

Newsletter of the  
*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



# *Afficionada*



December 2010

**In This Issue: Wine Tour,  
Willow, Woodley, Mullen,  
upcoming events, and more...**

**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.arsoc.org](http://www.arsoc.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.

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**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:** A group shot of the wine tour group as posed at the Tres Hermanas winery in the shade. Photo by Dave Gooley.

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

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**AROSC BOARD of DIRECTORS – 2010**

**President: Norm Silverman** [normanev@msn.com](mailto:normanev@msn.com)  
(818) 349-3548 (Work) (818) 427-2054 (cell)

**Vice President & Tours: Jim & Elyse Barrett**  
(714) 964-9530 (H) [eddinab@mindspring.com](mailto:eddinab@mindspring.com)

**Secretary: Gene Brown**  
(805) 527-8103 (H) [alfagene@att.net](mailto:alfagene@att.net)

**Editor: Phyllis Gaylard**  
17041 Malta Circle, Huntington Beach, CA 92649  
(714) 377-6377 [AROSCeditor@aol.com](mailto:AROSCeditor@aol.com)

**Competition Chair: Bruce Colby**  
(760) 727-7668 (H) [bruce.colby@sbcglobal.net](mailto:bruce.colby@sbcglobal.net)

**Entertainment: Paul Dexler**  
(818) 773-0480 (H) [pdrd@pacbell.net](mailto:pdrd@pacbell.net)

**Social Directors: Sheila & MJ Kutkus**  
(310) 542-3448 (H) [mj.slk@verizon.net](mailto:mj.slk@verizon.net)  
[sheila.k@verizon.net](mailto:sheila.k@verizon.net)

**PR & Liaison: Will Owen**  
(626) 345-9659 (H) [nashwill912@earthlink.net](mailto:nashwill912@earthlink.net)

**Technical: Mike Riehle**  
(310) 780-5427 (H) [twoina2@sbcglobal.net](mailto:twoina2@sbcglobal.net)

**Competition Liaison: Fred Firschein**  
(714) 773-1473 (H) [alfaoro@roadrunner.com](mailto:alfaoro@roadrunner.com)

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***AROSC Committees***

**Web Meister: Bruce Colby** [bruce.colby@sbcglobal.net](mailto:bruce.colby@sbcglobal.net)

**‘Wired’ Notices: Jay Negrin** [jmnegrin@verizon.net](mailto:jmnegrin@verizon.net)  
(310) 399-0538 (H)

**Concours: Doug Adler**  
(805) 499-4835

**Wine Tour: Margi Brown** [margibrown@thekernorg.com](mailto:margibrown@thekernorg.com)

**2010 AROSC Previews --  
*An Outline of Coming Events***

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*December 5 – Competition Board Meeting*

*December 11– Holiday Party @ Kutkus' (See page 21)*

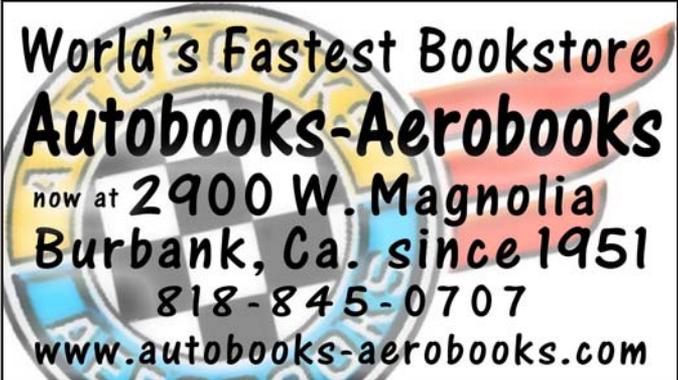
*December 12 – Board Meeting, old & new, at Kutkus'*

***DON'T MISS:***

***December 11 -- Holiday Party at the  
Kutkus' Redondo Beach  
January 30 -- Annual Meeting at  
Delzano's, Redondo Beach***

*January TBD -- Time Trial, Race, Instruction at Willow Springs*

*January 30 -- Annual Meeting at Delzano's, Redondo Beach (see  
page 20)*



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## **AROSC Board of Directors -- 2011**

Here are the official numbers:

- 53 ballotscast
- 38 by email
- 2 by snail mail
- 13 voted at meeting

Congratulations to all those elected.

