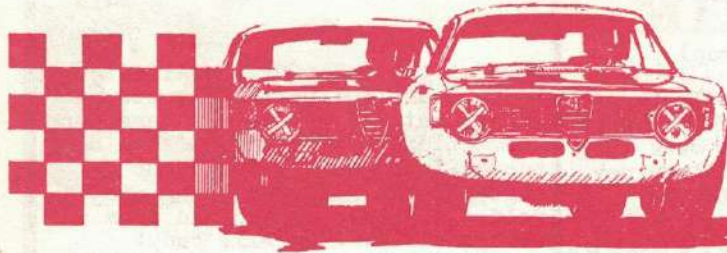


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 17 NO. 6 JUNE 1978 P.O. Box 261, Los Alamitos, Ca. 90720

From the Pits

by Dave Vegher



The month of May is already gone, I guess because I missed half of it! We really had a great vacation! My thanks go to the Bear who came out of hibernation with a roar to fill in in my absence. The May 26th meeting featured Bob Meadows and Jerry Wright who spoke about car care for the general street fanatic, Charlie Thieriot who discussed the working innards of your typical five-speed gearbox, and Jack Becronis who gave us an informal but very interesting talk about the mysterious big time Concours d'Elegance participant. Thank you, gentlemen, for your participation! Much enthusiasm and knowledge was shared by all present.

We also had a rally in May but since I was away, I have very little first hand knowledge of the event. From what I understand seven cars were entered and the trophies awarded per position were very appropriate. When you even get a trophy for last place, you know that these rallies are worth coming to! Speaking of which there is another scheduled for July 29. Nancy Vegher and Sue Bernstein are going to be the event masters and promise you some neat roads to see in the rolling hills above San Pedro.

June 23rd is the next meeting date. The program has not been firmed up as of yet, but judging by the past programs put together by the duo

cont. p.3

CALENDAR OF EVENTS

- | | | |
|------|----|---|
| June | 23 | Meeting Alondra Park |
| | 24 | AROSC Time Trial, RIR |
| | 25 | SCCSCC Slalom, Lion Country Safari |
| | 27 | Board Meeting, Liserani's |
| July | 28 | Meeting Alondra Park |
| | 29 | AROSC Midsummer Madness |
| Aug | 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 |

HELP! Our August party could be a Las Vegas Night party (perfect for a hot August night) IF we can locate a member's home which is large enough to accommodate a craps table, some "21" tables and a place for food! Also, we are looking for volunteers to contribute their culinary skills or just plain helping hands to make this party a club event put on by the club for the club. Ladies, especially-- this is your chance to really enjoy a club event! Please contact Debbie Laborde (714)898-5834 or Nancy Vegher (213)835-9851 eves. if you can HELP!

Word From the Homeland

aka "Production and Politics"



by Lou, Sue & Kristy Liserani

Fred DiMatteo's brave little band of 13 US Alfa Owners returned happily last month after a two week trip to the Homeland that many felt may have been a once in a lifetime opportunity.

Basically the trip was to pave the way for the 1979 AROC General Meeting and accompanying tour of the Alfa Romeo plant. However, the uncertain political situation and expected labor problems have cast a dark cloud over these plans for the moment. But let's get back to what happened on the trip.

We all boarded an Alitalia 747 in New York on Sunday April 30th and endured the seven hour flight. Enroute we had our first bouts with the Italian language trying to ask for simple things like orange juice! Alitalia is definitely an Italian airline and has the fine food to prove it. There were just four of us from the West Coast - the three of us and Chris Boles from the Santa Barbara club. With the exception of Bill Becker from Omaha, everybody else was from the Boston area.

We arrived in Milan in a light rain, picked up our rental cars (mostly Fiats) and headed in a 4 car caravan to our hotel in downtown Milan.

