



Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



August 2009

**In This Issue: July Meeting,
Transpac News, upcoming
events and more**

Ysaciorada

August	2	Braille Rallye 2007	Board Meeting @ Luigi's	2	Board Meeting @ Luigi's	September
	5	Board Meeting @ Luigi's	Concorso Italiano, Monterey Historics	13-16	Time Trial & Race at Willow Springs	
	29	General Meeting - Drive - Dine - Shine	General Meeting - Tour @ Nethercutt + Party @ Silverman's	26	General Meeting, TBD	
October	7	Board Meeting @ Luigi's	10-11 Wine Tour	24-25	Time Trial & Race @ Buttonwillow	
	31	General Meeting, TBD				
November	1	Best of France & Italy	Car Show & Concours	4	Board Meeting @ Luigi's	
	21	General Meeting, 1pm	White Turkey Sale & Elections @ TBD			

Our 2009 Calendar



1A

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



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

Meeting Information

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

AROSC Mailing Address:

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

AROSC Web Site:

www.arosc.org

Important Deadline & Info!

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

General Information

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

This Month's Cover

Eric Silverman shows off the new Silverman Alfa, recently purchased from John Cole. Photo by Tom Suter.

Disclaimer (a.k.a. Lawyer Repellent)

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2009 AROSC Previews -- An Outline of Coming Events

August 13-16 – Monterey Histories Weekend

La Dolce Vita Italian Car Show, Monterey Historic Races, Pebble Beach, Classic Car Auctions, etc., etc....

August 29 – Drive/W(h)ine/Dine Event, 10:15 AM

DON'T MISS:
*Aug 13-16, Monterey Histories
August 29, Drive/W(h)ine/Dine event
and General Meeting
Sept. 26, Nethercutt Tour/Meeting*

It is time for another fun drive through the hills of Whittier and La Habra. Interesting and challenging roads with a cultural stop and a quest for those who don't mind going the extra step. Trophies will be awarded in many categories, so get your navigator lined up for a fun time, great lunch, and a general meeting. See page 17 for details.

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

September 12-13 Time Trial & Race at Willow Springs

September 13 -- Palos Verdes Concours d'Elegance

The 17th annual PV Concour will be held at Trump Nat'l Golf Club in Rancho PV. Maserati is the featured marque, while other Italian makes will have their own classes. Our class is for 1946-1974 Alfa Romeos.

For more info, contact Ted Lambros, class manager for Alfa at TLambros@gmail.com or check web site PVConcours.com.

September 26 – Nethercutt Museum Tour & General Meeting + Lunch @ Silverman's

This year we are assured of a tour of the restoration shop with Skip Marchetti, followed by food and meeting at Chez Silverman in Chatsworth. See page 16 for details.

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

October 10-11 – Wine Tour -- Edna Valley

Margi & Gene Brown are working on this year's tour in the Edna Valley area. Should be a great event, cooler than last year! We might even see some late harvesting, or fermentation in progress.

October 24-25 – Time Trial & Race at Buttonwillow

October 31 – General Meeting TBD

November 1 – Concours at Best of France & Italy Car Show, Woodley Park

Don't miss this largest showing of Alfas, Fiats, Peugeots, and Citroens in the area, if not the state.

November 4—Board Meeting at Luigi's, 7:30 PM

November 21 – General Meeting, Elections, and White Turkey Auction, Dirk Stoehr's facility

December 6 – Competition Board Meeting

December 12– Holiday Party @ Kukkus'

Another party and feast -- MJ & Sheila provide the meats, we pot-luck the side dishes and desserts.

December 13 – Board Meeting, old & new, at Kukkus'

Planning for 2010 will take place at this meeting -- have any ideas?

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

As last year, after much 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) ending at the Petersen Automotive Museum on the corner of Wilshire and Fairfax Blyvds, with a wonderful BBQ and a docent guided Tour for the Braille School rally navigators. The museum has a special program for touring the visually impaired that focuses on their tactile senses. A number of docents also drove the rally. Based on their reaction, we can expect a great docent/driver turnout next year. Mark your calendar – August 7, 2010.

The Portland Convention was blessed with beautiful weather. I met a number of wonderful people and spent some quality time with Neal d'Autremonte, a gentleman and President of AROO. Unfortunately, our flight on Wed was canceled and we were transferred to Long Beach airport, arriving in Portland well after the board meeting. On the other side of unfortunately – fortunately John Justice AROC board member was

able to join us at the Presidents meeting and we were able to present some of our concerns vis-à-vis AROC and their relationship or our perceived lack thereof with our So Cal Clubs. I suggested to John, that it would be a nice idea if the chapter Presidents received monthly copies of the AROC board meetings and if they would consider discussing decisions and/or protocols that affect the general membership's organization and planning. I will try to get a formal letter to the AROC board after returning from Monterey and my annual informal planning meeting with the Presidents of Central Coast, Delta Sierra and ARA

The Spider got a great workout in June (around 1,000 miles) and has been prepped and rested for our pre-Concorso run. The rest is the benefit of my acquisition of a new daily driver, a 1991 164L.

