCRA/AROSC Time Trial & Race, Willow Springs

In order to have more time trial and race events, we have joined forces with TCRA to run at their events and have them run at ours. We will be awarding year-end points for all events, TCRA and AROSC. This gives us 6 events plus 2 drivers schools.

March 29 – General Meeting, Petersen Museum & Picnic Lunch, 10:30 AM

April 2 – Board Meeting at Luigi's, 7:30 PM

April 12-13 Spring Driving Tour to La Quinta

April 19-20 – TCRA/AROSC Time Trial at Button Willow

April 26 – General Meeting & Tour, Premier Auto Group + TBD

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

May 17 – Wine Tour Central Coast

May 31/June 1 – Time Trial, Race, & Enduro at Button Willow

June 1 – Concours at Huntington Beach, Central Park, 8:00AM

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

June 7 – May General Meeting, TBD (after Memorial Day)

June 28 – General Meeting at Hot Rod Shops TBD

July 2 – Board Meeting at Luigi's, 7:30 PM

July 12 – Braille Rallye

July 27 – General Meeting & Summer Party at Phyllis', Huntington Beach, Noon

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

August 14-17 – Monterey Historics Weekend

August 23 – General Meeting at San Antonio Winery with speaker, 11 AM

August 30-31 – Drivers School, Streets of Willow

2008 AROSC Previews -- Continued

- September 3 – Board Meeting at Luigi's, 7:30 PM
- September 13-14 – TCRA/AROSC Time Trial & Race, Spring Mountain, Pahrump, NV
- September 27 – General Meeting: Drive, Shine, Dine Event (rally/ concours/lunch)
- October 1 – Board Meeting at Luigi's, 7:30 PM
- 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 Best of France & Italy Car Show, Woodley Park
- November 5—Board Meeting at Luigi's, 7:30 PM
- 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'

Your 2008 Board of Directors



Left to right, Bruce Colby, Cody Barrett (the dog), Jim Barrett, M J Kutkus, Evie Silverman, Phyllis Gaylard, Sheila Kutkus, Fred Firschein, Chris & Mike Riehle, Gene Brown, Norm Silverman, and Paul Dexler.

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

As in previous years, on the second Sunday in December, your newly elected Board of Directors met to (a) elect a president (b) assign the individual responsibility of each Director, (c) decide on the 2008 Schedule of Events, and (d) finish the leftovers from the prior days party.

Concerning item (a), as you can tell by the byline, that I have again been selected by the BoD to be Il Presidente (this time along with my co BoD electee, Evie). I am pleased to be able to continue to working with our outstanding Board and their ongoing effort to increase the diversity and appeal of events – both social and competitive. This will be the third year of our stated attempt of increasing inclusiveness and I am happy to report more than a modicum of success. The past years' primary objective of putting together a schedule of events that would balance social occasions with competition events and spread the venues throughout Los Angeles and Orange County has proven successful on all fronts and will continue with an enthusiastic vigor. We have continued to increase participation in Concorsi, Road Trips and Wine Tours. We have also continued (on average) to increase attendance and participation at our General Meetings, successful Driving Schools and Track Events. Not content to rest on their laurels, your BoD has come up with an even more innovative calendar and

new diversities for this coming year. (Upcoming schedule is on pgs 4-6)

Continuing this objective "to put a schedule of events together that will balance competition with social occasions and to spread the venues around Southern California", all of the BoD members have and will continue to contribute ideas for General Meeting locales. Each BoD member will work with Paul Dexler (Entertainment Chair) and Shiela and MJ Kutkus (Social Chairs) in finalizing arrangements. We will continue and enhance Marketing & PR with returning BoD member Terry Watson. This past year we created the position of Technical Director which, this year, will be filled by new BoD member Mike Riehle, and Fred Firschein (suffering from Competition Smile Syndrome) will address that addictive condition by being our Liaison to the Competition Board. **More about the Board, it's members and their objectives at the upcoming ANNUAL AWARDS BANQUET & General Meeting to be held at 'Delzamo's by the Sea' located at the Redondo Beach Marina (see pg 21)** My plea is the same as in prior years: **"PULLEEZE, Per Favore, Mifaccia il favore di ripondere (RSVP) by January 21st".** There will be ample parking for a 'Clean Car Show' followed by a wonderful Italian buffet including Antipasti, Green Salad, Chicken Picatta, Vegetable Lasagna,

etc., etc. and the presentation of trophies and raffle prizes galore.

When you get this it will be time to squeeze into our cars and participate in our first truck event of the year, Time Trial and Race Weekend at Willow Springs Jan. 12th and 13th. We will follow with our first **AROSC High Performance Driving School of 2008** at the **Streets of Willow Springs Feb. 2nd & 3rd**. **Any car** that passes tech inspection (the wheels look like they'll stay on, no major leaks, brakes that seem to work and a DOT 3-point seat belt) will qualify for Street Performance School and if you've been there, done that, then check out the requirements for Time Trial or Race School. Information is available on our web site, www.arosc.org, now being kept up to date by BoD Member, Director of Competition, Bruce Colby. Your driving skills can always use a refresher, but **more important is the potentially life saving instruction that we can pass on to your 'not so experienced' bambini.** The school is also designed so that 2 people can share a car in Street Performance and Time Trial. This is the opening salvo of our most ambitious competition program in years. We already have 6 TT / Race Weekends and 2 Schools planned. We will be running some of these weekends in conjunction with our friends (including some past and current AROSC members) at the Touring Car Club of So. Cal.

Responding to many requests from our membership, we are trying to reschedule our usual Thanksgiving weekend wine tour to May. We just may have to have a second one. Evie

and I just came back from a lovely weekend in Encinada and toured the wonderful wineries of Guadalupe Valley. From Orange County it's probably closer than our usual haunt in Santa Maria – maybe an hour longer for us northerners. The wineries were mostly founded by early 20th century Russian immigrants and range from good to spectacular. An amazing well kept secret. I believe importation has been severely restricted by a combination of our local wine lobby and NAFTA. This should not be any more expensive, if, than our typical ventures. We visited 5 of probably 30 or 40 wineries and had free tasting at 3 of them, inexpensive tasting at the others. Good wines from \$8, great wines from \$20. More later.

