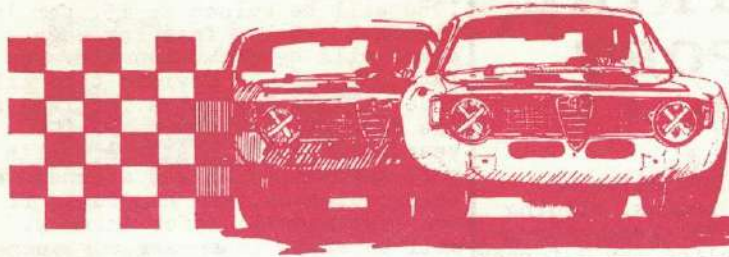


# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 19 NO. 2 FEBRUARY 1980 P.O. BOX 261, Los Alamitos, Ca. 90720

## at random...

by Dan Bernstein

I was delighted at the turnout for the January meeting at ARI, and I hope that the enthusiasm that prevailed will continue throughout the year. My personal thanks to Lou Liserani for another one of his fabulous slide shows. I also want to thank our host Mario Silvi, Margaret Hartley, and the rest of the people at ARI for their efforts and contributions toward making the meeting one of the best I have attended in recent years.

A final reminder regarding 1980 dues. The amount is \$30, and must be received by AROSC by February 29th in order for us to be able to comply with the national "drop" date of March 15th. Those of you who fail to renew by this date could miss some issues of the national newsletter.

About the Long Beach Grand Prix tickets. An order form is included in your newsletter. For those who have reserved tickets with a \$10 deposit, payment in full is due by February 22nd. Other orders accompanied by payment in full, will be accepted until the supply of tickets runs out. Ticket orders will be accepted at the February 22nd meeting at Alondra Park.

In response to the many questions regarding technical help. The tech sessions at the monthly meetings continue to be an excellent forum for the discussion of "car trouble". So bring your tech question to the monthly meeting and help yourself and possibly another club member.

((continued on page 4))



## CALENDAR OF EVENTS

Feb	22 Meeting, Alondra Park
	24 AROSC Rallye
	26 Board Meeting, Bernsteins
	28 Alfacionada articles due
March	1-2 VARA Historic Auto Races, Willow Springs
	21 Meeting, Alondra Park
	28-30 Long Beach Grand Prix
April	2 Novice drivers meeting, Veloce Motors West
	12 AROSC Time Trial, RIR



# TIME TRIAL REPORT

by Dave Vegher

Entering turn 9 at 120 miles an hour, tapping your brakes, sliding the gearshift into 4th gear, stomping on the gas, feeling the G forces as you sweep along the banking, your Alfa grabs the pavement, exiting the corner as it flattens out coming within inches of the wall, and then screaming into your helmet with sheer delight as you receive the checkered flag at start/finish. All of these sensations blend into a kaleidoscope of feelings and emotions that can only be experienced in a car at high speed.

They can be experienced by you. Four times this year AROSC is going to put on high speed events at Riverside International Raceway. All Alfa models are represented at the track, from 750 Spyder Veloces to hopped up 1979 Sprint Veloces. All that's required is a desire to learn, an ability to concentrate, and a respect for other drivers on the track. You notice I didn't say "go fast", that's because when you concentrate and assimilate the proper path, you automatically go fast.

This year we are going to require all novices and first time entrants to attend a pre-time trial orientation session at Veloce Motors West, Wednesday, April 2nd, 1980. The meeting will start at 8:00 p.m. All the first time people or first time novices MUST attend this meeting, or they will not be allowed to enter the first time trial on April 12th, 1980. Before you come to the meeting you should have your 2 1/2 lb. fire extinguisher, lap belts and shoulder harness, helmet (with a 70 Snell sticker), and gloves. The meeting should last

two hours, and I guarantee you will not be bored. License fees for 1980 will be raised to \$5. per individual. Entry fees for each event will be \$25., and \$30. for late entries. A revised time trial code will be available for free at the February meeting. The 1980 year will be the best ever, with more participation and attendance, larger classes, and hopefully if we are listened to, safer drivers. I will be happy to answer any questions at my shop, (213) 539-0700. See you at the February meeting.