Never enough ways to say "thank you" 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. Nearly 50 people on time (Italian time of course). It still amazes me how so many people, from so 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.

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:

Sputino: The August General Meeting will be a Drive, Shine and W(h)ine informal road rally with a "PPSC" (pseudo pit stop competition – no getting dirty). Before you leave home, jot down your starting mileage as Total Distance Driven will be one of the Rally/Tally items. Many category awards. The hills, views and roads of Whittier and La Habra area, for those who haven't driven them before, are spectacular. For those who have rallied with Fred and Tina Firschein don't need encouragement.

La Seconda Calazione:

September 12th & 13th will be another driving first for AROSC. In the past our normal Race and Time Trial weekend consisted of 4 run groups – 1 Race, and 3 Time Trial. We will be introducing a **NEW High Performance Driver**

Education Program at Willow Springs Raceway. TT run group 3 (slow cars and novice drivers) will also be the new run session for HPDE. **EVERY HPDE ENTRANT WILL DRIVE WITH AN INSTRUCTOR IN THE CAR** (until or if they are certified to solo by an instructor). Requirements include a normal tech inspection, working DOT approved seatbelts, cotton clothing from neck to ankle and a Snell 2000 helmet (some will be available at the track for early requests). The only vehicle restriction will be non-roll protected convertibles. These student drivers are encouraged to bring their daily drivers. The group will receive classroom instruction before each run session.

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, **What is your life worth?** Check out the details at www.arosc.org. **Guaranteed to keep a smile on your face until the next track event which will be held the end of October and Buttonwillow.**

Continued on page 8

More II President:

Post Script: Our General Meeting is scheduled for September 26th at the Nethercutt Museum in Sylmar. We will be treated (Paul Dexler has this in writing) to a private tour of their world famous restoration center by curator Skip Marchetti, in addition to the docent-led museum tour. From there we will

drive the short distance to the Silverman residence for lunch, general meeting and party. The pool will be at a comfortable temperature.

Keep the wheels side down

Norm Silverman (Norman I. Rex)

Electronic Newsletter –

E-Mail Newsletter Option

Make sure your E-address is known!

The *Affacionada* is now available electronically ... the enhanced (color; printable PDF) version is now available to members and subscribers via e-mail. The last issue was be E-mailed to you (if you're in the club's E-mail directory) and mailed to you.

If you didn't get this as an E-mail then you may need to update your E-mail listing within the club. To do so, send a message to:

AROSCeditor@aol.com.

If you want to keep getting the mailed copy, you don't need to do anything except read and enjoy. If you only want the E-mail version, make sure you're in the editor's E-mail list; send an E-mail to: AROSCeditor@aol.com that simply says "online only" and has your name showing.

Editor's Note:

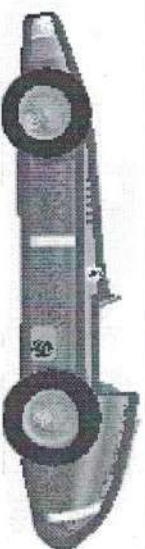
The article and photos from the Braille Rallye and a promo for the upcoming Wine Tour on October 10-11 did not arrive before a belated press date, so look for them next month.



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Tech Article -- More Clicking Noise and Lifting of Inside Rear Wheel in Corners

If I don't admit it, someone will ask. Yes, the Spider still has that odd clicking sound.

Efforts subsequent to my son's assessment that the sound is coming from the engine compartment have naturally focused on that part of the car. He thought maybe it was an electric arcing sound from the area of the regulator, but it turns out the regulator just doesn't make that much noise. The headers have been thoroughly inspected for cracks. Gently jacked the engine up just a bit and inspected the engine mounts. Checked the valve clearances and the timing chain for tightness. The upper timing chain didn't seem quite perfect in that some of the rollers seemed a little rough, so it was replaced. Also, put in a milder exhaust cam which is something Rich Jenison recommends on the Alfa Bulletin Board. It seems logical to me since Alfas have large exhaust valves. However, a more thorough assessment of that change will have to wait until the mystery of the clicking sound is solved.

So, what is causing the clicking sound? Maybe a bearing is going in the transmission. Or, given my track record so far, maybe not. My best idea at the moment is to take the car to the local dyno, and assuming it will make the noise on the dyno, get a better idea of where it is coming from.

On a completely different subject fellow member, Randy Harris, and I were talking about the handling of our 101 Spiders a couple months back. My Spider doglegs on hard turns. The inside rear tire lifts and stays up in the air until the turn is complete. Our Editor, Phyllis, tells me this is not uncommon. People have suggested playing with the shocks, but I wanted to understand the problem before settling on a solution. In the course of the discussion Randy remarked that it sounded like I was running out of suspension travel. I wasn't 100% convinced at the time, but the logic of his comment had the ring of truth.

On 101 cars the exhaust runs under the axle housing and my limit straps are as long as possible without letting the axle tube hit the exhaust. As an aside, this wasn't some special modification to lengthen the limit straps. Most of the limit straps sold for 750/101 cars are actually for the sedans and they need to be cut down for Sprints/Spiders. Some people remove the straps altogether. I suppose they reroute the exhaust too, otherwise I don't see how they could get away with it.