Thanks again to everyone for helping me get through another year. With Evie as a co-BoD member, some of my muddling may stop. We both look forward to personally wishing each and every one of you a healthy and prosperous New Year when we get together at Delzamo's on January 27th.

One correction to last month's article and a Mea Culpa to the Petersen Museum. The wonderful new exhibit, is NOT the Big Daddy Roth exhibit, but the distinctly California Low Riders. This is one of the most exciting and culturally exhilarating exhibits I have ever seen at the Museum. Check the dates, mark your calendars and "Keep the wheels side down."

Norm Silverman (Norman I. Rex)
Evie Silverman (Evie I. Regina)

Editorial Comment

In perusing the newsletters from other chapters, I ran across this editorial by George Graves in the November "Overheard Cams", the newsletter of the ARA in the SF Bay Area. I said a hearty hear, hear! to myself, and vowed to reprint it for you.

"Miscellaneous Ramblings From the Editor"

There are two British TV car shows which are very popular over in "Olde Blighty": Fifth Gear and Top Gear. Fifth Gear is the more serious of the two programs and is a half-hour long and designed along traditional "TV magazine" formatting. It consists of car reviews, essays, articles and the like. While Fifth Gear is not currently available in the USA [formerly shown on Speed], cable and satellite viewers who get BBC America as part of their package can currently watch Top Gear on Monday evenings at 5:00 and 8:00 PM Pacific time. If you have access to You-Tube on the internet, a search for Fifth Gear will yield over five thousands hits. I suspect about everything that Fifth Gear has ever run is available there. Top Gear is another story altogether.

Hosted by Jeremy Clarkson, with presenters Richard Hammond and James May, Top Gear has been described as "Jackass with Cars".

It's an apt description. These guys are nuts.

On one recent show, the trio went "caravanning". They bought a small trailer and borrowed a Hyundai Diesel van to pull it. Before the show was over, they managed to run the trailer into a post and break its fiberglass body, hold up traffic because they couldn't figure out how to turn the thing around, and burn the trailer and half the caravan park to the ground while frying chips!

Another recent show had each of them go off and build themselves a trio of amphibious cars out of a Toyota pickup truck, a Volkswagen Vanagon, and a Triumph Herald, respectively [saying their catchphrase 'how hard could it be?']. Clarkson mounted a humongous 225 horsepower Honda outboard motor to the tail gate of his pickup (!), Hammond made his Vanagon into a British canal barge, and May turned his Triumph Herald into a sailboat. In the end, the Vanagon sank just minutes after being launched, the pickup truck capsized just short of the ending boat ramp, and the Triumph actually made it, under sail, all the way to the ramp, but when he tried to start it, the clutch failed and he couldn't drive it out of the water. I think you're beginning to see what I mean!

On the most recent show broadcast here, they "tested" three

sports coupes: a Mazda RX-8, the "new" Audi TT, and an Alfa Brera. The Mazda is, of course, a rotary engine, and both the Audi TT and the Alfa were 4-cylinder models. In the performance tests, the Mazda came first, the Audi was second, and the Alfa was a distant third. Watching the Alfa negotiate the Top Gear test track was painful to watch for this *Alfisti*. I can tell you, it was slow getting off the line, it pushed (under steered) so badly that it washed wide on every turn, often going off the track (luckily, when sold here as a 2010 model, the Brera will be all-wheel-drive, about 400 pounds lighter and will (hopefully) sport a brand-new V-6 worthy of an Alfa).

Then they took the tree cars to the Scottish Museum of Modern Art and let that organization's "boffins" review the cars for artistic merit. The Mazda and TT fared terribly at the hands of these experts, but all of the professors agreed that they would be proud to exhibit the Alfa in their museum. Clarkson and Hammond made some tasteless comments about how the Alfa would stain their floors with leaked oil and wouldn't run long enough to get to Scotland (in spite of the fact that the one they were driving had made it).

In the end, back at their studio, as they revealed the lap times for each car (1:32 and change for the RX-8, 1:31 and a fraction for the TT and almost 1:37 for the Alfa) around their test track in the hands of their

resident race driver (whom they call "The Stig"), they all admitted that they, personally, would prefer the Alfa over either of the other cars! They also said that they wouldn't recommend an Alfa to anyone else due to its "problems", but that since Alfas were so special and so beautiful that they wanted one in spite of the cars' reputation for being unreliable, maintenance intensive, and "water soluble". Such is the mystique of our favorite marque. In spite of it being the WORST car in the test, it's the one that each of these three gearheads wanted the most!

If you don't currently get BBC America in your cable or satellite package, I suggest you do so. Top Gear is definitely worth the trouble and will quickly become your favorite hour of TV viewing. I guarantee."

Programming note: Top Gear currently is shown on Time Warner Cable (So Cal) on channel 131 at 5 and 8 PM, with repeats of the previous show at 6 and 9 PM (or vice versa?). They are currently in rerun mode, between seasons, but most shows are worth watching again. I have saved the "amphibious cars" episode on my DVR, and am looking to see the "convertible people-mover (mini-van)" episode for another side-splitting laugh fest. Don't miss this series!

Technical Director's Comments

We knew we were tempting fate and we were right. Missing the November meeting got my wife, Chris, and myself elected to the Board. Yours truly is the new technical director. I'm not quite sure what that means, but apparently it involves writing an introductory column for the Newsletter. If it is well received, more will be forthcoming.

Phyllis loaned me a bunch of Newsletters from around the country to browse for ideas for this column.

One mentioned in passing the wisdom of purchasing a Parts Manual. If you have an old Alfa, and who doesn't these days, that is a huge understatement.