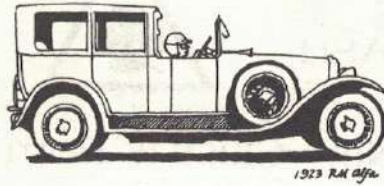
ALFA ROMEO GTZ



*Grazie!*

Mario Silvi

and everyone at ARI who made our January meeting such a wonderful event! We especially want to express our appreciation for all the outstanding door-prizes, Alfa journals, calendars and tickets.



1923 RA Alfa

# AROSC RALLYE!

by Rick Alvin

Oh really...A rallye...All right!!!  
Yes! Yes!, my friends, the rumor is  
TRUE, there really is a rallye. So,  
its time to find your maps, repair  
your watch, sharpen your pencil and  
your mind, and prepare yourself for  
the 1st Annual First Rallye of the  
Year rallye of 1980.



Before you read any further, go  
directly to your calendar and mark  
off February 24th, 1980, the DAY  
of the rallye. This rallye is very  
secret, so secret infact I can't  
even tell you that it will be a  
Grand rallye with gimmick and TSD  
legs, and perhaps.....So, for  
further information, call Rick or  
Diane Alvin (and maybe talk to  
their machine) at (213) 374-9830.

p.s. ssshhhh...you'll hear more at  
the February meeting.

ALFACIONADA

# A R S C FEBRUARY MEETING

Your  
The Basic Alfa Romeo Tool Kit

This month at the February 22nd  
meeting, at Alondra Park, Dave  
Vegher and Charlie Thieriot (both  
renown Alfa Romeo specialists) will  
be on hand to help answer your tech-  
nical questions regarding your  
Alfas.

Mr. Vegher, and Mr. Thieriot will  
also be discussing your "basic  
Alfa Romeo tool kit", or what you  
should own and carry in your car,  
if you want to get from here to  
there. Be there. You owe it to  
your Alfa!



## Date Change....

Don't Miss The Meeting!!!!

Due to the scheduled date of the  
Long Beach Grand Prix, the AROSC  
March meeting will be held the  
third Friday of the month. See  
you all at Alondra Park, March 21st.



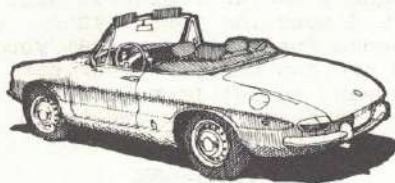
At Random...  
(continued from page 1)

The possibility exists that we will open a new competition class in our time trial program. This will be a showroom stock class for late model cars. The idea being that unmodified EPA/ARB legal cars competing only against each other, would afford owners the chance to have fun with only an investment in safety equipment. Watch your newsletter for further developments.

First fun weekend of the year is coming up March 1st and 2nd at Willow Springs. Get yourself a room in beautiful downtown Lancaster and plan to spend the weekend watching the Alfa Romeo Team of GTZ's and GTA's compete against the immediate universe in the VARA Historic Auto Races.

The program for February will be a tech session. It will be aimed at maintaining your street car and coping with breakdowns just outside of "East Resume Speed".

See you all at the February meeting.



**1980**

## Dues are Due

Send your dues in NOW! Not tomorrow, but TODAY!! Do not send them to National, but DO send them to AROSC, P.O. Box 261, Los Alamitos, CA, 90720, attn: Sue Bernstein. Fees are \$30.00 for the year and include your spouse. Don't wait until you do not receive your newsletter! Do it Today!

ALFACIONADA

**FLASH:**



## A New Class is Born !

by Dave Vegher

The newest, hottest class in SCCA racing has now hit the AROSC time trial circuit, Showroom Stock. Any Alfetta or Spyder produced from 1976, and on, can compete in the new class as long as it is fully EPA legal. By this I mean, the engine still has a smog pump, restrictive exhaust headers, and a catalytic converter. Alfetta GT's, or Sprint Veloces will be required to run a maximum tire size of 185 x 70HR 14 inch tire. Spyderys and sedans can also upgrade their tires to 185, or 195 sizes using stock rims (cast alloy or steel as long as its Alfa produced and 5 1/2 inches in width). 1976 cars can retro fit the larger catalytic converter. Other than this, boys and girls, the cars are to be stock.