### **2011 AROSC Board of Directors Election**

Norman Silverman (Incumbent, President)	53
Will Owen (Incumbent, PR & Liaison)	48
Terry Watson (Past board member)	37
Mike Riehle (Incumbent, Technical)	49
Margi Brown-Orozco (volunteer Wine Tour)	51
MJ & Sheila Kutkus (Incumbent, Social Directors)	51
Fred Firschein (Incumbent, Competition Liaison)	51
Jim & Elyse Barrett (Incumbent, VP & Tours)	52
Gene Brown (Incumbent, Secretary)	52
Jay & Catherine Mackro	40

### Not elected:

Doug & Joyce McHattie	33
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### Write In

Paul Blankenship	2
Phyllis Gaylard	1

### **Donald Deane**

Donald Deane passed away October 11 after a short illness. He was the long-time partner of Alan Ward in Ward & Deane Racing. He resided in Florida following his early retirement, but still did some fabrication for WDR. He was 82 years old.

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

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The Alfa deities kept the rain from falling on Woodley Park and the sun again shone on “The Best of France and Italy”. The weather and wonderful promotion allowed us to present the largest local gathering of Alfa Romeo’s in recent memory. Though, Paul Blankenships’ help notwithstanding, we did not reach the 200 mark, 150+ is pretty impressive number. Maybe someone in Arese will wake up one day. Mi complimenti to Merkel Weiss, Tina Van Curen, Chuck Forest and their wonderful staff for another great assemblage of fine vehicles (see pictures). Special thanks to Anthony Rimicci, Paul Blankenship and all those who helped them smoothly assemble the multitude.

The General Meeting and Annual Elections for the Board of Directors were held at ItalSpeed at 31<sup>st</sup> and Main in downtown Los Angeles. Hosted by the inimitable Dirk Stoehr amidst his eclectic collection of vehicles, the gathering of members and friends had a memorable day. The White Turkey sale went very well and added some needed revenue to the coffers. Thanks to our new denizen, Shin Yoshikawa, Renaissance man (photo journalist, pianist, car collector, car builder and world famous ‘cutaway artist’) who was kind enough to donate a couple of his prints for the auction. We are exceedingly grateful for his friendship.

Elections were held on schedule with some voters submitting ballots early and often. In spite of Gene Brown’s ballot being wrapped around a larger denomination bill than last year, he was still re-elected. There have been a number of changes to the Board this year. After many years of unselfish and committed service, Phyllis Gaylard did not run for re-election. AROSC owes her an extraordinary debt of gratitude for her stewardship over the years. I especially benefited from her guidance and direction during my presidency. Phyllis will still be involved as Editor of Alfacionada, and Paul Dexler, recovering from a debilitating injury, will continue to help procuring venues and speakers for our events. New members of the Board are Jay Makro, former treasurer of ARA, returning member Terry Watson and Margi Brown, professional social organizer and daughter of Gene Brown. **The list of new Board Members are posted on page 5. You can meet them up close and personal at our annual Holiday Party hosted, once more at the home of MJ and Sheila Kutkus, on December 11th, (page 21 for details).**

Positions will be assigned and next years schedule of events will be mostly settled at the Board of Directors meeting held the day after the Holiday Party. If you have any ideas for events, etc., please attend

this meeting or talk to a Board member at the party. Please check the web site [www.arosc.org](http://www.arosc.org) later in December for information on the new BoD and our Calendar of Events for 2011.

With all that went on this year, I managed to finish my 4th year as a Peterson Museum Docent and had a wonderful year touring. What a great way to spend a few hours a month. Ask our newly inducted Docent, Gene Brown. Tours anyone? The museum will be starting a new Docent Class in the spring, and if you have an interest or questions, please contact me. I again want to thank all the Alfisti, AROSC members and non-members alike, for allowing me to spend another year enthusing about a great, historic Marque and for trying to convince me that my enthusiasm may be catching.