Any rate, I kept thinking about Randy's comment and wondering about the dynamics of what was really happening. Eventually, the answer came just like someone had switched on a light bulb. Weight jacking is in all of the handling books, but is

mostly of academic interest. With a double a-arm or strut suspension the roll center (RC) is typically a few inches above the ground and the amount of weight jacking is hardly worth mentioning. Even with race rubber and soft springs the amount of weight jacking works out to a tiny fraction of an inch. However, the Spider's rear RC is 16" above the ground. Combine that with the ultra-soft 56#/inch stock rear springs and weight jacking becomes the monster in the closet.

The dynamic is simple enough. Hard cornering causes the rear to jack up 1-2 inches which uses up most, if not all, of the 2 inches of available rebound travel. Then, as the car leans in the turn, the inside rear wheel picks up. With a better understanding of what is happening some of the fixes make more sense.

Stiffer springs transfer more weight when the body rolls. That might seem bad, but stiffer springs actually help by reducing how much the weight jacking forces lift the rear of the car. Less weight jacking means the car can roll more before it runs out of suspension travel. In theory it would be possible to have rear springs so stiff the car couldn't roll at all without picking up the inside tire, but generally speaking, I think that is only a problem in theory.

Anything that increases allowable rebound travel helps for much the same reasons. Longer limit straps. Or no limit straps. Or just plain lowering the rear of the car. Even another 1/2

inch is significant since the car only has 2 inches of rebound travel to begin with. Every little bit helps.

Tires with a smaller diameter will lower the RC, but the opportunities are fairly small. I'm running modern Mini Cooper tires, 175/65-15s, on the Spider which lower the car not quite 1/2 inch. You guys with "modern" 105-series cars get 14 inch wheels and gain another 1/2 inch.

Some modifications, such as sticky tires, increase cornering power while doing nothing to reduce body roll. They actually increase the dog legging problem.

What about playing with the shocks? Too much rebound stiffness could temporarily jerk up the inside tire. And, too much bump stiffness could cause the suspension to jack up. My sense is shocks are a big factor in slaloms where the suspension never has a chance to take a set, but are less of a factor in long corners.

Since drafting this article, I've spent more quality time under the Spider and discovered that the Spider only has about 1 inch of rebound travel in the rear! The Sprint has a full 2 inches even though it shares the same chassis. Side-by-side measurements reveal that the Spider sits about 1/2 inch higher in front and 1 inch higher in back. I haven't noticed that the Spider sits higher than the other Spiders in the club, but I expect it does. My thinking at the moment is to lower the Spider to match the Sprint.

Mike R

Update on Transpac Record Hopeful, *Alfa Romeo II*

by Dan Devaney and Patrick Parsons

HONOLULU, JULY 14, 2009 — The Hawaii law firm of Cades Schutte LLP teamed up with Waikiki's Jimmy Buffet's *Restaurant and Bar* at the Beachcomber to co-host a reception for the crew of *Alfa Romeo*, the 100-foot Reichel/Pugh designed yacht owned and skippered by Neville Crichton, after *Alfa Romeo*'s record-setting sail from Long Beach to Honolulu in the Transpacific Yacht Race (Transpac) 2009.

The Cades group was led by partner and *Affista* Dan Devaney ('67 *Giulia Super*) (with much help from partner and sailor Mark Hazlett, Chair of the Honolulu Transpac Committee and former Waikiki Yacht Club Commodore). In addition to Dan, the Cades group included partner Keith Yamada and summer associates Andrew Odell (and his wife Mary Beth Laychak) and Erin Shimoda; *Affisti* and *Alfa Romeo Club of Hawaii* members Jon Haig ('64 *Giulia Spider*), Dick Sutton ('89 *Milano Verde*), Guido Mazzanti (absent his '74 *GTV*) and Kirk Hubbard ('91 *164S*); and *Fiatista*

Patrick Parsons (absent his early '70's *500L*).

The Cades group handled the lei greetings and transportation of the *Alfa Romeo* crew from the Aloha Tower dock to the Waikiki Yacht Club for a press conference and reception. All of the cars started several times in one eight-hour period—although the cylinder heads of both the *GTV* and the *Fiat 500* weren't quite ready to go, so we had only four *Affas*. Jimmy Buffet's group, led by Stacie Ayers, handled the food and beverages with style, putting on a buffet line and passing around their famous cheeseburger sliders.

After the announcement in March 2009 that *Alfa Romeo* would participate in Transpac 2009, it was widely expected that *Alfa Romeo* would smash the monohull record of 6 days 19 hours 4 minutes set in 2005. To break the record, *Alfa Romeo* needed to finish the race by about 2:04 a.m. on Sunday, July 12.

Alfa Romeo set sail from Long Beach on Sunday, July 5; ETA for the finish was late or very late Saturday, July 11. A couple of

400-nautical mile days made the ETA earlier and earlier, so much so that for a while it appeared that *Alfa Romeo* had a chance to beat even the monihull record if it finished before sunset Friday evening. Unfortunately, accumulations of fishing nets, seaweed and various ocean debris on the keel and rudder forced *Alfa Romeo* to take down its sails six times, thus losing valuable race time.