Alfa Romeo is fully behind this project, and will present a fantastic trophy to the year-end points winner. Dealers are welcome to try their hand at this competition. Let's make this class go over big, and strengthen our bonds with Alfa Romeo Inc., and the dealer network.



**PAGE 4**

# LBGP

Now is the time...this is your LAST CHANCE to get your money in, to reserve your seats, for probably the most thrilling, fabulous, fantastically exciting, and amaaazing event of world class F-1 racing for all of 1980...the Long Beach Grand Prix!!!!!!!!!!!!!!!!!!!!!! Racing is in the air, the tension is building rapidly, the track is dry, the drivers are anxiously anticipating the greatest race of the year, and YOU can be there sitting in the best seats on the course... Only if you get your reservation in NOW!!! Okay, now here's how to order YOUR tickets...All monies for tickets are due at the February 22nd, 1980 AROSC meeting at Alondra Park. Payment in full, is due at this meeting, for those of you who are placing new orders, and also for those people who have already made an earlier deposit for seats. If you are not planning on attending the February meeting, tickets may be ordered by filling out the order blank below, and mailing (if your one of those who has faith in the Post Office) the form and check or money order, made payable to; AROSC, to:

AROSC  
P.O. Box 261  
Los Alamitos, Ca. 90720



(All mail orders must be received no later than February 22, 1980)

PRINT CLEARLY!

NAME \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY, STATE & ZIP \_\_\_\_\_

PHONE NUMBER: A/C (    ); # \_\_\_\_\_

I want: \_\_\_\_\_ Adult tickets at \$45.00 \$ \_\_\_\_\_

\_\_\_\_\_ Junior (14 & under) tickets at \$30.00 \_\_\_\_\_

\_\_\_\_\_ Adult garage passes at \$7.50 ( Juniors free) \_\_\_\_\_

Total Cost \$ \_\_\_\_\_

Check One

Mail my tickets to me. I have faith in the Post Office and understand AROSC will not be liable if tickets are lost in the mail.

I will pick up my tickets at the March meeting.

Signature: \_\_\_\_\_



## TECH TALK

by Dave Vegher

A lot of people have asked me to write a short essay on a topic that most take for granted; oil changes. The Alfa Romeo engine is an exceptional piece of fine Italian design and machining. I don't believe any other manufacturer (except for Ferrari) races engines that use almost entirely production line components. What all this means is that the clearances, tolerances, fine working mechanicals that make up the Alfa engine's innards require special care. This care starts and ends with the oil which is poured into the engine, and the oil filter which purifies this oil.

Most engines I rebuild have around 100,000 miles-plus on them. Engines that have had their oil and filter changed religiously are in excellent condition, aside from worn out rings, ring lands, and poor valve guides. In fact many of the soft cranks (1300, 1600, 1750) don't require to

be ground undersize. On the other hand, the engines which have been neglected show wear everywhere; piston skirts gall, rings are broken, bearing material has been pitted and gouged by impurities, and deep scores are evident in the crankshaft and cam bearing journals.

The condition of your engine depends largely on you, the owner. I firmly believe that your oil and filter should be replaced every 2,500 miles. This goes for late spyders, and 116 models as well. Use the best oil you can buy. I prefer Kendall GT-1, but it is difficult to come by. Castrol 20-50 GTX would be another choice, while Valvoline Racing 20-50 is very good. Either buy your spin-on filter (2000) only from your local dealer or from your nearest parts store (it's a Fram Ph-7). The spin-on wrench I use is available from Snap On Tools, its part number is Blue Point YA-341.

(continued on page 12)

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ALFACIONADA

PAGE 6





## the SONG of the ALFA



by John Ireland

For years and years and years and years I've watched bank commercials on television and wondered what I would do with a free safety deposit box. I don't own gold, I don't guard the family jewels, I've never seen my birth certificate, I haven't written a last will and testament since I was thirteen and Judy Bruckner said she wouldn't marry me, so what could I put in a free safety deposit box?