I especially want to thank the Competition Board, Instructors and the great drivers who have encouraged me over the years and got me from Intro to School to Time Trial to Race. The natural, addictive drugs generated by my brain could never be duplicated in a lab. Get your family into the program – even if it's just Intro. The Competition Board has added a new category that will allow you and/or your driving age children to get a weekend at the track with an instructor in your street legal car. What is your life worth? **Our first event is Driver Education, Time Trial and Race Weekend at Willow Springs in January. Check out details at [www.arosc.org](http://www.arosc.org).**

**The January General Meeting will again be held at Delzано's by the Sea, 79 North Harbor Drive Redondo Beach, CA 90277** on Sunday, January 30<sup>th</sup>. This year we are combining Competition Awards with presentations for extraordinary contribution to the continued survival and growth of AROSC.

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

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

Keep the wheel side down.

*Norman Silverman (Norman I, Rex)*

## **Wine Tour -- Santa Ynez Valley**

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Thanks again to Margi Brown and Gene Brown for a great wine tour. For your efforts, you have both been elected to the Board of Directors!

*Photos by Dave Gooley, Gene Brown, and Paul Blankenship.*



*More than dew fell overnight in Buellton*



*Let's Do it!*



*A pair of designated drivers?*



*Starting our tour at Firestone*



*Tasting at Firestone Vineyard*



*Gene found a great road to settle the stonach (not) and whet the appetite for more wine!*



*Tasting at Koehler Winery.*



*We had lunch on the veranda at Fess Parker.*



*Tasting at Fess Parker.*



*Fess Parker's Davy Crockett persona carries over to his wines -- a bit hairy.*



*Zaca Mesa Winery welcomes us.*



*Tasting at Zaca Mesa.*



*Gene Brown departs from Zaca Mesa in his Montreal. Isn't he supposed to lead the group to the next winery? Hurry up!*



*A congenial group of tasters at Tres Hermanas Winery.*



*AJ Spurs -- Iconic dinner house in Buellton*



*A hungry group waiting for food.*



*If they don't get fed soon, there will be a revolt!*



*Margi Brown-Orozco and her new husband Mo -- happy after dining.*

## Tour of Mullin Museum

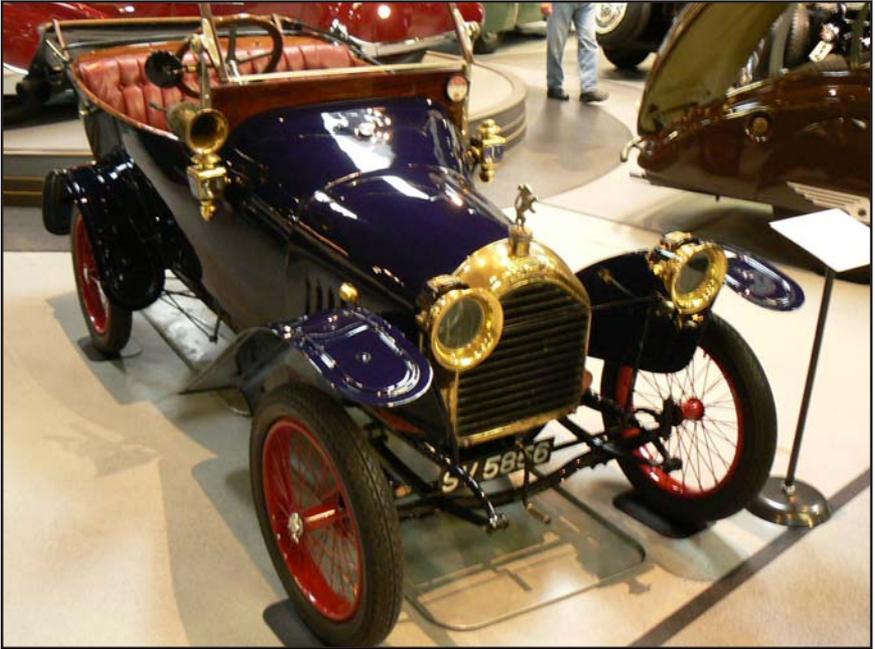
*Photos by Jim Lightfoot, Gene Brown, and Phyllis Gaylard*



