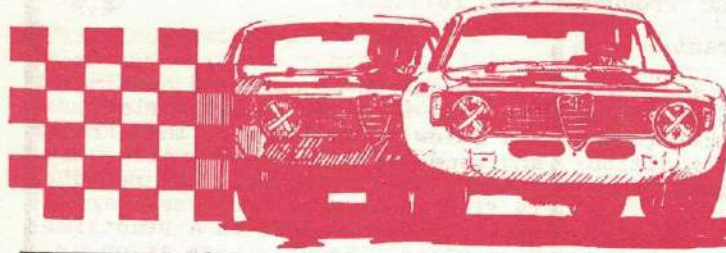


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 17 NO. 7 JULY 1978 P.O. Box 261, Los Alamitos, Ca. 90720

From the Pits



by Dave Vegher

Well Alfa Fans, your prayers have been answered! Niki Lauda won the Swedish Grand Prix in commanding style. The cars utilized what were called "sucker" fans to draw the air from beneath the cars thus enabling them to better adhere to the track surface. It did such a good job that the Alfa driven by Lauda set a new race lap record! The cars were so predominantly better that their novel design fell under the scrutiny of the FIA, and consequently this particular "sucker" BT-46 chassis has been temporarily banned from Formula I championship races pending a firm decision to be reached in September.

The Alfa Time Trials of June went well. Twenty-three cars entered and everyone had a great time. Thank you Hollywood Auto for your sponsorship! And special thanks to Loel and Dave Meredyth for the effort in making a track lunch possible!

The next event we'll see will be the Midsummer Madness Rally put on by Sue Bernstein and Nancy Vegher. It will wind itself through the rolling hills of the Palos Verdes Peninsula. It will start from the Alondra Park Clubhouse at 7:00 pm on Saturday July 29th. I hear it will end up at a place filled with delectable Italian food, so bring your appetites along!

CALENDAR OF EVENTS

- | | | |
|------|----|-------------------------------------------------|
| July | 28 | Meeting Alondra Park |
| | 29 | AROSC Midsummer Madness |
| Aug | 1 | Alfacionada articles due |
| | 1 | Board Meeting, Thieriot's |
| | 12 | AROSC Party! |
| | 26 | Monterey Historic Races, Laguna Seca |
| | 27 | Pebble Beach Concours d'Elegance |
| Sept | 30 | AROSC Time Trial, RIR |
| Nov | 11 | AROSC Time Trial, RIR |
| Dec | 1 | Election Meeting Alondra Park (mark this date!) |
| | 16 | Christmas Party |

Next will be a summer Swim Party at the Harmon home in Thousand Oaks. Dinner will fit your budget at only \$3.00 per steak plus all the beer you can drink! I hope to see some old and new faces of club members at this super party! All details are inside this newsletter.

If you plan on going to the Monterey Historic Auto Races, you'd better make arrangements soon! You'll see lots of Alfas this year, including 4-5 TZs, GTA, Sprint Zagato and pre-war racers! It's a super weekend. See you at the July meeting!



Word From the Homeland



Part II

aka "Production and Politics"

by Lou, Sue & Kristy Liserani

Last month we promised to fill you in on the adventures of Chris Boles (Ventura, CA) and Bill Becker (Omaha Neb.) who devoted several additional days to the tracking down of Alfa lore.

On Wednesday of the first week they returned to the Alfa Museum for a closer look at the cars and time to photograph them. Then they had the rare opportunity to meet and have lunch with Luigi Fussi, the more or less official historian of Alfa Romeo. After receiving a copy of his latest book and getting several of Chris' autographed, they were shown some of the restoration work now going on to provide additional (and in some cases non-existent) models for the museum. The re-creation of a non-existent model is achieved by "re-bodying" a chassis of that era. Of the two or three being done, the blimp shaped 1914 Alfa "Ricotti" is the one that really captured my curiosity and for which Chris says they have already formed the body.

Chris and Bill then tried to get some carburetor parts at the Weber factory in Bologna - with very little success. It seems that even the factory doesn't have parts for 1947 carburetors!

In Naples the next Monday morning they had another rare opportunity - that of touring the Alfa Sud plant. They were even ushered around the test track in a new Alfa Sud Sprint, a couple of days ahead of its actual release to the press! Chris reports that this beautiful car is an impressive handler and it is a shame that it will never be imported to the USA. (The reason we will never see any Suds is the relatively high price tag they would carry after modification to American specs - \$8,000.00! This is a lot for an "economy car" in the Datsun or Toyota size range.)