I bought my first Alfa, a 1959 Giulietta Sprint Normale transition car, in 1972. It was a beater and cost too much, but it came with a parts car and started me down the long road of Alfa Romeo addiction. The first project was to replace a leaking head gasket. Silly me, I went to the dealer (yes we used to have those) and purchased a head gasket. Went home, installed it, and drove happily for maybe a week before the leak returned. Back to the dealer. O-rings? You mean it's supposed to have o-rings around the oil feeds to the head? There weren't any in there when I took it apart! Hmm, anybody wonder why it was leaking?

Not too long after that I popped for a factory Parts Manual. It was the then

outrageous sum of \$43, but rapidly became a most valuable addition to the Alfa library. Turns out lots of little bits had fallen off the car and disappeared. There was supposed to be a brace running under the engine between the frame rails, an odd looking device to hold the spare tire in place, and brackets from the transmission to the exhaust pipe. As an extra bonus, I learned what the stock exhaust system was supposed to look like.

It was also invaluable when it came to figuring out which parts actually belonged on the car versus which parts were from earlier/later cars. A couple of years later I completely rebuilt the original 750 engine that came in a basket only to discover that the engine mounts didn't quite line up with the chassis. The trusty Parts Manual showed me the light. Turns out 750 engines require 750 mounts and 101 engines require 101 mounts. I still wonder why there are special mounts for putting a late engine in an early chassis, but no special mounts for installing an early engine in a later chassis. Oh well, the correct (?) 750 mounts worked just fine.

Hope you have been entertained by my early misadventures. The moral of the story is clear — Everybody needs a Parts Manual.

Mike R

Worth the Wait: Alfa 8C Competizione

The following is from the recent issue of Classic Driver, an e-mailed magazine from Britain.

We nominated the Ferrari 599 GTB as last year's Classic Driver Car of the Year. Not yet having driven the 430 Scuderia — milder weather awaits in 2008 — nor the Alfa 8C, I think we'll have to pass on that this time, although you can read all about the genuinely must-have, limited-edition Alfa below. By all accounts it's utterly brilliant and truly deserves a greater production run than the piffling 500 the Milanese manufacturer has promised to give the world.

The following is an extract from Richard Bremner's feature in Auto Italia magazine, issue 139...



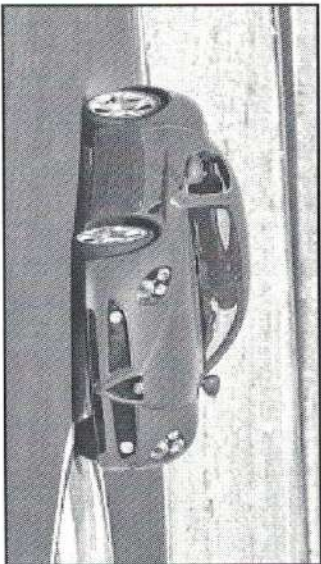
This beautiful, limited-edition Alfa has arrived at last: the show-car-turned concept and the first rear-wheel drive Alfa since the 1992 RZ. The first of the fortunate 500 who have ordered them will be receiving their cars soon. Though if you find yourself fancying an 8C, and have the necessary £111,000 or so, there's disappointing news — every one of them has a name, and a deposit, against it. Your only remaining route to ownership is to buy a car from its first owner, which will almost certainly cost you substantially more than the £111,000 that Alfa is asking.

But we need to know whether the 8C can deliver the magic that so many past Alfas have provided. The 8C's design inspiration unquestionably comes from Alfa coupés of the early '60s, and the TZ in particular. It's the TZ1's gaping three-piece grille that you see in the 8C's nose, and there's much of the same car in the abruptly cut tail too, whose circular tail-lights are so redolent of '60s sportscars.

What's completely different, however, is the 8C's construction, all its exterior panels moulded from carbonfibre and attached to a steel sub-structure adapted from a shortened Maserati GranTurismo floor. It's effectively a carbonfibre monocoque at the rear, but at the front there's a steel structure from the GranTurismo that provides energy-absorbing crash boxes. Maserati also

contributes the double wishbone suspension, the automated-manual six-speed gearbox (Cambiocorsa in Maserati parlance) and numerous smaller components.

The engine is Maserati-related too, this 4.7-litre V8 being an enlarged version of the V8 used in the Gran Turismo and the Quattroporte. This stronger V8 produces 450bhp at 7000 yelling rpm, and a 354lb ft slug of torque at 4750rpm,

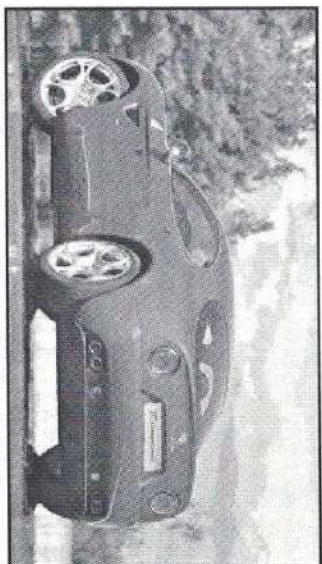


enough to propel the Alfa to 182mph, with scope for demolishing the 0-62mph sprint in 4.2 seconds. Yet there's just as much to appreciate when this car is stationary. The finish of the carbonfibre bodywork is exceptional, the paint as smooth and as deep as a spill of fresh engine oil, with not a hint of weave beneath the surface.

The electric handbrake releases itself the moment you touch sink the accelerator. The Alfa drives off in automatic unless you override it, its gearchanges reasonably smooth if not always jerk-free. Left in auto the 8C accelerates with a bold blare and a fair bit of zest, though you'll need a solidly sunk throttle and a good 3500rpm on the tacho before it really gets moving, the torque peak appearing only 250rpm shy of 5000 revs. But once in that zone, this car goes – and sounds it, too.