On the morning of the second day, the Alfa Romeo bus arrived at our hotel and whisked us off to the new works at Aresa on the outskirts of Milan. What followed was a half day we will not forget. Personally guided by P.R. man, Neil Verweij, we were taken on a tour down the aisles of the engine and body assembly buildings--yes, the bus driver drove right down the narrow aisles and we stared at the workers and they stared back! There was even open talk of the V6 that is now ready for production.

Then at the start of the Alfetta body assembly line the bus stopped, we got out and walked the length of the building, watching Alfetta body parts first being stamped out on huge presses and then being spot welded together by hand to form a recognizable automobile body!

We then reboarded our bus and went on to view the final assembly -- engines, bodies, exhaust systems of the Alfettas on the left side of the bus and the Giuliettass on the right! Then on our way to the dealer training center we saw the small test track on which all finished Alfas are run briskly, and several truck loads of completed Spider bodies from PininFarina arriving on individual dollies for placement on Alfa frames.

After our thorough tour of the training center complete with answers to our many technical questions, we headed for one of the highlights of our tour- the Alfa Romeo Museum, justly rated as the best manufacturer-operated museum in the world. This recently constructed seven level building houses over 80 recent and vintage Alfas, all beautifully maintained.

There in the "flesh", in full color were the cars whose fuzzy black and white pictures have stimulated our imaginations over the years. The P2, the P3, the never-raced rear-engined 512, the fabulous 159's right up to the Stradale, the Daytona and the 33TT12 were all there and completely approachable. Add over a dozen of those fabulous passenger cars from the 20's and 30's in mint condition and about a dozen dream and theme cars from the 60's and 70's and you've covered maybe half of the display! It was very easy to shoot 2 rolls of 36 exp film in 30 minutes...



wanted

1964 Spyder body parts and misc.
Contact Wm. Blakeslee 861-8545.

1965 Giulietta 1500 Sedan - I am the original owner & want to sell her to someone who can appreciate what she is. Please send me any information that could be helpful since I am anxious to have her in proper hands! Tana Wood, 38 S.Venice Blvd., Venice, CA 90291.

Desperately need a right front grill for a 1962 Giulietta Sprint! Please contact Kinney Booker, Jr. (213)467-7216, 6108 Afton Pl., Hollywood, CA 90028.

The Time Trial Program needs YOU!!

Come spend a fun day at Riverside International Raceway and learn something more about your Alfa.

Requesting part-time volunteers for the following positions now available:

Pace car drivers
Starters
Corner workers
Tech inspectors
Timers and scorers

No experience necessary, training given.

For more information, contact Charlie Thieriot, ph. (213)556-2991

JUNE MEETING

"Boil,boil...toil and trouble..." What do the program wizards have brewing for this month??? (and it's not an overheating Alfa radiator!) Come see what they pull out of the hat this time. You'll be pleasantly surprised!

.....
From the Pits cont.from p.1

of Liserani and Allaman, you know it will be a smash!

June 24th features our third Time Trial. Hollywood Auto Imports is the generous sponsor, and we will run the short course. Plan on coming out to this event as I have it on the highest authority (Mario Silvi) that there will be two of the new automatic Sedans for all of us to evaluate! If you own one of the newer Alfas (the Sprint Veloce or Alfetta GT, or the Sports Sedan) you'll be amazed to see just how well stock or just about stock Alfetta cars do against much more modified GTVs and Spydres. Their handling and brakes put them in a world apart!

Other events in the near future include a Club Party on August 12th (location and type to be announced), a probable replay of last year's softball game which was a big success, and in the distant future, the Classic Automobile Races in Monterey on August 26th with the Pebble Beach Concours to be held the following day. You can bet that many Southland Alfa Owners will participate in these events. See you all at the next meeting!



SUE HARMON - thanks for keeping the hands out of the "cookie jar"!!!!

