

# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 18 NO. 3 MARCH 1979 P.O. Box 261, Los Alamitos, Ca. 90720

## the ROAR of the BEAR

by Rick "Bear" Clemente

Congrats to the AROSC Vintage racers-First over-all in the team competition!! Good show, Dave, Tom, Scott and Marnix.

I've had several talks with Mario Silvi this past month, and a very nice lunch with both Mr. Silvi and Aldo Bozzi, the chief of Alfa U.S. They are excited about the introduction of the all-new V-6 late this year.

From what info Tom Suter and I could squeeze out of them, the new car will be really something. 2.6 liters, automatic power everything, with 5-speed or automatic gearbox option. It should out-perform the competition in its class (the 500 series Bimmers, Audi 5000, and Mercedes 280 SE.) They wouldn't talk about price, but my guess is over \$15,000 but under \$20,000. There is no name for the American version and ARI would like suggestions from the membership. Send your ideas directly to: Mr. Pavia, Alfa Romeo Inc., East, 250 Sylvan Ave., Englewood Cliffs, N.J. 07632.

We are looking forward to the Concours on March 18th; get out your wax and polish and come join the fun. Then it's Malibu Grand Prix Intramurals, followed by the SANTA BARBARA CHALLENGE! Come on, racers!

The general Meeting this month will be a tune-up for the United States Grand Prix West.

See you there!



## CALENDAR OF EVENTS

- |      |     |   |
|------|-----|---|
| Mar  | 18  | AROSC Concours d'Elegance Santa Anita Fashion Park Mall, Arcadia              |
|      | 18  | Championship Slalom, Lion Country Safari                                      |
|      | 23  | General Meeting, Alondra Park   |
|      | 25  | AROSC Runoffs for <u>BEST DRIVER</u> Challenge, Malibu Grand Prix, Northridge |
|      | 27  | Board Meeting, Veghers'   |
| Apr  | 1   | AROSC vs AROSB <u>BEST DRIVER</u> Challenge Malibu Grand Prix                 |
|      | 6   | Alfacionada Articles due  |
|      | 6-8 | Long Beach Grand Prix   |
|      | 21  | Historic Auto Races, RIR  |
|      | 22  | IMSA 6 Hour Race, RIR   |
|      | 27  | General Meeting, Alondra Park   |
|      | 29  | AROSC Angel's Flight Rally  |
| Jun  | 16  | AROSC Time Trial, RIR   |
| Sept | 29  | AROSC Time Trial, RIR   |
| Nov  | 10  | AROSC Time Trial, RIR   |



# the SONG of the ALFA



by John Ireland

You hear it every morning when you start the engine. The beat of your heart joins in as you anticipate third gear at five thousand rpm. Few engines can compete with the melody as your Alfa pulls away from the stop light. You are the conductor, the gear shift is your baton, the engine sings like violins, the exhaust pipe rasps out the brass section's part. The road to work becomes the Mille Miglia...pedestrians turn into cheering crowds, the blood rushes to your face, your oil pressure is 70 psi, nothing else matters as the passing wind whispers "do it, do it". Fifth gear, six thousand rpm, the smell of pine trees mixes with the sweet perfume of the Kendall 40W racing oil, all police departments are on strike, radar has been condemned as hazardous to your health, a rich aunt leaves you a million dollars and you never have to work again, the road is married to your tires, the moment is an eternity, you and your Alfa are the center of the universe.

No other car has excited my imagination in the same way. No other car has given me the pleasure, the pure physical joy of driving. No other car has made me laugh out loud with absolute glee. No other car has made me as happy as my '77 Alfetta Sedan. And that is what this column is and will be, about.

February has been a real Alfa month. the Time Trial at Riverside started it out, and the Grand Tour on the 25th was the perfect wrap-up. And here's how they both turned out. February 3rd, rain threatened right up until we reached the track. At last, after four months' wait, I was competing in my second Time Trial. A half hour here and there during the week leading up to it, meant that I passed the tech inspection without a problem. The night before was spent playing jazz,

nursing a beer, and going over three slightly neurotic lists. Finally I packed the car with everything I needed to survive three weeks at a Motel 6. Lying in bed, I reviewed "Driving in Competition" by Alan Johnson. Somewhere in Chapter 8, I fell asleep.