"This gives you music," says long-time Alfa test engineer Domenico Martino, pointing at the 'Sport' button that opens a pair of valves in two of the 8C's four tail-pipes, sharpens the throttle's response and cuts the gearchange interval from four milliseconds to two. The blat-blatt-thump of an upchange adds deliciously to the drama of going for a horizon-shrinking, mashed pedal moment. And it's good to know that the Brembo brakes, with six-pot calipers up front, and four-piston jobs at the rear, are up to slowing things down again.

All of which makes it that bit easier to make the most of the Competizione's potency, and find out what it does through bends. The answer depends very much on what your right foot is doing. Enter



a tight bend moderately, feed in the power early and you might get the nose running a little wide, though it will come straight back if you ease off. Power late and hard out of a bend and the back wheels will break free - though not for long, because the VDC stability control reins the Alfa in very readily in the Normal mode, and not much later in Sport.

During all this action the Alfa's steering offers plenty of accuracy and a reasonable build of resistance in a turn, but feel is not something it has much of, making this a less interactive car than Alfa's old-school rear-drive cars would be. Its manners could use some polish, it's far from practical and it's not the most sophisticated of supercars, but it's beautiful and massively desirable. We'd defy any car enthusiast not to want one.

Words courtesy of **Richard Bremner**, respected motoring journalist and editor of www.cleangreencars.co.uk.

Full article appeared in issue 139 of **Auto Italia**, the world's leading Italian car magazine.

Photos by **Alfa Romeo**.

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GARY TODISCO

Big Turn-Out for Holiday Party at Kutkus'



The afternoon started off with wine tasting.



Marjorie and Al Kelly, Norman, and Bonnie Schwartz taste wines.



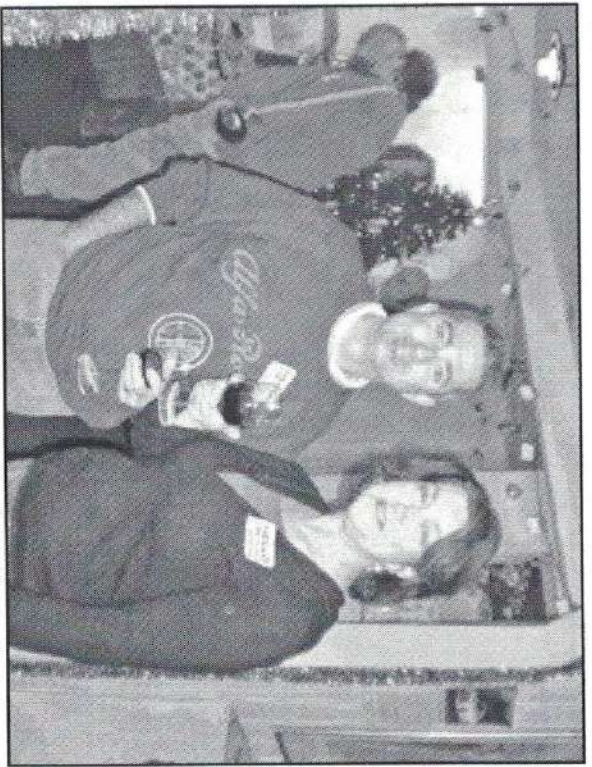
Part of the pot-luck luncheon spread, before the hungry vultures descended. Alfa people like to eat well!



Time to eat! The hubbub quiets after the vultures have attacked the repast.



More happy diners agree that Alfa club pot-lucks are the best.



Bill and Fiona Carson came to the party and sampled some grapes. Bill has been busy travelling on business and hasn't been seen in a long time!



More happy partiers: The Lightfoots and Clines in the foreground, Bonnie Schwartz, Doug McHattie, and Pat West in background.



There were some birthdays to celebrate, and a cake -- no, Marjorie Kelly didn't stick her fingers in it.



Sheila provided holiday door prizes for many of the attendees.





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in Atwater Village**

January Meeting -- Luncheon & Trophies *Delzano's by the Sea, Redondo Beach Marina*

New Location - Great Ocean View !!

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



Seating for 100

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

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

**Raffle
Prizes**

Italian Buffet

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

\$25 including tax and tip
Full cash bar available

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

Coming from the 405 freeway:
Exit at Inglewood Blvd, go south 2 miles. Make a right at 190th, west 2 miles.
Left at Harbor Dr, south 1/2 mile. Make a right into the Redondo Beach Marina
Entrance parking lot (1/2 block before end of street). Make a left after the ticket
booth down to the end of the parking lot. (Validated Parking)

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

Annual Wine Tour -- Santa Barbara County

Photos by Gene Brown, M J Kukus, Jim Liebfloot, and the Barretts.

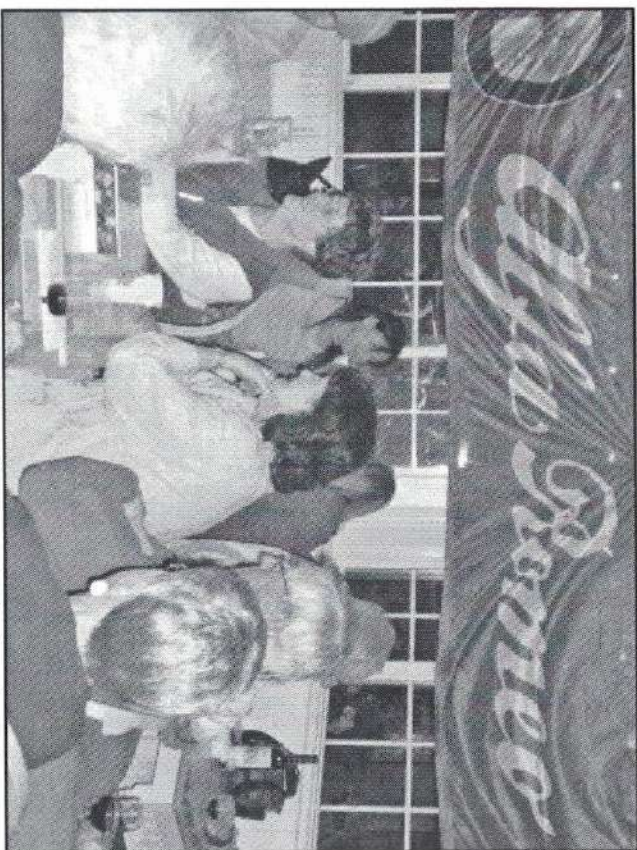
Santa Barbara County is home to great Pinot Noir, Chardonnay, and Syrah wines, and we sampled some of them on our recent wine tour. We based in Buellton at the Best Western Pea Soup Anderson's and headed west to new territory for club wine touring. Many thanks to Margi and Gene Brown for the well organized and researched arrangements, from accommodations and food to wineries.