Alfa Romeo continued to make good time, however, and the window for the estimated finish time closed to between midnight and 2 a.m. Saturday, July 11. The Cades group started up their engines to head for a lookout area near Diamond Head Lighthouse and to watch the finish with an almost full moon. During the drive to the lookout, rain began pouring down and clouds blocked the moon. Once all were at the lookout, however, the rain had stopped and the sky became clearer. So we settled down with coffee, donuts and Red Bull to locate the finish and await *Alfa Romeo*.

Then the police arrived—in at least two vehicles. They first told us that the lookout closed at 10 p.m. and that we had to leave. Eventually, one of the officers clarified that we could stay, but

our cars had to leave and park in an area where parking was permitted. We got into our cars, moved them a mile down the road and then were caravanned back to the lookout just before we could make out in the distances the green light and shadow of the sail of *Alfa Romeo*. Then another police officer arrived and told us that if any of "our friends" came we should tell them to not park at the lookout or they would get ticketed. We offered this officer donuts but he declined (with a smile).

We then headed to Honolulu Harbor and the Aloha Tower dock to wait for the mooring. Harbor Security at first refused to let us drive onto the dock to get close to the boat's mooring place. Erin was the lei lady and presented orchid and cigar lei to Skipper Neville Crichton, Team Manager Murray Spence and Navigator Stan Honey, and orchid lei to the rest of the crew. Erin and Mr. Spence then secured two 30-foot lei along the bow. By then security had been instructed to let us drive onto the dock to pick up the crew.

When Neville Crichton had trouble opening the door of Jon's *Giulia Spider*, someone encouraged him to just climb in. Gannely, he got one leg up, was

quickly seated, and then we were off to the Waikiki Yacht Club for the press conference and reception. (Word has it the *Spider's* door was still a bit sticky and Mr. Crichton climbed out of the car as well!)

The first order of business was the press conference and congratulations to the crew for besting the monohull record by more than one day. Then, around 3 a.m., the reception began, where after five days of freeze-dried food, the *Alfa Romeo* crew enjoyed real food from Jimmy Buffet's. With at least 17 sailors from Australia and New Zealand and more from Hawaii, the beer, mai tais and, of course, Jimmy Buffet's margaritas flowed 'til near dawn.

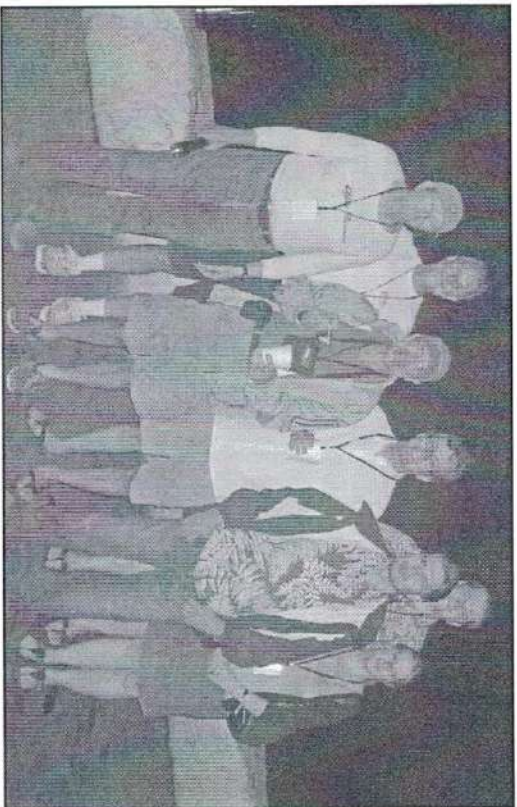
We are hoping that *Alfa Romeo* will return for the next Transpac race in 2011.

Excerpts from General Transpac News, Lyme Fitzpatrick:

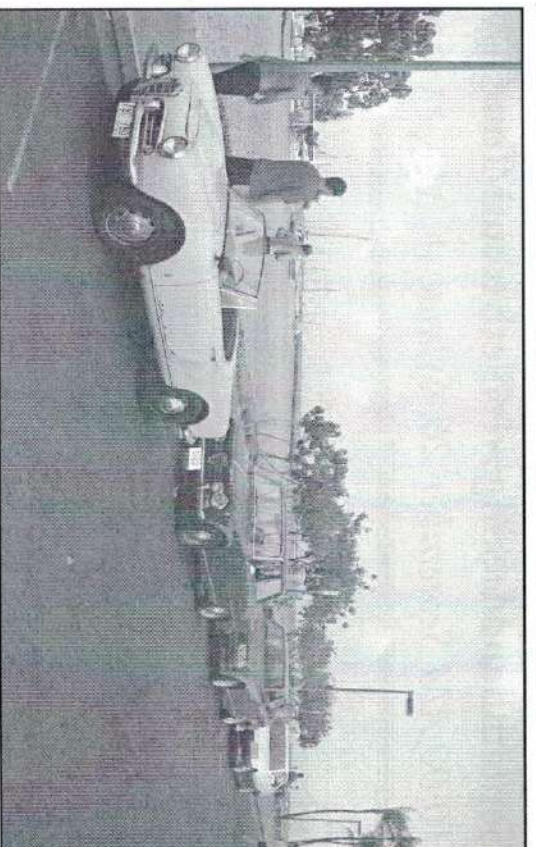
The highlight of the race according to Crichton,

"Crossing the line in Hawaii, winning the race and smashing the race record. *Alfa Romeo* performed faultlessly, taking everything that the race threw at her in her stride."