Riverside. The mountains on three sides were covered with snow, the air had a snap that had everyone's engines happy. And what a pleasure to set up our pits inside the garage. Driver drop-outs caused a reshuffle of the groups and suddenly I was first up. Now...about the seductive beast called speed. The big lesson I've learned is not to be afraid to go slow. Going slow meant I learned where I can pick up speed by controlling the car, not trying to regain control of it. My slowest practice lap was an unofficial 2:37, my fastest timed run was 2:13.63. My fastest practice lap was an unofficial 2:18, my slowest timed lap was 2:15.78. Marccello (aka my '77 Alfetta), wants to say a few words. "Hey... all you family cars, if God meant us to go slow, He would have made us MGs".

The Tour. All I can say is, "thanks to all 12 cars and 24 people who joined Alana and me". The sky was blue, the roads were good, though a little crowded at points, and the food hit the spot as we entered Mom's Italian Village in Santa Barbara. Sel Ramsey deserves the "most dedicated" award for spending an hour in Thousand Oaks fixing his brakes and still getting to Mom's only a half hour late. It must have been an outrageous drive. The March newsletter contains details of the April Rallye and I hope we have just as good if not better turnout.

Cont on Page 10



## THE TURN OF THE WRENCH

Dear Mr. Wrench:

The other day, while driving my Alfetta GT, I crossed some railroad tracks at a rather high speed. After crossing, my low fuel pressure light came on and the car would barely run and the engine rocked a lot. I shut it off but couldn't restart. Luckily another Alfetta owner drove by and stopped. He opened the hood after listening to my story and pulled up a button in the engine compartment. The car then started. What did he do; what was the device, and why is it there?

Puzzled in Pacoima

Dear Puzzled:

What happened to you is a common occurrence. All Alfa models equipped with fuel injection introduced to the U.S. market since the 1975 model year have on their firewalls on the intake side of the engine an inertia fuel cut-off switch. This switch is employed for your safety because in the event of a real accident the switch would operate and shut off the fuel pump, which delivers gas at a high volume rate in your fuel injected Alfa.

The Good Samaritan Alfa owner simply reset your inertia switch by pulling all the way out on the button located on top of the grey cylinder and then pushing smartly down again. This resets your switch and restores current to your pump. Everyone who owns a car later than the 1975 model year should know about this switch and be able to reset it if necessary.

Send your technical questions to: AROSC, Dave Vegher, 2012 W. 234th St, Torrance, CA 90501. If you would like a personal answer, include a self-addressed envelope. Questions dealing with common technical problems will be published.

## MARCH MEETING LBGP '79 Preview

Come to the March meeting and learn just how they'll be doing it in the streets of Long Beach on the weekend of April 8.

Mr Andy Boruch, on the staff of the Long Beach Grand Prix Association, will be our speaker, and he will tell us about all that will be happening during these three great days of racing. And, as a special added attraction, Mr Boruch will show a film of the 1978 Long Beach Grand Prix.

This is not to be missed!!

## NOTICE:

If you have renewed your membership or are a new member, your 1979 AROSC membership cards will be sent to you in the April newsletter.

If you have not yet renewed your membership, this will be your last newsletter.

## ALFA Corral

AROC San Diego is interested in forming an ALFA corral for the L.A. Times Historic Auto Races at Riverside on April 20-22. They would set it up and run it, and they would like AROSC's support with this project.

If you would be interested in utilizing the corral for parking, please phone Sue Bernstein at (213) 832-4764. (As soon as possible, please; because we have to let San Diego know SOON how many of us to expect.)



*willow  
springs*



*feb  
24-25*

ALFAS ROMP AT WILLOW SPRINGS  
VINTAGE RACES

by Dave Vegher

The Vintage Auto Racing Association's event at Willow Springs last weekend was an Alfa Romeo romp. The drivers and cars were: Marnix Dillenius in his 1750 TZ, Scott Gray (who runs in our Time Trials) in a 1600 GTA, Tom Hines in his right-hand drive 1600 GTA, Dave Vegher in his 1750 GTA and Jerry Rosenstock in a stock 1600 GTA.