A quote from my wine lover's calendar seems appropriate for this occasion: "Ultimately, any discussion of the aromas and flavors in pinot nor comes down to a discussion of sex." -- Scott Rich, winemaker, *Talisman*.

Another comment came at the Holiday Party from Paul Blankenship, the original Wine Tour Maven: "We are a drinking club with a driving problem."



Waiting for breakfast Saturday morning at Ellen's Danish Pancake House, walking distance from the hotel, and well worth the wait!



We started the weekend off with hors d'oeuvres in the hotel gazebo.

Reasons to Drink Wine.....

Here is the official scientific reasoning why it is safer to drink wine than water. Show this to anyone who gives you a hard time about your wine consumption.

As Ben Franklin said: "In wine there is wisdom, in beer there is freedom, in water there is bacteria." In a number of carefully controlled trials, scientists have demonstrated (before bottled water) that if we drink 1 liter of water each day, at the end of the year we would have absorbed more than 1 kilo of Escherichia coli, (E. coli) - bacteria found in feces. In other words, we are consuming 1 kilo of poop.

However, we do NOT run that risk when drinking wine & beer (or tequila, rum, whiskey or other liquor) because alcohol has to go through a purification process of boiling, filtering and/or fermenting.

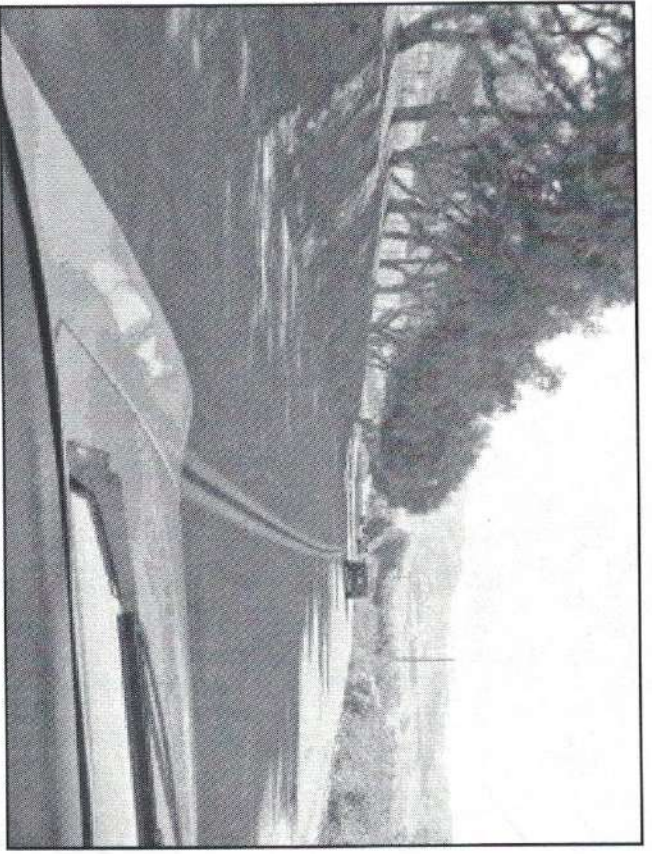
Remember:

Water = Poop,

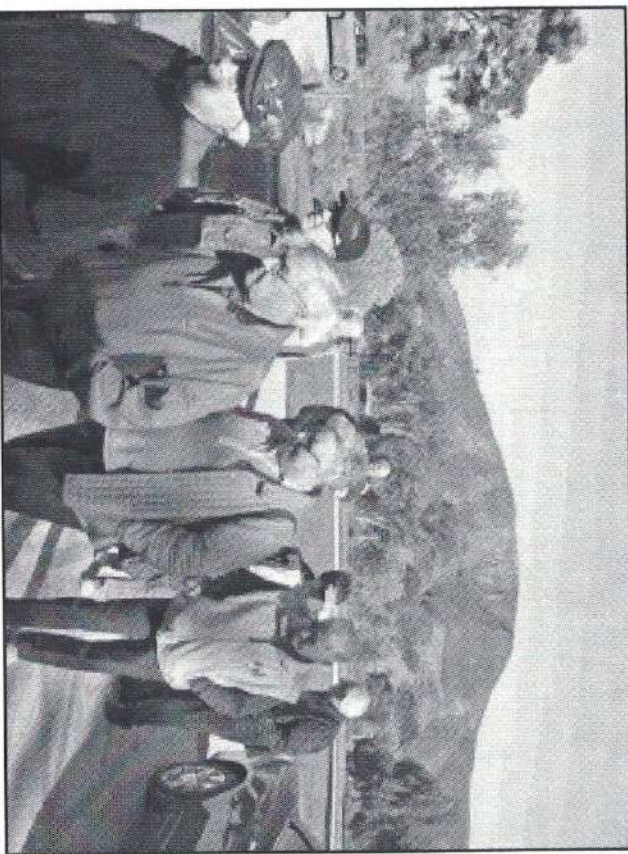
Wine = Health.