My Alfa Romeo service records. If I had a safety deposit box. If I could find my service records. I saw them in December when I thought of writing a 35,000 mile owners report on Marcello. They were right over there, in that stack of stuff. And then they were gone. Luckily Hector has his copies, but that doesn't cover the warranty work of the first year. (And a busy year it was).

I just looked in another pile of stuff, but no luck. So, while Hector makes copies, I'm going to postpone the owners report until next month, and offer you instead, an unscheduled journey. A trip in which you pick the day, and follow my instructions.

AROSC's calendar is loaded with things to do and some of you will do some of them and some of you will do all of them and some of you will do none of them. But, in fact, all of you will not do all of them. Call this event an "At your convenience tour". Last February ('79), twenty four fellow AROSC members made the journey. Looking into my crystal ball, I suggest that March 8, 9, 15 or 16 as the primo days you should

try making it. The air should be "cold", the mountains capped with snow, the sky filled with clouds of all shapes. Rain will keep the air clean and the hills green. And you should make sure that your top doesn't leak, that your brakes are good, and that a good friend or lover is in the passenger seat. The maps you carry should cover L.A. County, Ventura, Santa Barbara, Simi Valley, and a little north to be safe. A call to the Auto Club of So. Ca., will get you a gasoline/service station availability in these areas and I've found them accurate.

Pack a picnic lunch if the weather looks good, but leave room to snack along the way. And check out any other Alfas you see on the way, it may be someone you know. So, with a full tank of gas and a full thermos of hot chocolate and a heart full of romance and adventure, beat the Santa Monica Pier at 8:00 a.m. Walk the pier and look at the ocean. Look back at the land, at the towering cliffs of Santa Monica, the palm trees peaking above like waving hands wishing you a good journey. No later than 8:30 a.m., hit the road and begin with Instruction #1.

(cont. on pg. 8)





1. Warm your oil heading North on Cal 1 (Pacific Coast Highway). Don't bust the speed limit. Yet!
2. Turn right on Malibu Canyon Rd. Settle in, we've got a long way to go. And so does your Alfa.
3. Turn left on Mulholland Highway. Take a detour and check out the village of Malibu Lake. You'll find it on the left. Seek and you shall find, then continue as you were on Mulholland.
4. Turn right on State 23 (West Lake Blvd.). Pass through the town/community of West Lake, crossing the Ventura Freeway.
5. Left on Thousand Oaks Blvd. Gas up along here if you have less than 1/2 a tank, and fix whatever needs fixing. Last year Sel Ramsey fixed his brakes at a service station that let him use their lift. DON'T EAT along here, it's too early. (Okay, a donut if you're starving, but only one).
6. Right on Moorpark Rd., and follow signs directing you toward the town of Moorpark. Practice following apexes and setting up your suspension load as you enjoy the scenery.
7. (this instruction may be redundant because of new signs)  
Left on Tierra Rejada Rd. And right on Moorpark Rd. after that.
8. Left on Highway 118.
9. Right on State 23 (Moorpark Ave.) and after "about 11 miles" (give or take a half a mile) look for Bardsdale Ave. It's hard to see.
10. Left on Bardsdale Ave.
11. Right on San Cayetano St.
12. Left at first Stop sign. (if applicable, try necking in an orange grove for five minutes).
13. Left at first Stop sign. This may or may not be marked with a name at the intersection but you should, down the road after you make the turn, find you are traveling on A Street.
14. Left on State 126 (Ventura St.). After about 14 miles, you'll be approaching Santa Paula. Think of this tour as a long distance race. Be brisk, but cautious during this stretch. As you approach Santa Paula, State 126 bends to the left, but you should bear right again to reach Main Street.
15. Continue on Main Street to State 150 (10th St.).
16. Right on State 150 (10th St.) and go about 15 miles. Try putting it together a couple of times on this stretch. Not fast and hard, but quick and smooth.
17. State 150 will become East Ojai Ave. (and later West Ojai Ave.).
18. Now you are in the town of Ojai. Park and get out of the car and walk around a block, any block that looks interesting. Ojai is a pleasant combination of farmers, artists, ranchers, yogi people, and a few rock stars. They need an Alfa Dealership. Even a used one. And fill the gas tank if you didn't earlier and are under 1/2 tank. And check the oil and coolant and tire pressure. And fill up your thermos. After about 45 minutes, you should be ready to get back on the road.
19. Go west on State 150 (West Ojai Ave.). It joins up with State 33 for a while, so be sure you are staying on 150.
20. Right on 150 where it separates from 33. Sign says Lake Cañitas. This can also be a good aggressive stretch, but always look out for sightseers and a bicycle race. Keep your eye open for the 4S Organic Berry Farm. Stop and shop if the mood strikes you, then continue on State 150 to State 192. The later part of this stretch gets very English.