Morning practice on Saturday was uneventful. The Alfas were all running like they were on rails, with Marnix' TZ at the front of the pack. In the afternoon came the 2 hour Vintage World Manufacturer's Championship Enduro Race. This race involves teams of 4 cars of the same make running the race in a series of relays. Each driver takes a 12 lap turn and then pits. A runner tags the car just in and runs to tag the next car on the team which is waiting to go out on the track. The trick is to have 4 cars which qualify for this particular event and can run quickly and reliably around the course. As it came about, the Alfa team of Vegher, Dillenius, Hines and Gray took it to all the other competition and won the race outright. This was quite a feat, since we were pitted against the likes of the Porsche team which had two 904 GTs on it; the Ferrari team which had three short wheel-based Berlinetta 3.0s and a 1964 GTO valued at over \$150,000; and also big bore 350 GT Mustangs and a 427 Cobra which were on the Ford team.

On Sunday there were Australian Pursuit races which nobody knew who won or placed in. These races were followed by the best racing of the

weekend—the scratch races.

The 22 cars who were left were equally divided into two categories: cars with laps times under 1 minute 50 seconds and cars over 1 minute 50 seconds. The Alfa Team of Saturday was equally divided in these races, with Scott Gray's and Tom Hines' GTAs running in the 1:50 and over group and Marnix and Dave running in the 1:50 and under group.

Tom and Scott's race was great! The Alfas started side by side on the 4th row. When the flag dropped, Tom shot from his 7th place position to 4th place. He advanced his place one more time by passing a big DB Aston Martin on the back straight. Tom stayed in this position until the end of the race, finding it impossible to advance on a full race-prepared Bug-Eyed Sprite and an equally prepared Ferrari SWB. Tom drives his car to and from the race track and runs on street tires—not too bad, huh?? Scott, who was a little further down the pack with his almost stock GTA, drove superbly. He passed a couple of cars and then drove like a madman chasing an old sport racing Renault. He tried lap after lap but the Renault was too fast down the straight for Scott to get by. Finally, on one of the last laps coming into Turn 1, Scott out-braked the Renault, drove deeper into the corner and passed the car. The group of Alfa nuts gathered at Turn 1 went crazy. In that race Tom finished 3rd and Scott finished 5th.

In the second race the Alfas were up against some formidable competition. One of the two Porsche 904s was gridded first, then 3 GT 350 Mustangs in full race form, then a 289 Sunbeam Tiger, a formula car, a

Cont on Page 5



Cont from Page 4

Porsche RSK 2.0, a Sports Racer, and, finally, the Alfas of Dillenius and Vegher at the very back of the pack.

When the flag dropped Vegher swerved to the left with Dillenius following closely. They dove inside of 4 cars going into Turn 1 and then passed another on the outside of Turn 2. Entering Turn 3 they passed another car, but then the ability of Dillenius started to show and coming out of Turn 6 Vegher waved him by. Dillenius continued to catch the leaders and he finished 3rd, hard pressing the 350 Mustang who finished

2nd. Vegher held onto his position and finished a respectable 5th behind another 350 GT.

All in all it was a super weekend. All the Alfas did much better than the organizers expected and they ran perfectly. AROSC members were there in strength with about 20-25 people from our club. The Vintage Auto Race at Willow Springs is here to stay.

P.S. Be at Riverside for the I.M.S.A. 6 Hours Race of Manufacturers and also for the H.M.S.A. (Historic Motor Sport Association) races which will be held that weekend.

## BEST DRIVER Challenge



by Sally French

The Santa Barbara Alfa Owners have issued AROSC a challenge to determine the best driver in Malibu Grand Prix cars. So mark March 25th and April 1st on your calendars.

On the 25th we will meet at 8:30 AM at the Malibu Grand Prix in Northridge. Their address is 19550 Nordoff. This is the run-off date and a little practice for the big event on April 1st. (Place to be announced at the March general meeting and again at the Malibu Grand Prix on the 25th.)

Sign-ups were taken at the February general meeting and so far we have 18 sign-ups for 10 positions plus some alternates. There is still room for more, and it promises to be a fun event for all.

Some of the basic rules are as follows:

1. Ten members will be selected from each club, two of which shall be women. In addition, there will be two extra standby drivers in case a regular driver can't compete.

2. Each driver gets ten laps around the track-NO practice laps.
3. Drawings will be held for car selection and run order. You will drive two cars-each for five laps.
4. Winners will be declared on two basis. The top five times of each driver from each club will be added together. The club with the lowest time will be declared the winner. In addition, the fastest driver from each club will race an additional three laps to determine the fastest driver. The slowest driver will also receive a trophy.
5. All spectators welcome.