Therefore, it's better to drink wine and talk stupid, than to drink water and be full of crap. There is no need to thank me for this valuable information: I'm doing it as a public service.

From PSVintage@aol.com



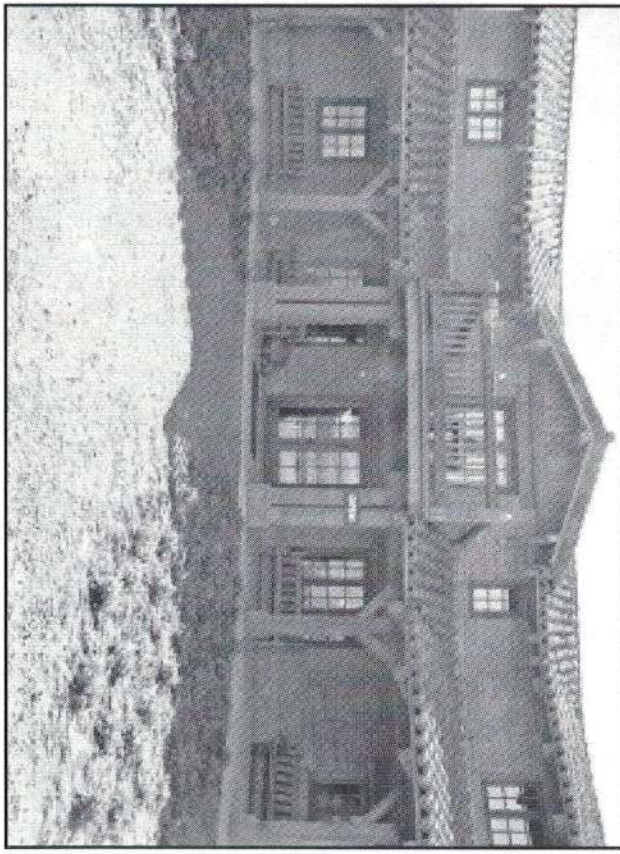
On the road to Lafond Winery.



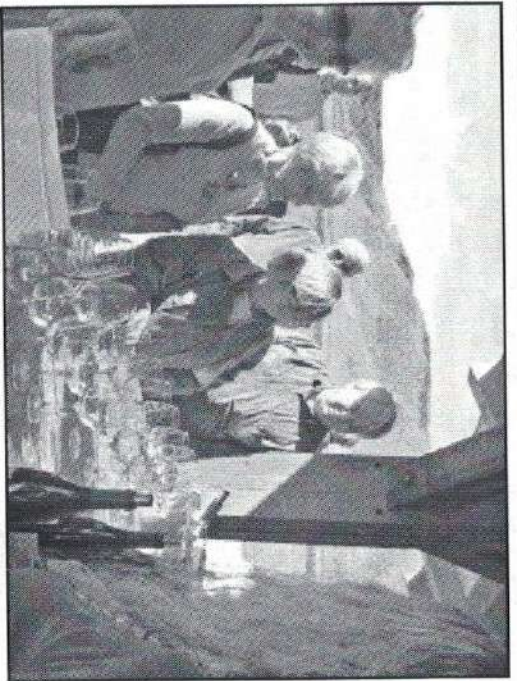
Arriving at Lafond, it was early and it was COLD!



The gracious Lafond tasting room and shoppe.

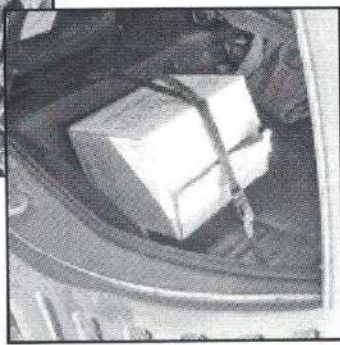


The Sanford Winery Tasting Room, managed by a former Affisti.



We had a private tasting outside at Sanford -- good thing it was getting warmer.

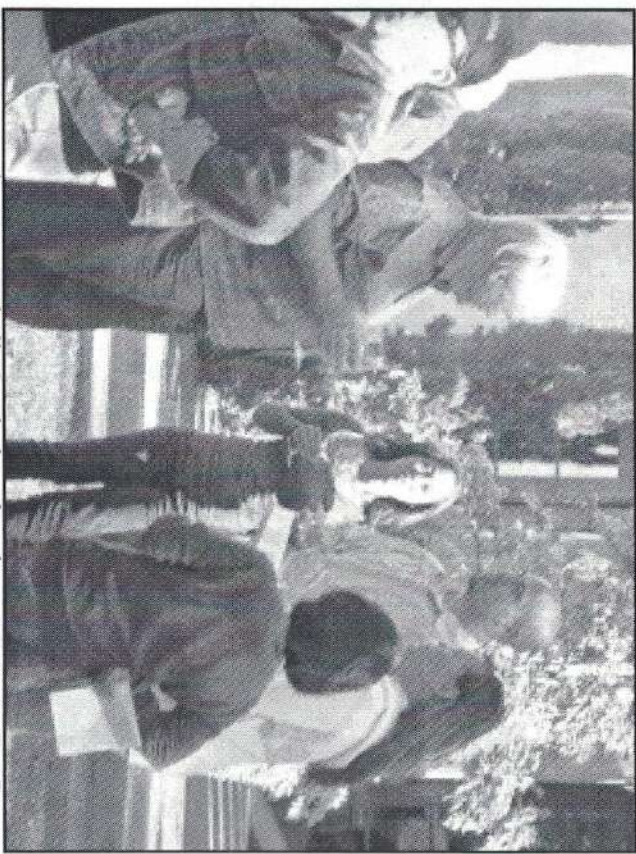
Gene Brown managed to squeeze a case of Sanford wine into his Montreal. Others of us did the same.