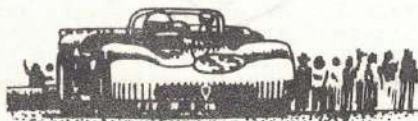
cont. from p. 2

As we left the museum somewhat overwhelmed by all that we had seen, we were escorted into the headquarters cafeteria for a fabulous three course lunch in the VIP section. This sumptuous meal included linen tablecloths, much vino and even after dinner drinks. We were joined by our guide Neil Verweij and Mr. Italo Tobia, Director in charge of U.S. Marketing. It was a beautiful finish to the red carpet treatment we'd received during our entire tour. Kristy (age 10), who was the only child in the party, was then taken by Mr. Tobia in search of an Alfa Romeo model to keep as a souvenir. When she emerged 10 minutes later smiling, an Alfetta Sedan in hand, we boarded the Alfa Romeo bus for the ride back to our hotel.

Chris Boles and Bill Becker had some additional adventures in the days to follow including a meeting with Luigi Fussi, the historian of Alfa Romeo. But to keep newsletter costs within limit we'll cover that part next month!

What are your chances of taking a trip like this as part of the 1979 National Meeting? Well, right now the picture is unclear. Alfa's labor contracts expire soon and even the museum is not felt safe for visitors should a strike take place, particularly several hundred Americans. Fred DiMatteo, who organized this trip, should have a pretty good handle on things by AlfaCongress, so we should have additional information at that time.

We'll close with this: if it comes off next year, Beg, Borrow or Co-erce your way there! None of the thirteen who went will ever forget it!



ALFACIONADA

ADD YOUR 2¢ !

Cut out and return the following to:
 Fred DiMatteo
 333 Old Lancaster Road
 Sudbury, Massachusetts 01776

-
1. Would you like to go to Italy on a special charter for AROC members & families only? YES___ NO___
 2. Would you like to go in Sept. of 1979, have our convention in Italy, and our annual meeting on the airplane? YES___ NO___
 3. Would you want to stay for TEN___ FIFTEEN___ or MORE days___?
 4. Do you feel that \$291 round trip New York to Milan including tax & open bar both ways is a good deal? YES___ NO___
 5. If Alfa Romeo offered a special price on a new car to drive in Italy would you be interested? YES___ NO___

Club members's name _____
 Club Affiliation _____

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by Tom Sanor

Many of you know little about Alfa's biggest car, the 2600. Particularly because Alfa Romeo does not talk about the cars; they were a real financial flop. But, because of your ignorance you are missing out on a real nice design, an Alfa big enough to stretch out in, and fast enough to show its heels to Z-cars. Let me tell you what you are missing.

Back in 1962 Alfa Romeo designed more new cars & spent more money on tooling & new designs than probably any other time in their history. The popular 1300cc Giulietta had just seen re-development, and now Alfa was introducing a luxury 6 cylinder coupe, sedan, and spider to supplement its 2000cc versions--while in the midst of finalizing the design of the new 1600cc Giulia range, again consisting of a coupe, sedan and spider (and shortly the new Sprint GT coupe)! Now that costs money, and how timely it should all occur during the world recession of 1962. They should have recognized the bad omen.

History books will tell that their real plan was to promote the 2600's to upgrade the Italian government's official transportation system, which would give Alfa a steady, solid production basis and allow them to pay off their tooling costs in a reasonable amount of time. The trouble was the bureaucrats didn't buy it, literally, and chose to continue driving 1300c & smaller cars.

So Alfa had a white elephant they couldn't sell at home, or abroad because of initial high cost. With tooling done & production lines set, the series continued however, & lived as long as the 1600 Giulias, both being replaced in 1969 by the 1750 series (and the V8 Montreal, another sad tale in itself). During its 8 year life span, a mere 11,500 six cylinders were sold, consisting of 7104 Sprint Coupes, 2255 Spiders, 2092 Berlina Sedans, & a smattering of Zagato-bodied coupes and OSI luxury sedans. During the same period

Alfa Romeo sold over 60 times as many 1300cc and 1600cc automobiles.

So what is the interest in a 2600? Well, if you are eager to restore an Alfa, a 2600 could be the most exciting & impressive post-war Alfa you can pick! The car was the last built in the old Alfa image of big, fast, luxury cars. A painstakingly assembled car, true to the old traditions. A conservative, strong design with lots of expensive features.