*An overview of a fantastic collection of Art Deco Era cars.*



*A 1937 Hispano Suiza K6 Shooting Brake (Woodie!)*



*A 1913 Peugeot "Bebe" -- the baby car designed by Bugatti and the best seller for Peugeot at that time -- it set the trend for smaller cars.*



*A 1922 Hispano Suiza H6B "Skiff" with a wooden body like a boat.*



*The 1939 Delahaye Type 165 Cabriolet that was built for the 1939 New York World's Fair, and the Tapestry behind of this car.*



*A 1939 Bugatti Type 57C Aravis Roadster that was raced at Le Mans.*



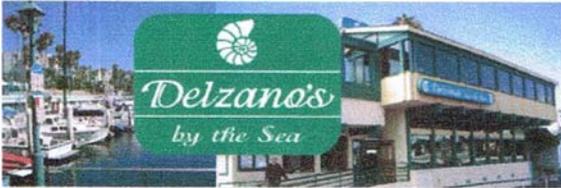
*Bugatti also designed furniture, including the above.*



*Lunch and tasting at the Old Creek Ranch Winery near Ojai.*

## **Come Enjoy the Great Ocean View !!**

**Don't Miss the Annual Meeting  
and Competition Awards Banquet  
Sunday - January 30, 2010; Noon – 4:00 pm**



Seating for 100

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

**Presentation of Year-End Trophies  
for all competition in the club,  
both track events and concours in 2009.**

**Raffle Prizes**

**Italian Buffet**

**to be announced**

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

**Coming from the 405 freeway:**

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

**Please RSVP to Sheila Kutkus by Monday, January 24<sup>th</sup>  
(310) 542-3448**



# 10th Annual Alfa Clubhouse Holiday Party

Saturday, Dec 11th, Noon - 5



**Hosted by:**

M.J. & Sheila Kutkus

2304 Curtis Ave

Redondo Beach, 90278

South of Manhattan Beach Blvd and west of  
Inglewood Ave in north Redondo.

Take the 405 to Inglewood Ave off ramp, south 1 mile to  
Curtis Ave, turn right, continue 1/2 mile to 2304.

Parking allowed only on the south side of the street.

*Meet up with old friends, make new friends.*

*Alfa people are the best in the world!*



**Holiday Food**

*Kalamata Greek Salad  
Beef, Chicken, Pork and  
Lamb Souvlaki  
Mykonos Fish of the Day*

*Bring your specialty dish,  
salad or dessert !*

*Wine tasting table,  
bring your favorite wine to  
share!*

*Soft drinks, tea and coffee*

*Door Prizes !!*

**RSVP to Sheila (310) 542-3448**

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

**See you at the party!!**

## **Autumn at Willow Springs Time Trial & Race -- October 16-17**

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by *Mike McKibbin*

Unfortunately, Willow Springs was not working for our little team this fall. A nephew needed to squeeze in a marriage between naval assignments and the Sunday of the race weekend got the nod. Andrea, newly married herself, was a bridesmaid, so her whole weekend was committed: Mitch and I were on the VIP list, and despite my best efforts to convince everyone they would be better off without me, my dear wife Gena suggested life as I knew it would end if I so much as thought about not showing up. Besides, the former company car was still down (no steering) and Rob had to work. The stars were just not aligned.

But, I showed up Saturday to take pictures and help where needed. Just in case, I brought the suit and helmet which worked out great when Tony Presto, the chief DE instructor, Kesek was not driving this weekend, so he took over most of the tower duties, giving Dennis Fibrow a well deserved opportunity to concentrate on racing the MR-2 all weekend long. There were also at least a dozen Alfas lined up that morning as well, one of the strongest showings by the club Marque that I've ever seen. Factor in ten or so refugees from TCRA who apparently liked what they saw when our groups combined several years back, and we had a decent turnout.

There was the expectation of a large Alfa cu0p race, but, Alfas being Alfas, they began to drop like flies over the course of Saturday, starting with Marco Ventura losing oil pressure during the first practice, and ending with Doug Bender putting a rod through the side of his block during the pace lap for the final Saturday race. No wonder the Alfa guys were all slugging down Tequila Saturday night.