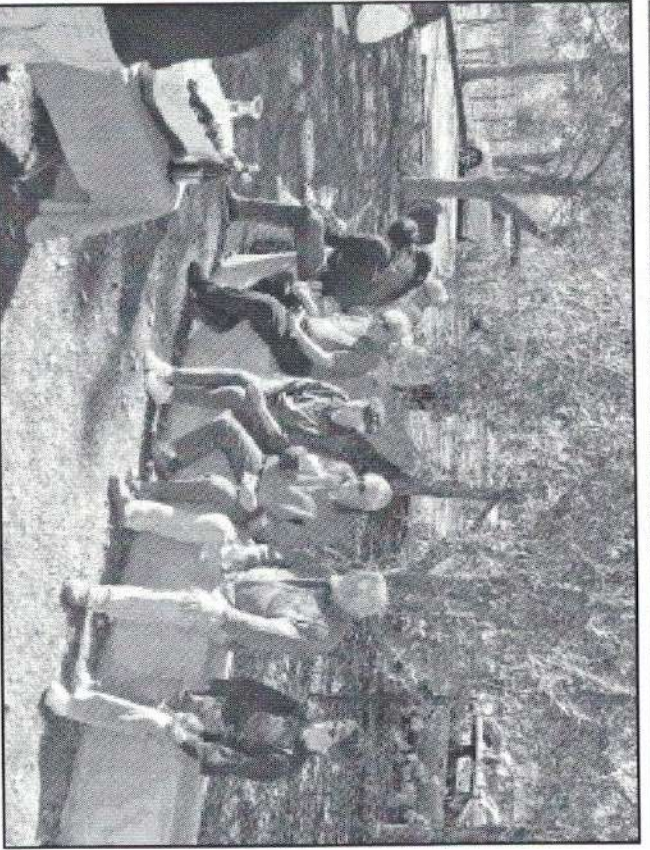
More tasting at Sanford -- nice wines, friendly prices.



Tasting at Melville -- another outdoor setting, but warmer yet.



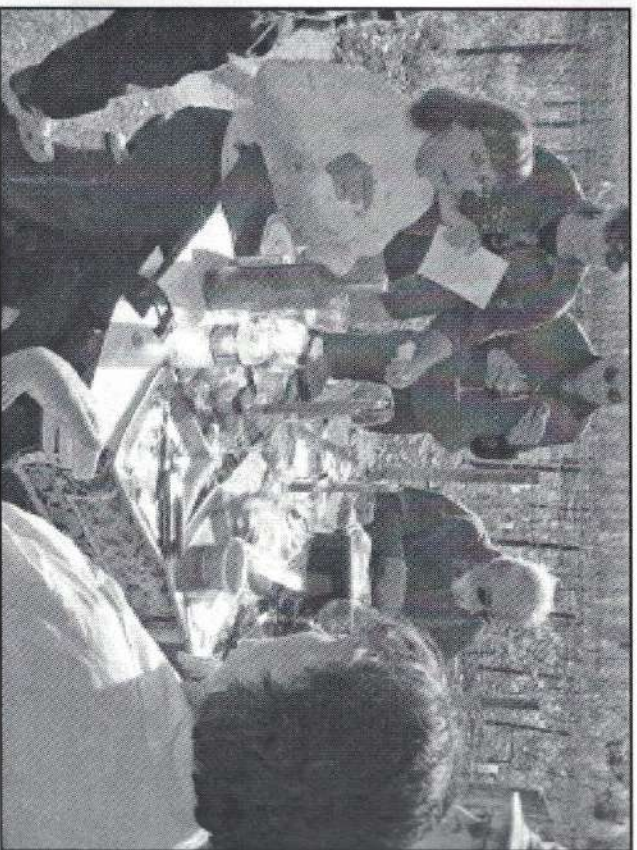
Gene Brown discusses Melville Syrah, based on his expertise in Dr. Pepper Big Gulps.



We tired of standing and waiting for lunch to begin at Melville.



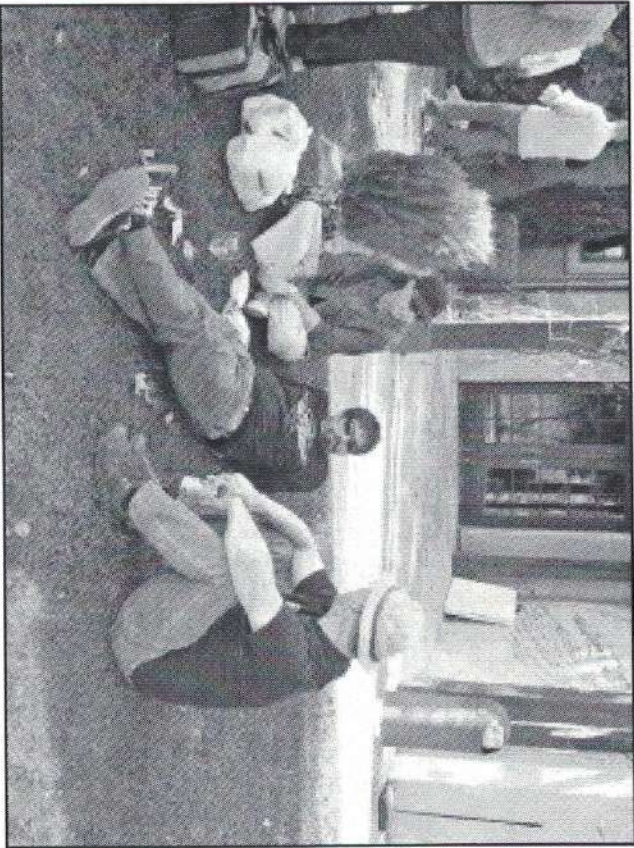
Picnic lunch time at Melville.



Jan Cline took the prize again with her Molto Italiano lunch theme.



Margi Brown samples the Kurkus' lovely lunch spread.



Stephanie Stacey, Doug Adler, and Mike Riehle rest after lunch.