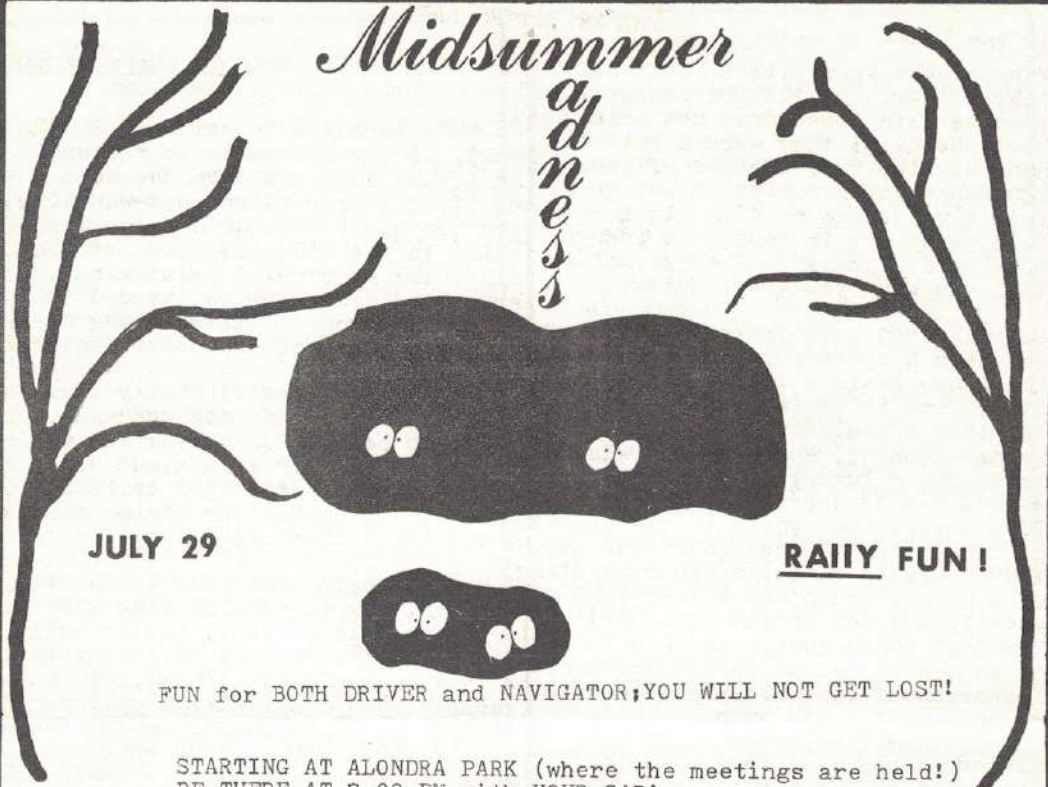
You will find that virtually every part of the car was designed and built to be a 2600 part (a few are of robust 2-liter origin, but none are common with the 1300 or 1600 cars except one of the timing chains & the oil filler cap!).

Take the engine for example. The big straight six is nothing like the previous 2-liter four, but is built just like the current Alfa engines with aluminum block & head, twin overhead cams & wet sleeve cylinder liners. It looks just like the familiar 1600, 1750 or 2000 engines, only twice as big! It is a real hefty piece of machinery.

Its robustness is very apparent on the insides too. Consider that it's 50% greater in capacity than the 1750 engine, but it has 50% more cylinders so its moving parts should be sized the same, right? Wrong. All the parts of the 6 cylinder are much larger & heavier than the 1750 parts. Everything is sized like a 3 Or 4 liter engine! I'm sure the stock pieces could handle 250 hp without failure.

In fact, the entire car is built much stronger than necessary. The brakes are 12" diameter front and rear (find another 2600 car with such large brakes). Suspension pieces are massive forgings. The rear axle looks like it came from a Chevy pick-up. This, sir, is a car with potential! Where else can you buy an unrecognized classic at give-away prices? cont. p.8

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

TIME TRIAL NUMBER 3
SPONSORED by HOLLYWOOD AUTO IMPORTS

Print last name.