21. Right on State 192
22. Right on State 192 when it becomes Linden Ave.
23. Right on State 192 when it becomes Nidever Rd., which becomes Foothill Rd.
24. Right on State 192 when it becomes Toro Canyon Rd. Continue on 192 when it becomes East Valley Rd. (Toro Canyon turns to the right).
25. Continue on 192 (East Valley Rd.) as it passes through this suburb of Santa Barbara, called Montecito. Check out a small little old Spanish Mission you'll pass on your right. Don't try to rush through this section...take your time and enjoy it.
26. Continue on 192 (it has some name changes, including Cayote Rd.) This part will be "so-so", with bright spots from here to instruction #30...but it won't take long.
27. Right on State 192 at intersection with State 144. (192 becomes Stanwood Dr.).
28. Right on 192 when it is called Mission Ridge Rd.
29. Right on 192 when it's called Foothill Rd., and continue to State 154.
30. Right on State 154 (the San Marcus Pass). And HAVE FUN but DON'T GET CAUGHT.
31. As you climb toward the top of the Pass, keep your eyes open for signs directing you to the Cold Springs Tavern. It's a detour but worth it for a leg stretcher and a beer.
32. Get back on the San Marcus Pass, heading North.
33. Left on State 246. Brisk and straight, but don't short change yourself and miss the landscape. If Cold Springs Tavern wasn't your cup of tea, look on the right for the little town of Santa Ynez. Edison St. was the one I took, and depending on your taste and style, this is a great little town to take your camera to. Drive or walk around the streets, go even deeper up some of the roads...but eventually return to State 246 and continue the journey West. (That's a right turn.)
34. Solvang, now here is a place to have a pastry pig-out. But don't if your saving yourself for dinner. Buy something and take it home if you must, but save your appetite. I guess I'm getting old because the only thing I like to do at Disneyland is sit down. And while I don't think I'm ready to live in Solvang, it, like Disneyland, is a great place to sit down. It's also a great place to gas up. A full tank here will get you home...unless you live in Arizona or San Diego.
35. Getting hungry? Well hang on and get back on State 246, going West. Pass Highway 101, and continue to State 1.
36. Left on State 1, and head South. If traffic allows and guts are guided by brains, get-it-on. This is what your Alfa has been waiting for. When you run out of State 1, you'll be at 101.
37. South on 101...this should be your first foot of Freeway since leaving the Santa Monica Pier. Take 101 South to Santa Barbara and get off at State Street. Top up your tank and check your car's vitals. It should now be between 3:00 p.m. and 5:30 p.m., depending on your speed and how much time you spent at rest stops.
38. This is where the tour ended last year. And yet it isn't over. State Street is the main drag of Santa Barbara. And heading away from the ocean about 12 blocks on State Street, park and go for a walk, or visit the Santa Barbara Mission (it's not the one you passed earlier). Or go down to the beach and stretch out on the grass. And here's what to do about food.



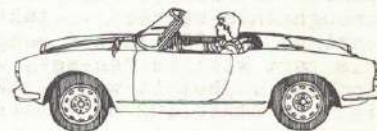
The Song of the Alfa  
(continued from page 9)

Good Italian Food can be had at a reasonable price from Mom's Italian Village at 421 E. Cota Street. (805) 965-5588.