Terry Major had a little bit of that himself, but since he will be telling you all about Sunday, I'll let him explain why.

Everything that really counted was reserved for Sunday, but race groups format is really nice (I think, anyway), with one morning practice followed by two practice races (Practice? Racers race!). After the first practice, Group 2 was converted to an open passing group, which made it a lot more edgy (and fun) for these race experienced drivers.

We also had five DE drivers, and I was assigned to Jeff Duggan and his Mustang Shelby GT (thank you Tony) (his wife signed him up as an anniversary present). This gentleman was a quick study, knocking great chunks off his lap times between the first an last Saturday sessions. He learned quickly enough that I did not

## *Alfa Romeo Owners of Southern California*

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have a good reason to drive his car anymore after the second session. Funny thing about driving some one else's wonderful car – you get real cautions with it (I did anyway; it would have been embarrassing to wad it up.

Open passing in Group B; practice races instead of practice sessions in race group, the DE program, which

seems to be growing; and I understand Group 3 time trial will allow most post-2005 hard-top street cars to run in the class with the stock belts and safety equipment (i.e., no need to add racing harnesses, but bring the helmets, long sleeves, long pants and shoes). The Club's trying some new things so we can be more user-friendly. This is good stuff. Tell your friends.



*The Saturday race start -- nice and orderly.*



*Racing out off turn 2 -- where did all those buildings come from?*

## **View from Turn 3 (or in this case) View from Turn 4 -- Saturday, October 16**

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*By Terry Major*

Hi again, everybody; the title of my article had a swift and sudden change on Saturday. Some of you may know exactly what I am talking about, at Willow Springs on Saturday, October 16.

I was spending a good deal of time instructing and driving Ron's 370Z. Aside from the traction control and my ignorance how to turn it completely off, this car is a very capable vehicle at speed, and by the way, Ron improved considerably in our two days together. God job, Ron!

Ron, being a DE entry was put in group 3, I was entered in group 4 Race, making it difficult to get from his car to mine in a timely manner. No problem, I can handle it. I was told the race group was going to wait until I was ready to roll for the qualifier. From Ron's car, I jumped into my racecar wearing helmet and gloves. With my helmet on, it was difficult to get my belt secure, taking away valuable time from making the race. All race group cars were circulating past the green flag when I finally got the bets fastened. About half-way through the competitors the hot pit flag marshal released me. I knew I hadn't driven my own car for over two hours, I knew the tires were cold, but I was on a MISSION to catch the group ahead. With the

track to myself, here comes turn 1. Wow, the car was dancing big time. Then to turn 2, not quite my normal speed, but certainly difficult to control. A lot of steering input and a lot of movement in the back. Here comes turn 3. The car braking okay, but still with the weird camber in 3, I felt I was "Dancing with the Stars." Straight up to 4, as the car rotates, I see three cars ahead, in 5. So what else, I give the car everything it has, apparently TOO much. The car did a breakaway snap oversteer spin, now "Dancing with the Devil", in to the turn 4 inside wall (yes, there is an inside wall in turn 4), right towards the turn 4 flagger. I could only see yellow.

Well, now the view from the car is completely impaired by a straight up misplaced hood. I gassed and spun from the dirt in a clockwise direction; check mirrors for leaking fluids ... none... cool. So I drove slowly back to the pits in a cloud of tire smoke as the front left wheel was being cut on the rear portion of the front left fender, now, tow inches behind where it would normally be, shaving grooves into my tire.

I made it back to the pits and found I had quite a following. I was okay, and they were entertained. It was like a moving museum. By the way, no one I talked to knew of a wall on the inside of turn 4. "Where did you hit?" "Inside of 45", "you mean

outside of 4?” “No, inside of 4.”  
“There is a wall on the inside of 4?”  
YES. By the way, 12 more inches and I  
would have missed the wall. But,  
that’s the fun, right?

Welcome to the cold tire club, or as  
Bruce Colby put it, Welcome to the

Green Tire club. Thank you very  
much.