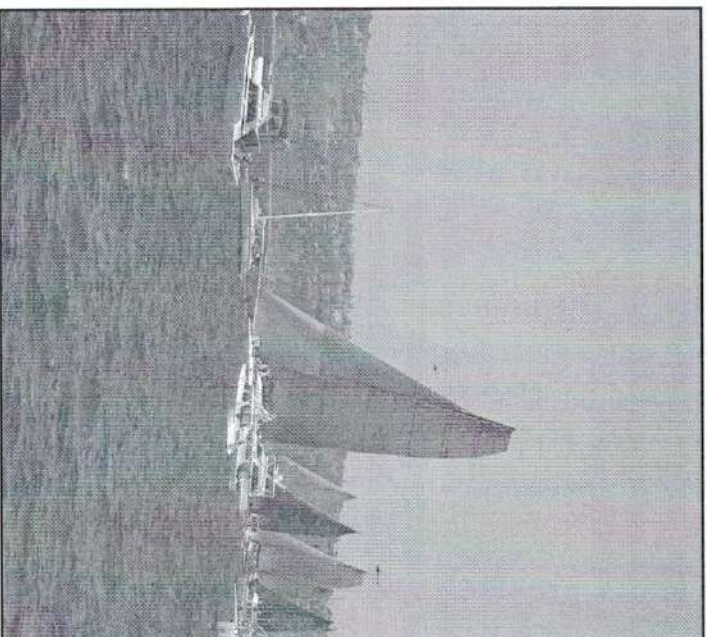
Appreciative members of Hawaii's *Alfa Romeo* Owner's Club whisked Crichton and his crew from their deep draft berth to Waikiki Yacht Club and the first of many Transpac 09 celebrations in Hawaii.



The hearty members of the Hawaiian Alfa club wait in the middle of the night to greet the Alfa Romeo II and fete its success.



The Hawaiian Alfisti look at Alfa Romeo II moored at Magic Island.



At the start of the Transpac 2009, Alfa Romeo is the largest boat.

September Meeting -- Nethercutt Tour --

10:00 AM September 26, Sylmar

On September 26 we will have a general meeting in conjunction with a tour at the Nethercutt Collection and Museum at 15200 Bledsoe Street, Sylmar, CA 91342. **NO: children under 12. no shorts. no totally bare arms.**

We will meet at the museum in Sylmar at **10:00 am.** and Skip Marketti will take us on a tour of the restoration shop (**don't be late or you will miss this!**). Later, we will tour the Museum Tower, which has the Grand Salon and the musical instrument collection.

Afterwards, we will proceed south and west to Chez Silverman for the meeting, party, food, wine, and etc - **RSVP TO (818) 998-6796!** Bring outdoor chairs and a table (if you have one) for back-yard dining, so we don't have to rent them.

Directions:

The Nethercutt: take the Roxford St. offramp from the I-5, just north of the merger of the I-5 and the I-405. Turn east on Roxford Street, and then right (south) on the first street: Encinitas Ave. Follow this around the forced left onto Bledsoe and proceed past San Fernando Rd to the corner of Bradley Ave. Parking is in the lot on the left.

Villa Silverman is in Chastworth. Go back to the I-5 South, follow signs onto the I-405, and then go onto the 118 Fwy West for about 8 miles. Exit onto De Soto Ave and go south down the hill to Chatsworth Street. Turn right, proceed to Canoga Ave and turn left. Make a left on Stanwell (first opportunity on left) and find #21330 on the right side.

August Meeting - Drive, W(h)ine, Dine --

10:15 AM. August 29

Save the date, Saturday, August 29! Almost the end of summer, but it's not the end of driving fun with your Alfa Romeo club. Join us again for a fun ride thru the inland hills and curves of Whittier/LaHabra.

The start of the event will be from Pico Park on Beverly Blvd., about a 1/4 mile west of the 605 FWY-Beverly Blvd. exit. 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. Park entrance is on your left. After entering the park (on its west end) make an immediate left again, follow the road to the parking area and the start of the event. First car is off at 10:30 AM sharp, so you need to arrive early enough to sign in and get your instructions no later than 10:15 AM. There will be an interesting stop at the half-way point. Lunch and a general meeting will be at a local Italian Restaurant.

WAIT!!! Not so fast. Before lunch we will be having a "Pit Stop" competition. You won't be getting your hands too dirty and you will not need any tools. However, a tire pressure gauge will help. Be there to cheer on your fellow competitors.

Before you leave your house either set the trip counter to zero or jot down your mileage. Total driving distance will be tallied.