Date: June 24, 1978 Track: Riverside Short Course

Schedule 7:00 - 8:30 Tech. Inspection (NO LATE TECH. ALLOWED)
8:30 - 8:45 Driver's Meeting- MANDATORY
8:45 - 9:15 Track Orientation
9:30 -12:00 Practice
12:00 - 1:00 Lunch
1:00 - 4:45 Warm-up and Timed Runs(5 laps)
5:00 - Awards Presentation and CLEAN-UP

Fee Single \$20.00 Mixed Couple \$35.00

*** Entry Deadline - Midnight June 20, 1978 (Received by AROSC)
Late Entry Penalty Fee - \$5.00 (Per Driver)

Driver #1 - Name _____
Address _____
Phone () _____

Driver #2 - Name _____
Address _____
Phone () _____

Emergency - In case of emergency, the Club should contact:-
Name _____
Address _____
Phone-Home-() Work-() _____

Alfa:- Year and Model _____ Disp. _____ cc.

Class:- Class _____ Class Points _____
I must file a new class sheet because I have made modifications since completing the last form.-Yes() No()

I understand that my entry fee is not refundable and I will abide the rules of the AROSC Competition Code.

Driver #1 _____ Driver #2 _____ Date _____

Please return this form with the entry fee. Make check payable to
A.R.O.S.C. Send to: AROSC T.T.
c/o Nancy Vegher
1721 Marine Ave.
Wilmington, Ca. 90744

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cont. from p. 5

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CANNONE,
Prop.

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You should not be any more concerned with parts than you would be for a Giulietta. The dealers will be of little help but there is a 2000-2600 register in the national club where you'll find lots of cars and parts for sale. Common maintenance items are available from the usual mail order sources, & there apparently exists a good parts supply in Europe that registered members use regularly.

It's a real adventure owning and working on an Alfa that's unusual. Few people know how good a 2600 can be because they've only seen junkers. One day you'll see a beautifully restored 2600 and wish you had heeded my words. Take this opportunity to buy a future classic at the right price.

ALFACIONADA

PAGE 8



FOR SALE

1967 Giulia Super - feature car of Alfacionada April '76. AM/FM radio, 4 new 185/70-14" Pirelli tires on 6" chrome rims, 1 1/8 front sway bar, rear sway bar, adjustable shocks, new light blue paint. Must sell for larger sedan. Dick Harmon, evenings-(805)495-4580.

1971 Spyder - 58,000 mi., 3,000 mi. on completely rebt. engine; green/black; new top, stereo & speakers, shocks, Personal wheel carpeting & brakes. Body, interior and mechanical conditions are very good. Manuals included, service records avail. \$4,200.00 Mark (213)477-0944 eves & wkend

1967 Duetto Spyder - recently rebt. Shankle 1600 engine, ported, polished, high dome pistons, dual webbers, cams. Runs perfect. New Paeco clutch, good 5 speed trans, rear end. Entire drive train \$1500. Also many body & interior parts. Set of (4) Miglia 1000 wheels w/ tires. Car was in rear end collision, no front damage. Call (213)764-3561 Mon-Fri, 8:30-4:30, ask for Jeff or Bob.

1962 Sprint Speciale - 101 series, 80,000 miles. Very original. Never been hit. Driven daily. Best offer. (213)762-4376 days.

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1964 2600 Spider - 6 cylinder. Phone (805)525-3226 or write John Gallio, P.O. Box 535, Santa Paula CA, 93060.

1974 GTV wreck - good interior, glass suspension parts & r/door. Call Wm. Blakeslee (?)861-8545.



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Alfacionada is the monthly publication of the Alfa Romeo Owners Club of Southern California, (AROSC).

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:
Dave Vegher (pres.) (213)835-9851
Sue Bernstein (memb.) (213)832-4764

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