I haven’t had a big one since 1986  
which means my next big one will be  
2036; mark your calendars, and stay  
out of my way!



*The aftermath of Terry’s exploit.*

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## **View from Turn 3, Sunday October 17**

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*By Terry Major*

I don’t get the opportunity to watch  
the open races on Sundays, because I  
USUALLY participate, and this one  
would have been very memorable to  
drive, as I know it was for many  
competitors that day.

From the tower, the Sunday race was a  
treat. The start did not seem to be

exceptional, the fast guys got away in  
the front: Franz, Gil, Poulin, Mayring,  
and Colby. The start was less exciting  
than in the past, but there were some  
very fast cars: a black warp-speed 944,  
a blue 911 with steamroller tires, the  
usual Poulin BMW. Everyone went  
through in a safe manner. Gil Rios,  
driving his Porsche, made a huge  
move on the start going up the inside.  
There were many races between

competitors, but the most memorable would have to be the four cars, then three for the majority of the race — trading positions, back and forth, nose to tail, to the checkered flag. This group included Terry Watson, Phil Guiral, and Dennis Fibrow, where each car may have a sliver of each other's paint color imbedded into the front, back, and sides of all three. They ran very similar lap times throughout the race. Don Wagner was part of that group, but faded as the race progressed. It looks like Watson is getting a much better feel for his new racecar, Dennis' car seems faster now with his new paint job (his fastest lap in the 43s for the first time in this car) and Phil Guiral, who lost a little ground (er, space) to the Starship Enterprise, oh wait, Chris Mayring's Miata, but in no way taking away from the quality of his racing. The 944 missed the finish; the 911 got the win with Gil 2<sup>nd</sup>. Somewhere in the race we lost the Poulin BMW to the turn 9 gods, don't know if he had help, but he soldiered on to finish somewhere near the back.

The group of 5 Alfas started behind the Open group, to fight through their own race, with Art Russell finishing in the unusual company of Norm's place on the track. Usually we speed up as the weekend progresses, but in Art's case just the opposite occurred, running 51s in TT to 54s in the Points Race.

Speaking of TT, Art's sons Peter and Robert had a great weekend running better times than their dad. I wonder if he is going to sabotage the Z they are

driving? How many times do you let your kids beat you up on the track? Everybody's favorite Yellow Mercedes sort of disappeared during a timed session somewhere between turn 5 & 6, I'm sure trying to improve on his best time of 1:49:018. We have all traveled the desert in the 5-6 vicinity, but you are supposed to use the asphalt. I wonder if his fast lap was cutting through the desert between 5 & 8. Anyway, a just reward for MJ to win the class while trying so hard.

I am sorry I left many names and stories, out, as I am sure there is much more to tell, but we can rewrite the endings next month at Buttonwillow, where the Hourglass if flipped and it all starts again.

I'll look forward to seeing everyone at Buttonwillow, with my #10 parts substituted. I am changing the car's name to FrankenMR2stein!



*An alternate mode of transport for man and dog.*



*The Black Porsche 944 leads the Poulin BMW.*



*Poulin leads the Blue Porsche 911*



*A unique racer -- a tim-top Porsche Boxster.*

## The Best of France & Italy Car Show

Our goal was to have 200 Alfas on the grass at Woodley Park, and we came close. Dave Mericle counted 173 total, although not all were there at the same time. Paul Blankenship counted 150 on the grass at one point in the early afternoon. Great showing!

*Photos by Tom Suter, Dave Mericle, Jim Lightfoot, & Gene Brown*



*A long line of cars were waiting to enter the park.*



*A big crowd of Alfas came out to the park -- Dave Mericle counted 173! They came and went during the day, so any given count was less.*



*More of the big crowd of Alfas.*



*Tom attempted to get them all into one picture.*



*Alfisti gathered under the Alfa flag.*



*© E. Thomas Suter*

*Al Cortes explains his 2600 with custom body like a 3000CM.*



*Another custom-bodied Alfa, like a Disco Volante, but incomplete.*



*A couple of very nice Sprint Speciales heads a line of coupes.*



*A Lamborghini VT "Super Car"*

*A 1953 Siata 208 S*





*A 1950 Fiat Topolino Woody, brought by Mike Malmut.*

*A Citroen Food Truck??*



*A 1905 (?) Fiat Speedcar, the fastest Pre-WWI luxury car, guaranteed to do 70 MPH. One like it set speed records; it has 4 cylinders, 9 liters!*



*Citroen corral.*



*Facel Vegals.*



*Lancia lineup.*

Thank you for yet another issue of your newsletter. It certainly helps me to keep in touch with what is happening in your wonderful club.