Trophies will be awarded in many categories so come on out and make some (Alfa) noise. If you have any questions, call Fred Firschein at (714) 773-1473. Hope to see you all there for a great fun and Alfa Club People event!

Summer Party -- Huntington Beach

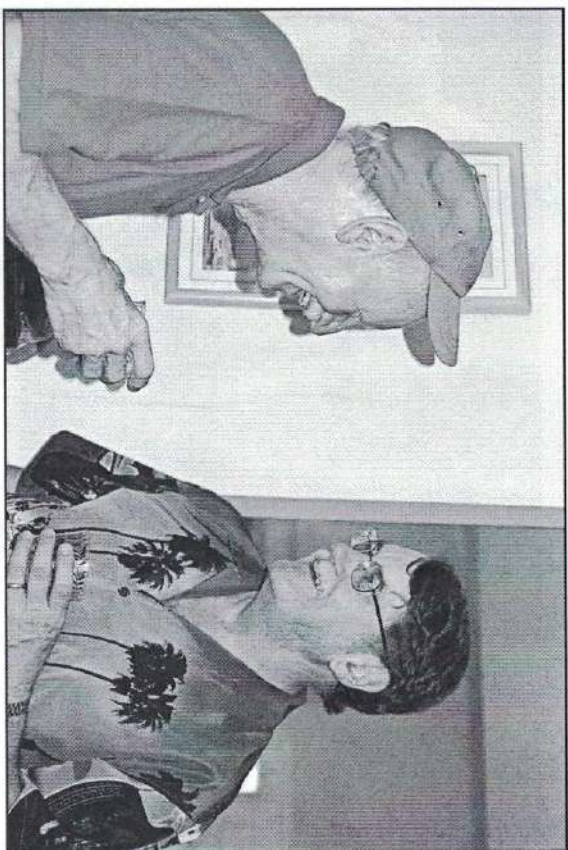
Photos by Tom Suter, Jim Barrett, and Sheila Kutkus



The pot-luck spread was as usual great and varied.



Time to load up the plates and sample all the delights.



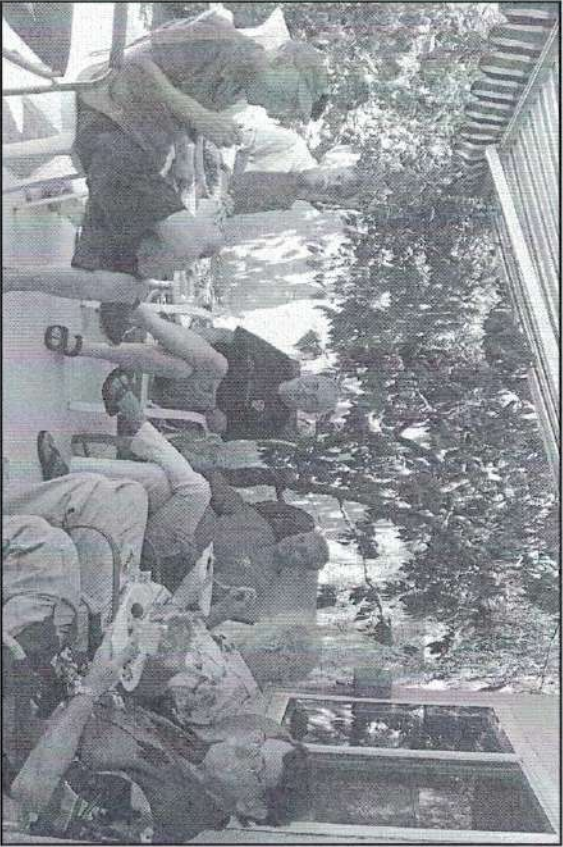
Barry Klein and Paul Blankenship share a laugh



Bill insists that he only had one bottle of beer, despite the evidence.



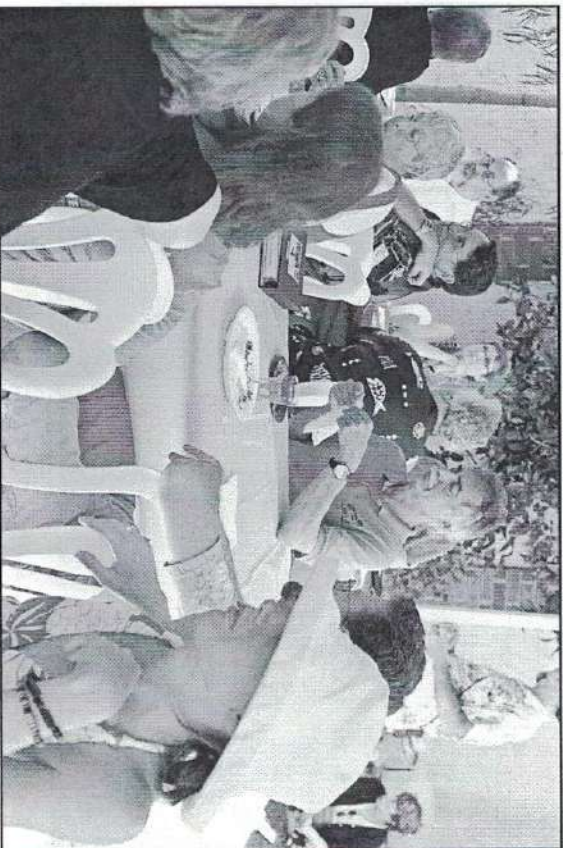
Girl talk! Enjoying the shaded grass for a nice get-together.