Other members of our Alfa contingent went off to Germany, Switzerland, and a few of us ventured into France and race weekend in MonteCarlo. As you may have noted from the recent tv film reports of Princess Caroline's wedding, this is a beautiful Disneyland-like city nestled on a rocky spot on the French Riviera not far from the Italian border.

It is a very expensive city and is hard to get into or around in by car during race weekend, so it was best to stay in a nearby French or Italian city (Nice/Ventimilla or San Remo) and commute by train each day. Guy and Peg Abbate spent the entire weekend and a formidable amount of money in this fashion! For example: they were able to get good grandstand seats for Saturday's qualifying for a reasonable amount, but had to fork over approximately \$16.00 each just to stand on a hill overlooking the race course on Sunday.

We commuted into MonteCarlo on Friday, walked the entire race course, saw the cars and the palace and the beautiful people, then departed on the 9:00pm to San Remo. Even though the cars didn't run that day, it was easy to imagine the scene with the LBCP still fresh in our minds.

By the way, the best pizza we found was here at the MonteCarlo Bar where the unbelievable pot-pourri of people and sounds had our ears working overtime trying to discern the nationality of each conversation.

The next day we were off to Pisa with time out for a drive through Santa Margarita and lunch in the Travel Poster, Fishing Village of Portofino. While fishing may have been the town's livelihood at one time, outdoor cafes and a large paid parking lot are obviously

what support it today! Nevertheless, it is a very picturesque spot to spend an hour or two.

Pisa can best be described as a Florence that never made it. It's a small city, surrounded by farms, that would go unvisited today if it were not for its famous leaning tower and adjacent cathedral around which all tourist activity centers.

Half a day and uncounted toll booths later we were in Florence, the "art capital of the world." The sculpture, paintings and architecture are beautiful and the hills on the outskirts of the city are lush, dotted with villas and can only be described as the "Italian Bel-Air." Unfortunately, the main part of the city is crowded with tourists, school children on field trips and residents who walk the streets constantly and never seem to have to go to work!

After our four days in Florence which included the large crowds, marching, and many closed stores, on the afternoon Moro's body was found, we took off for Venice.

The main part of Venice that we see in travel literature is merely two islands of modest size laced with canals in an almost closed harbor littered with a hundred small islands. The two main islands can be traversed only by boat or by foot. All autos, resident and tourists alike, must be parked in one of many ten story garages where the long over water bridge from the mainland meets the edge of the first island. Venice itself, though crumbling fast, is a spectacular place to see.

Our return to the Menini in Milan could only be described as reminiscent of the last scene from "Around the World in Eighty Days". As we pulled up in front of the hotel from which we had started out a week-and-a-half ago, we saw the other members of our merry band standing in front waiting for us!

Two things we did do in Italy were walk and lose weight, even though the 8:30 pm dinner hour forced us into a four-meal-a-day regime. The only real downer was the twenty-plus hours of flying and waiting it took us to get home. Even so, if AROC goes in 1979 or '80 we will be there, I assure you.

We would like to express our appreciation to Fred DiMatteo who planned the trip and got us out of our bucket seats and off to Europe - something we'd probably never have done on our own. Thank you, Fred.

Hopefully, we've encouraged many of you to consider the forthcoming group trip. You'll find it well worth your time, money and effort. Should you have any specific questions about an adventure of this type, just corner Sue or me at the next meeting. We'll be happy to talk with you and help all we can!



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TIME TRIAL REPORT

HOLLYWOOD IMPORTS TIME TRIAL
June 24, 1978

by Charlie Thieriot

June 24 found us at Riverside Raceway again for the Hollywood Imports Time Trial. It was a very clear day and a moderate wind prevented it from being very hot. We had twenty-three entries, including Don Peters who regularly comes down from San Jose. John Samson entered his very nice 2000 GTV but had gearbox problems and left early. It was nice to see John entered again. For those who aren't "old timers", John was the driving force behind AROSC's Time Trial Program and he ran it very well for years.

Two GTAs were entered, Dave Vegher's with a 2000 engine and Tom Hines' with a 1600 engine. In class B they had a very close battle with Dave winning "Top Time of the Day" by a mere 2/3 second. Tom also entered his car in Class C by removing the race tires and running 205 Dunlops. It was interesting to note that it made a difference of almost four seconds. Tom won Class C for the second time this year making him the strong leader in Class C so far this year. Jordan Harris garnished second place in Class C, driving on race tires for the first time. Last year Jordan used 195/70 Pirellis and was 4 1/2 seconds slower. Pat Garret entered his race car which ran well but his trailer broke down on the way home. I'll never understand why but race car trailers are the most unreliable devices ever invented by man. Phyllis Gaylard was feeling the heat and was slower than she normally is. Phyllis is a very consistent driver - her three most recent lap times on the short course have been: 1:55.56, 1:55.64, and 1:56.15.