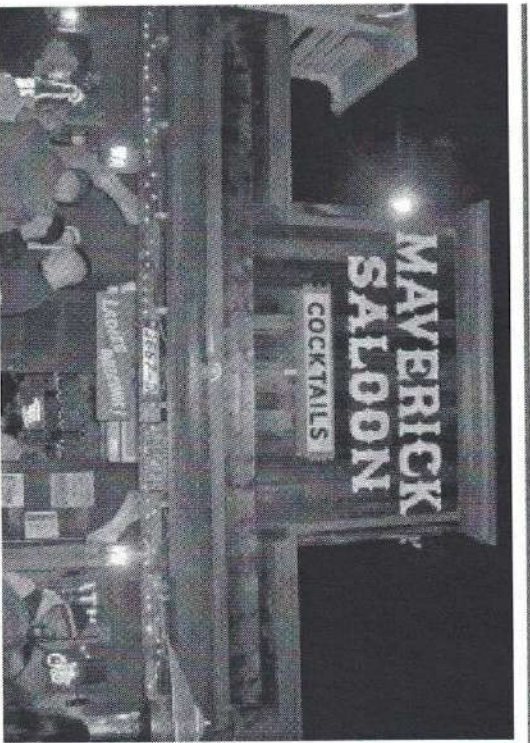
Kate Blake, the Barretts, and Sheila at Babcock Winery.



At Foley's the fifth winery, comfort was sought -- the group was lagging.



Dinner at AJ Spurs was hearty and welcome.



The after dinner hot-spot for those who were not too tired after 5 wineries.

We left our name on the ceiling at the Maverick Saloon.



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Anyone for the Texas two-step? Kate Blake, Stephanie, Doug, and Jim & Elyse at the Maverick Saloon after dinner.

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Tech Tips -- Oil Changes

With apologies to our new Technical Director, this was submitted for your edification.

Oil Change instructions for Women:

- 1) Pull up to Jiffy Lube when the mileage reaches 3000 miles since the last oil change.
- 2) Drink a cup of coffee.
- 3) 15 minutes later, write a check and leave with a properly maintained vehicle.

Money spent:

Oil Change: \$20.00
Coffee: \$1.00
Total: \$21.00

Oil Change instructions for Men:

- 1) Wait until Saturday, drive to auto parts store, and buy a case of oil, filter, kitty litter, hand cleaner, and a scented tree, write a check for \$50.00.
- 2) Stop by 7 - 11 and buy a case of beer, write a check for \$20, drive home.
- 3) Open a beer and drink it.
- 4) Jack car up. Spend 30 minutes looking for jack stands.
- 5) Find jack stands under kid's pedal car.
- 6) In frustration, open another beer and drink it.

- 7) Place drain pan under engine.
- 8) Look for 9/16 box end wrench.
- 9) Give up and use crescent wrench.
- 10) Unscrew drain plug.
- 11) Drop drain plug in pan of hot oil: splash hot oil on you in process.

Cuss.

- 12) Crawl out from under car to wipe hot oil off of face and arms. Throw kitty litter on spilled oil.
- 13) Have another beer while watching oil drain.
- 14) Spend 30 minutes looking for oil filter wrench.
- 15) Give up: crawl under car and hammer a screwdriver through oil filter and twist off.
- 16) Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter among trash in trash can to avoid environmental penalties.

- 17) Drink a beer.
- 18) Install new oil filter making sure to apply a thin coat of oil to gasket surface.
- 19) Dump first quart of fresh oil into engine.
- 20) Remember drain plug from step 11.
- 21) Hurry to find drain plug in drain pan.
- 22) Drink beer.
- 23) Discover that first quart of fresh oil is now on the floor. Throw kitty litter on oil spill.
- 24) Get drain plug back in with only a minor spill.
- 25) Drink beer.

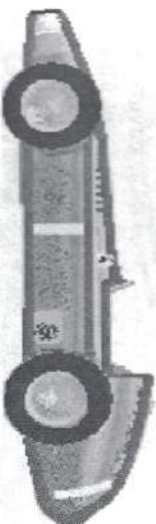
- 26) Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip with stupid crescent wrench tightening drain plug and bang knuckles on frame removing any excess skin between knuckles and frame.
- 27) Begin cussing fit.
- 28) Throw stupid crescent wrench.
- 29) Cuss for additional 5 minutes because wrench hit bowling trophy.
- 30) Beer.
- 31) Clean up hands and bandage as required to stop blood flow.
- 32) Beer.
- 33) Dump in five fresh quarts of oil.

- 36) Move car back to apply more kitty litter to fresh oil spilled during any missed steps.
- 37) Beer.
- 38) Test drive car.
- 39) Get pulled over: arrested for driving under the influence.
- 40) Car gets impounded.
- 41) Call loving wife, make bail.
- 42) 12 hours later, get car from impound yard.

Money spent:

Parts: \$50.00
DUI: \$2500.00
Impound fee: \$75.00
Bail: \$1500.00
Beer: \$20.00
Total: \$4,145.00

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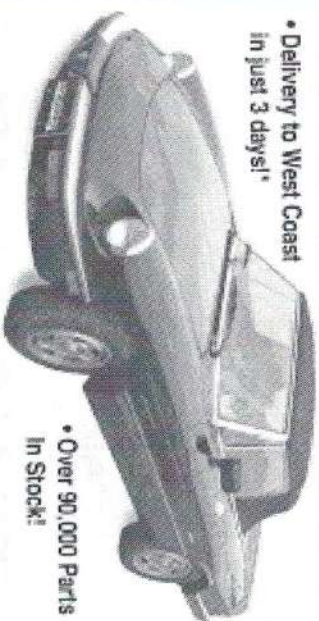
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1986 GTV-6: Black/Black, 3.0L, 44,000 miles on new motor, runs great, very fast. Well maintained mechanically, lots of goodies. Accident-free, upholstery good, new tires, needs paint, dash cap, and sun-roof gasket. \$6,000 OBO (must sell). Call Al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

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

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