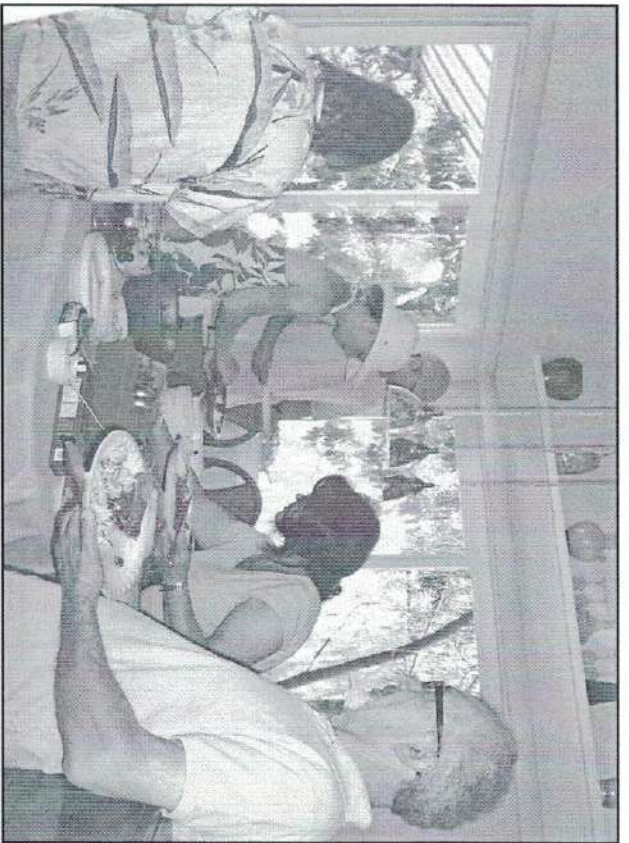
Man talk! Guys in chairs talking about cars, no doubt.



Norman held a brief meeting.



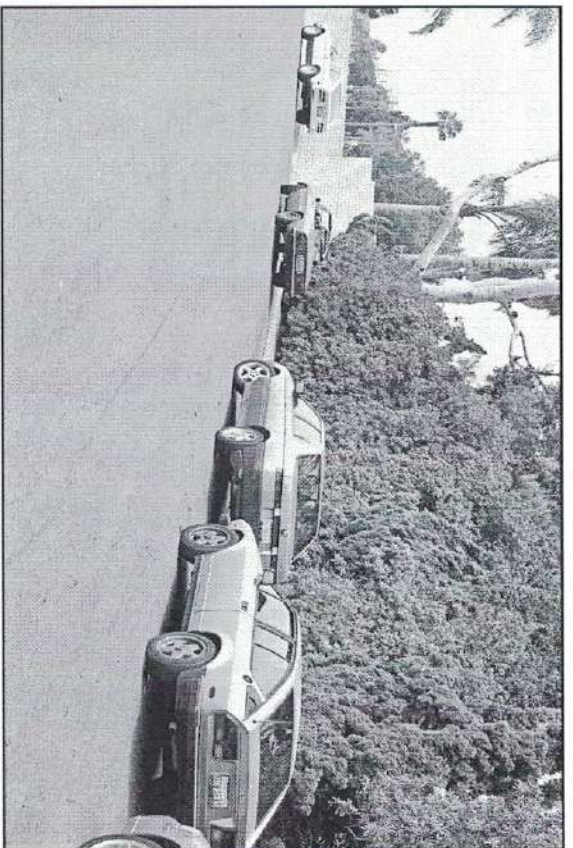
Norman's rapt audience (mostly) paid attention.



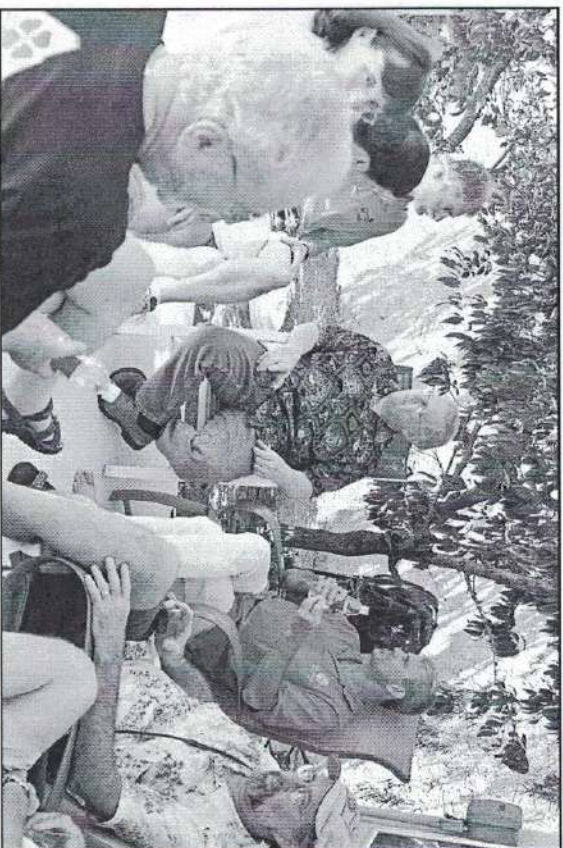
Hungry people swarm the food table like locusts!