Verne Cochrane won Class D in his newly turbocharged 1750 Spider. Verne was 6 seconds faster with the turbo than last year. Ann Marie Cochrane also was entered in the Spider, her first time out. She had a good time until she ran out of gas driving her timed runs. Congratulations to Bob Meadows who won his first trophy by placing second in Class D. Bob has been steadily improving - he was 4 seconds faster than last year. Allan Gott broke his thermostatic actuator off and as a result was 2 1/2 seconds slower than last year. We had to hammer a wooden peg in Allan's injection pump as a temporary fix. It was very interesting for me as I have never tuned an injection system by how hard I hammered on a wooden peg.

Bill Henry won Class E for the second time this year, followed by Rich Washington who got second place for the second time. Charlie Thieriot won Class F in spite of a partial separation in one of his Pirellis. Dan Bernstein got second place. Dan was 3 seconds faster than 6 months ago. Bill Biggs came up from San Diego in his classic 1300 Sprint Zagato to win the combined classes of G and H. Jim Kubota and Raul Guidi both successfully completed second Time Trials as Novices and will receive their licenses. I hope first-timers Ann Marie Cochrane, John Valentini and Peter Bomelburg had a good time and will become regulars at Riverside.

My thanks to Lars Lundgren and Dan Bergin of Hollywood Imports for sponsoring another Time Trial. Without dealers like them, we could rarely afford to rent a 600 acre racetrack.

WESCO TRACK and TIRE TIME TRIAL
April 15, 1978

by Charlie Thieriot

Our second Time Trial of the year was sponsored by Wesco Track and Tire. Wesco's owner, Ed Austin, is

one of AROSC's oldest sponsors and he has advertised in our newsletter for years. If Ed sold many more Pirellis to our club, we might have to change its name to the CN-36 Club. CN-36 Pirellis are known for their wet-weather performance, which is lucky because April 15 was a wet day. Tom Smith from Pirelli came out with samples to display, including the very tempting P-7 Pirellis.

Our Turnout was higher than usual with 32 cars entered. By the time practice started at 10:00, the sky was darkening. Around 10:30 it be-

gan raining lightly. We continued practice until lunch break. During lunch we took a vote and decided to cancel the event because no one had brought rain coats and it was cold for the corner workers. It was the first time driving on a track in the rain for most people, and everyone seemed to enjoy it. If it ever rains at another Time Trial, please bring a sweater and raincoat so we won't have to cancel the event.

My thanks go to Ed Austin for sponsoring the event and may he never grow tired of doing so.



AROSC TIME TRIAL #3
SPONSORED BY HOLLYWOOD AUTO IMPORTS

RIVERSIDE - SHORT COURSE
JUNE 24, 1978



(N) Novice

Class A	John Samson	2000 GTV	DNR
Class B	Dave Vegher	2000 GTA	1.46:79 TTOD
	Tom Hines	1600 GTA	1.47:46
Class C	Tom Hines	1600 GTA	1.51:21
	Jordan Harris	2000 Spider	1.52:63
	Dave Meredyth	1600 Spider	1.54:46
	Pat Garret	1300 Spider	1.55:39
	Phyllis Gaylard	2000 GTV	1.56:15
Class D	Verne Cochrane	1750 Spider	1.54:82
	Bob Meadows	2000 GTV	1.56:52
	Jim Kubota (N)	Alfetta GT	2.02:17
	Allan Gott	2000 GTV	2.05:39
	Ann Marie Cochrane(N)	1750 Spider	2.06:73
Class E	Bill Henry	Alfetta GT	1.54:86
	Rich Washington	2000 Spider	1.57:04
	John Valentini (N)	Alfetta GT	2.12:96
Class F	Charlie Thieriot	Alfetta Sedan	1.59:95
	Dan Bernstein	1750 Spider	2.01:79
	Don Peters	Alfetta GT	2.03:98
	Raul Guidi (N)	2000 GTV	2.04:42
	Raul Perez	1750 GTV	2.04:90
Class G and H	Peter Bomelburg (N)	1750 GTV	2.28:91
	(H) Bill Biggs	1300 SZ	2.06:21

Midsummer a d n e s s

JULY 29

RAIIY FUN!

FUN for BOTH DRIVER and NAVIGATOR; YOU WILL NOT GET LOST!