This was just a general description of the rules. For complete rules and/or more information please contact me at (213) 546-1530 and I will be happy to send directions, ect.

See you all at the March meeting and then at the Malibu Grand Prix.



# TIME TRIAL REPORT

DIRO ALFA ROMEO TIME TRIAL



by Dave Vegher

Riverside International Raceway was a scene of unbelievable beauty the day of February 3. All the mountains surrounding the track were covered almost to their roots in new-fallen snow. The weather was crystal-clear, crisp and perfect for going FAST!! However, many entrants who prepaid, 31 of them to be exact, did not show because of the threat of rain. Tough luck, guys, because you missed the best day I've ever seen at RIR.

Morning practice was interesting. The track was drying but still slippery. Spin-outs were surprisingly few, but twitchy cars were the major topic of discussion at lunch. Andy Steben had a particularly sobering experience when he got it going too hot into Turn 5 and banged the wall with his beautiful GTV. The car limped back to the pits and ran later in the day. I myself hit a puddle going into Turn 7 with my brakes full on and spun out going 85 mph over the hill to the outside at Turn 7. Lo and behold! Back in the pits my left front tire went flat and stayed that way.

In the afternoon, the track was dry and fast. Lap times came down even further when the timed laps started. Tom Hines, driving the hell out of his right-hand drive 1600 GTA, took a Top Time of Day by going 2 seconds faster than he went last time out. Don Jaharis ran well with his new Duetto. Bill Henry, driving like a man possessed, flew to a class win in "D" in his super-fast Alfetta GT. Rich Washington, who thought he got away from Henry in Class E, found himself moved up into Class D, since he was the only "E" car running,

drove like a strong "D" car to take second place in that class. Way to go, Rich. Phyllis Gaylard trophied, taking a third place. It was good to see another GTA out there being driven by owner Scott Gray and his friend Rocky "TZ" Chisholm. Bob Meadows, Allan Gott and George Vrtiak also competed with less than 1.5 seconds separating them. In the combined classes of "F" and "G", Charlie Thieriot went faster than he's ever gone before with a super-fast time of 1:56.76. Remember Andy Steben who crashed in the morning? Well, Andy pulled out his fender during lunch break, pulled on his belts tight and turned in a super time of 1:59.23. It takes guts to do something like that, Andy. Dan Bernstein rolled to a slightly faster time than his last time out. Raul Perez bettered his time with his 2 litre "Red Salsa Special", formerly the "Green Hornet".

Hopefully we will see all our novices again. They included Rocky Chisholm, Scott Gray, Andy Steben, Mark Moran and John Ireland.

My thanks go to Diro Alfa Romeo, our new exclusive Alfa dealer in the South Bay, for sponsoring this Time Trial. Remember these dealers when you buy your parts; without their support we couldn't hold this type of event.

I would also like to thank all the people who worked the event, such as Tom Hines, Nancy Vegher, Dan and Sue Bernstein, Charlie Thieriot, Phyllis Gaylard, Allan Gott and anyone else who participated.

It was a safe event; everyone was really jazzed and looking forward to June 16, 1979. See you there!

See you there!







AROSC TIME TRIAL #1  
 SPONSORED BY  
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 RIVERSIDE-SHORT COURSE  
 FEBRUARY 3, 1979



(N) Novice

Class B	Dave Vegher	1750 GTA	1.53:57
Class C	Tom Hines	1600 GTA	1.49:70 <u>TTOD</u>
	Don Jaharis	1300 Spyder	1.57:31
Class D and E	Bill Henry	Alfetta GT	1.51:10
	(E) Rich Washington	2000 Spyder	1.56:87
	Phyllis Gaylard	2000 GTV	1.56:99
	Rocky Chisholm(N)	1600 GTA	1.58:03
	Scott Gray(N)	1600 GTA	2.00:08
	Bob Meadows	2000 GTV	2.00:59
	Allan Gott	2000 GTV	2.00:91
Class F and G	George Vrtiak(N)	Alfetta GT	2.02:77
	Charlie Thieriot	Alfetta Sedan	1.56:76
	Andy Steben(N)	2000 GTV	1.59:23
	Dan Bernstein	1750 Spyder	2.01:14
	Raul Perez	2000 GTV	2.04:34
	Mark Moran(N)	2000 Spyder	2.11:06
(G)John Ireland(N)	Alfetta Sedan	2.13:63	

## Angel's Flight RALLY

SUNDAY, APRIL 29 2:30 PM

A combined Gimmick and T.S.D. Rally. This is a LOW-KEY event; fun for Novice and Expert alike.