Smiling for Shiela: (L to R) Joyce McHattie, MJ Kutkus and granddaughter, Chris & Mike Rieble, and Jolene & Jack Merriam.



The neighbors got to view a nice array of Alfacs.



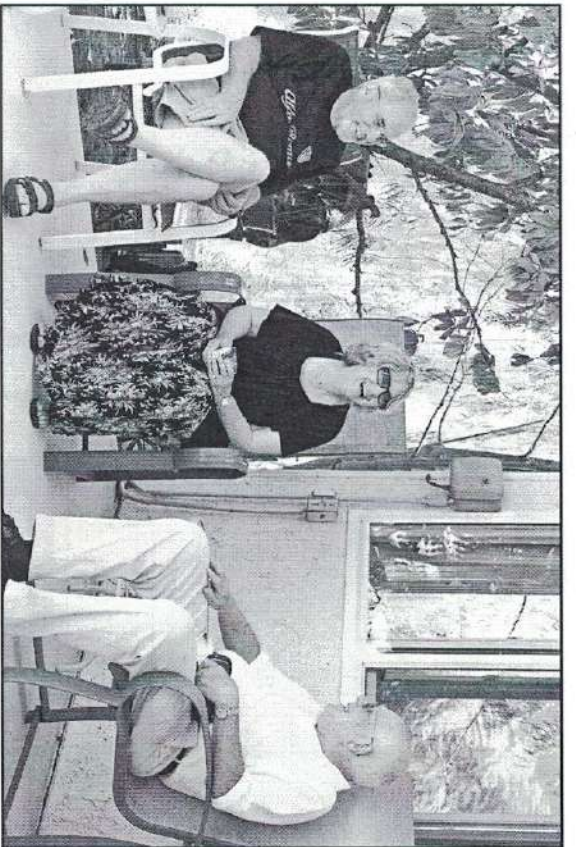
More discussions in the shade, on the comfortable chairs.



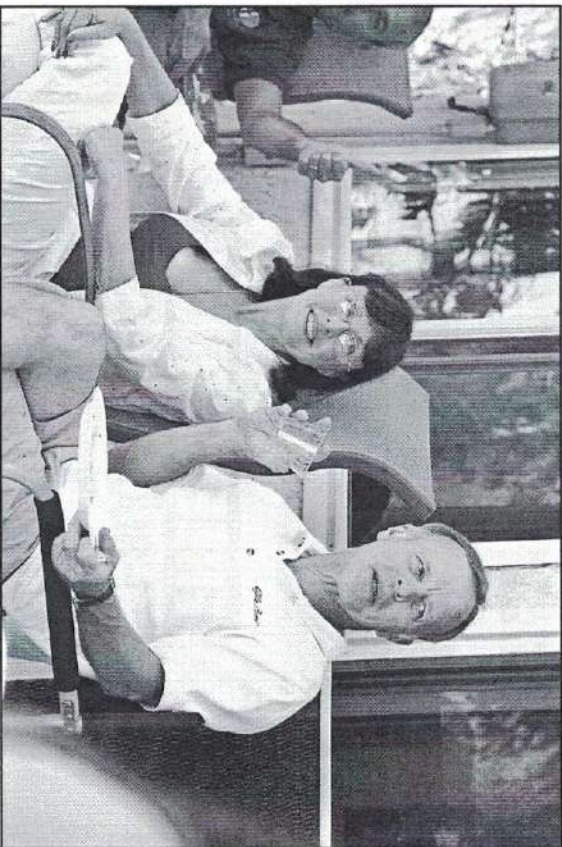
The shady patio was well filled with party people.



More happy people smile for the camera.



Norm and Erie Silberman and Paul Dexter share a laugh.



Jan & Chuck Cline, hosts of our May meeting backyard brunch, enjoy the efforts of others, while Nick Zar's thumb is up in the background.

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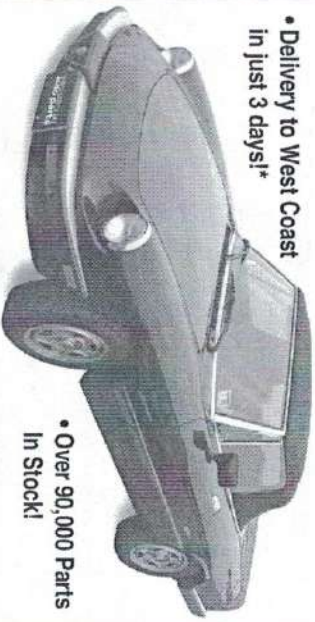
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