I hope to get over to California next year.

**If any one is coming to Australia please ask them to contact me. You can put my email address in your magazine. Mary and I live in Adelaide South Australia. SA is the wine state of Australia.**

Best Regards

Trevor Fay (trevor\_fay@yahoo.com.au)



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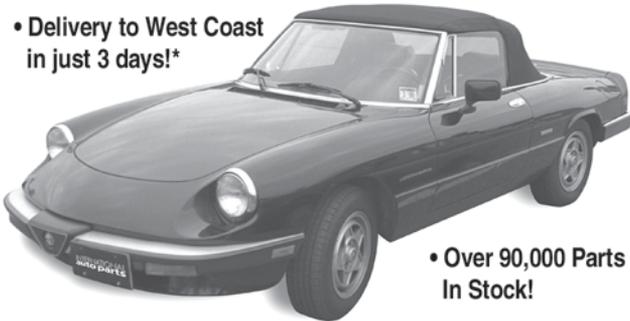
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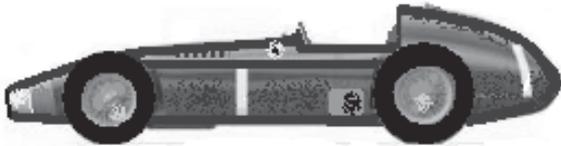
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## **Classified Ads -- Free for members**

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**WANTED:** For a '70 GTV, the Ward & Deane street performance spring package. I had these on my '74 2L and they were awesome. If you have a set or know of a set for sale let me know. *Call Andy Steben at (626) 807-0800 or E-mail to [steben7@aol.com](mailto:steben7@aol.com).* (12/10)

**1986 Spider Veloce:** A rust-free Arizona car, excellent condition throughout, always garaged, professionally serviced, 93,000 miles, 30mpg in town. New gold/bronze lifetime warranty paint in 2004, tan leather interior, good tires and top. Needs nothing. \$6,500. *Contact Deborah in Tucson at [deborahkp@cox.net](mailto:deborahkp@cox.net) or call (520)490-3553.*

**1973 Spider:** Red. No smog required, has side draft cabs with headers, fuel injection in box. Motor will run, sounds good; have removed some body parts to fix or replace, does need to be restored. I have no time now; \$500.00. *E-mail to: [dweidner@simivalley.org](mailto:dweidner@simivalley.org) or call Don Weidner at (805) 587-1264 in Palmdale.* (9/10)

**Parts for Sale:** 1. One Oil Accumulator w/ ½ inch IPS ball valve and hold-down clamps, \$168.50. 2. One Billet Oil Diverter used to connect Oil Accumulator, remote Oil Filter & Oil Cooler for 1300 thru 1750cc engines, \$200.00 3. One set of 1967 thru 12969 OE Spider Top Rubber Mouldings in Alfa sealed bags \$234.00. *Call Rich Goodrich at (559) 230-2532 or E-mail to [rgoodrich54@comcast.net](mailto:rgoodrich54@comcast.net).* (9/10)



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## *Our 2010 Calendar*

September	October	November	December
25 Cars & Coffee, Brunch @ Cline's + Tour of Lyons Collection	3 Concours Paramount Reh 9-10 Wine Tour 16-17 Time Trial & Race @ Willow Springs	7 Concours @ Woodley Park 13 General Meeting/ elections /white turkey auction @ Dirk's	5 Competition Board mtg. 11 Holiday Party @ Kutkus'
29 Board Meeting TBD	30-23 Mullen tour, Picnic @ Ventura Winery	20-21 Time Trial & Race @ Buttonwillow	12 Board Meeting & planning @ Kutkus'