Entry forms will be available at the March General Meeting.

For further info, please call Ana Maria Gallo, Rallymaster, at (213) 648-3005 9-5 weekdays.





## Slaloms & Such

by Barry Klein

March 1979

For those of you that missed the February meeting, I have taken Joe Richardson's place as AROSC representative to the meetings held by the Southern California Council of Sports Car Clubs (SCCSCC) of which AROSC is a member. The council has various activities of which slalom-ing is one, and the first 1979 championship event is March 18. (Run order: AGQ BHP CIR MNS DJT EKV FLV) There will be a course walk at 8:15 AM and at lunch break.

Alfa Romeo's are categorized as:

### Stock Category

- Class "Q" over 1800cc
- Class "T" Sedans/Spyders under 1800cc
- Class "L" Single carb.

### Prepared Category

- Class "I" over 1800cc
- Class "K" Sedans/Spyders under 1800cc

### Prodivified Category

- Class "A" GTZ
- Class "D" Giulia Sprint GTA(1570)  
Spyder Duetto(1570&1779)  
Giulia Spyder and  
Sprint (1570)
- Class "F" Giulia Spyder (1962)  
Giulietta Spyder and  
Sprint (1290)

The Slaloms have recently been supported by 4 or 5 AROSC members. Each time we learn a little more about how our car handles. Although this coming event conflicts with another club activity, I hope each can be represented. For further info or questions I can be reached after 7 PM at (213) 790-6369.

## the IMSA 6 Hour

by Dave Vegher

Coming out of the garages of Veloce Motors West is a hopefully very competitive IMSA GTU Challenge car. The car is based on a GTA chassis formerly raced by Joe Lecario and John Norman in the old Trans-Am days. The car has been radically changed, using GTAM flares, doors and hood, all made of fiberglass. The wheels are 9x13" Campagnolos, just like the ones on T-33's. Brakes are vented, cross-drilled, 4 piston caliper Airheart units. The suspension is fully Heim jointed with double adjustable Koni shocks at all four corners. Ward & Deane racing springs and sway bar are used at both ends. The rear axle unit is out of a Chrysler being located with panhard rod. It has been shortened, decambered and has full floating hubs. This axle is driven through a Colotti straight-cut gearbox, which is incredibly strong and close-ratioed. The box incorporates a twin plate Borg & Beck clutch which is almost indestructible. (It's the same kind used in Formula 1 racing). All of this drive line build-up is because of the 2 liter full race GTAM motor which is going in the car. It should have 220-230 BHP. The Lucas injection for this car was discarded in favor of the less complicated Twin Weber 48 DCOE Sidedrafts. All the glass in the car except the windscreen is plexi. The seat is a Scheel Nomex Racing Special and the gauges are all Stewart Warner except the tach, which is a 10,000 RPM Telltale Jones Motorola unit. A dry break system is employed to insure quick pit stops. The proposed weight of the car will be about 1800 lbs.

This is a first class effort with the support of the likes of Tom Hines, Design; Dick Gebhardt, Team Manager; Dan Bernstein, Electric;





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Song, cont from Page 2

The Song Goes On. I would like to propose an AROSC caravan down to the National Convention in August.. and a VERY SPECIAL TOUR, to the Historic Auto Races in Monterey the following week. Now folks...I'm not just talking ten to fifteen cars, I mean, a VERY SPECIAL TOUR...like thirty to forty Alfas. A Tour from Los Angeles to Monterey that will turn the song of the Alfa into a symphony. Until next month, John, Alana, Doggy, and Marccello.



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IMSA Cont from Page 8

Allan Gott, Andy Steben, Don Johnson, Mike Sperry and, also, Dave Vegher, wrench and owner. Financial help has been provided by Bill Winn Clothiers of San Marino, Auto Dealers Supply of Glendale, Logan Sales of Los Angeles, Swan Metal Stamping and, of course, Veloce Motors West.

So come out to RIR is April and see if the car can be a match for the Porsche 914-6's, Mazda Rx-7's, Datsun 240Z's and Porsche 911's. We promise to do our best.



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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:

Rick Clemente (Pres.) (213) 399-2541  
Sue Bernstein (Memb.) (213) 832-4764



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