STARTING AT ALONDRA PARK (where the meetings are held!)
BE THERE AT 7:00 PM with YOUR CAR!
BRING a PENCIL, a FLASHLIGHT, SOMETHING to WRITE ON

.....

RALLY ENTRY FORM

Rally: Midsummer Madness Location: Alondra Park
Date: July 29, 1978 Fee: \$4.00 per car
Schedule: 7:00 pm - Registration Rallymasters: N.Vegher
7:30 pm - First Car Out S.Bernstein
Driver: Name _____
Address _____
Phone () _____
Navigator: Name _____
Address _____
Phone () _____
Alfa: Year and Model _____ Color _____

Please return this form with entry fee to: AROSC, c/o Nancy Vegher, 1721
Marine Ave., Wilmington, CA 90744

PAGE 6



party



HEY! IT'S AN ALFA CLUB SWIM PARTY!
 THE BEER WILL BE STOUT; THE FOOD WILL BE HEARTY.
 IT'S AT THE HARMONS HOUSE IN THOUSAND OAKS.
 BRING THE KIDS--ALL YOU FOLKS,
 YOU MAY EVEN HEAR A FEW GOOD JOKES?
 PLAY POOL, SWIM, CHAT WITH FRIENDS.
 YOU'LL HAVE A GOOD TIME... THE FUN NEVER ENDS.
 IT WILL ALL BEGIN WITH A CARAVAN.
 SO COME ON OUT AND GET A TAN!!!

Yes, we are going to have a swim party! It will be on Saturday August 12th at 2:30 o'clock. It will be held at Sue and Dick Harmon's in Thousand Oaks. There will be plenty of beer and soft drinks to go with the BBQ steak dinner (hamburger, and hot dogs for the kids.) Since it is kind of far away we thought it might be fun to caravan up. We will be leaving from two locations: one group will leave from Alondra Park, Lawndale at 12:30 and the other will leave from Lincoln Park, Santa Monica at 1:00. There is also a map for those of you who prefer to go it alone! We need an idea of how many Alfisti will come to party, so please R.S.V.P. to Debbie Laborde (714)898-5834. Hope to see you there!

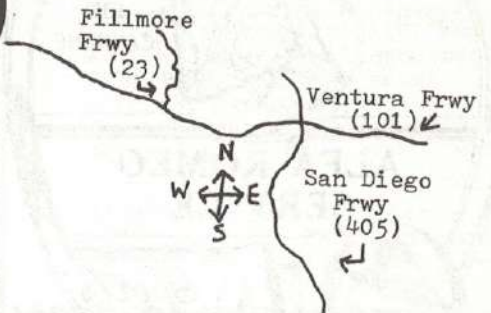
\$3.00

per steak dinner



Alondra Park
12:30

Lincoln Park
1:00



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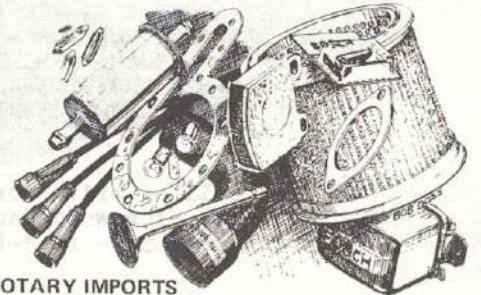
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- 1961 Alfa 2000 engine complete - \$600. Ernie Dille (714)653-4747
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- 1971 Alfa GTV - complete rebld eng. & trans, European cams, headers, Shankle short port, Alan Ward springs, sway bars & adj. upper arms, Bilsteins, Mini-lites, new CN36 Pirellis 185x14, ltd. slip, custom leather & wool interior. White w/black trim exterior. Also, 4 CN36 & stock wheels w/ 4 - 5,000 mi. left - perfect for time trials. Call to see car weekdays (213)655-6238 or weekends (714)621-2137. Ask for Gene.
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1979

may be your year! The Nominating Committee is looking for members to run for election to serve on the AROSC Board of Directors for 1979. Please contact any present Board member. The club can only function if there are enough interested people to run it! Remember, the CLUB is YOU!

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Subscriptions to this newsletter are included as part of the \$20.00 per year AROSC membership fee. For membership information write: AROSC, P.O.Box 261, Los Alamitos, CA 90720.

Articles, letters, and personal ads are always welcomed and should be received by the editor 20 days prior to the monthly meeting. Meetings are normally held on the fourth Friday of the month at the ALONDRA PARK CLUBHOUSE, at 3850 Manhattan Beach Blvd., Lawndale, just east of the San Diego freeway. Date or location changes will be posted in the newsletter prior to the meeting. Meetings start promptly at 8:00 PM. For more information call:

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