Good Italian food can be had at a reasonable price from Mom's Italian Village at 421 E. Cota St. 965-5588 Across the street from Mom's is my personal favorite, Arnoldi's. Get the T-bone, (it's really a Porter-house) and dig in. Prices are a little more, but still not outrageous. Joe's Cafe on State Street is also a must.

BUT THE BEST BUY IN THE WORLD FOR FOOD, is just South of Santa Barbara, in Summerland. Take 101 South and look for the Summerland off-ramp. On your left is the Big Yellow House. You may have been to one down here, but this one is the original. It's all you can eat for somewhere between \$5 and \$6.50 per person, not including dessert and beverages. And I mean, all the salad you can eat, and all the soup you can eat, and all the fresh cornbread with honey-butter you can eat, and all the ham and/or chicken and/or Yankey Potroast you can eat (you get your choice of two), and all the vegetables you can eat (you get two), and you will be stuffed. Unless you left room for their home made pies (which are extra). Now you should be stuffed. I mean STUFFED! And happy.

To get home, head south on 101. If you live at the beach, take State 1 South when you get near Oxnard. If you live inland, stay on 101 until something looks familiar. Either way, you should be pulling in your driveway in about 1 1/2 to 2 1/2 hours, depending how far South you have to go.



I hope a lot of you try this. It will be fun to see if we run into each other. (Not literally). Even with the price of gasoline, I feel that by the end of the day, you'll feel you've had a weeks vacation, and at a fraction of the cost. If you have a stereo cassette deck, load it up with your favorite driving music. And your Alfa will love you for the ride. The roads are often pure Italian, and at the worst, French. And except for the ride home, it's almost no freeways. You'll find twisty two lane black top, and great sweepers, and long narrow straights, up hill and down hill, fields of flowers, green pastures, and horse ranches and fruit stands and old stone walls. Roads built with the same artistry as found in every Alfa Romeo.

John, Alana, Doggy, and Marcello.







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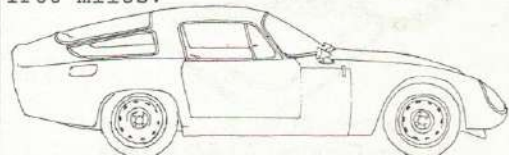
PAGE 11

Tech Talk  
(continued from page 6)

Always wrench on your oil filter, as the 2000cc engine's harmonic vibrations tend to loosen lightly spun-on filters. At best, this results in a big mess and inconvenience, and at worst, a seized engine. Remember to wrench on your filters. The drain plug for your engine requires a 27mm socket or wrench for removal. Try to replace the copper washer on the drain plug, every time the oil is changed, as this is your plug's seal. Warm your engine up before you drain the oil, this will help facilitate easy and complete draining. Use a 10 qt. drain pan to catch the oil. An easy way to dispose of the oil is to use two 1 gallon plastic jugs (the kind milk comes in). Pour your old oil into these jugs, and dispose of it properly. After you pour in your new oil (7 1/2 qts.), start your engine, and let it idle until the oil pressure assumes normal readings. Shut off the engine. Check your dipstick reading and add oil as required. Remember there is a

2 quart span on the dipstick between min. and max. So, when its half way between min. and max. you are one quart down. Alfas use oil, so check the level every other gas fill-up.

At the same time that you change your oil and filter, check your fan belt for proper tension and cracks. Check and fill your clutch, and brake reservoirs. Check all hoses and connections for leaks or abrasions. Check your coil connections and blow out your air filters. Look over your engine for leaks. If everything looks good, be confident it will run another 2,500 trouble free miles.



## and the winner is....

### 1979 Year-end Awards and Trophies

#### Year-end Overall

- 1st Dan Bernstein
- 2nd John Samson
- 3rd Tom Hines
- 4th Tom Lipkis
- 5th Dave Vegher (tie)  
Andy Steben



#### Rallye

- 1st Tom Lipkis
- 2nd Robert & Linda Perales
- 3rd Dan & Sue Bernstein
- 4th Rick & Diane Alvin
- 5th Rick & Ricky Clemente
- 6th John Samson

#### Time Trial

- 1st Andy Steben
- 2nd Tom Hines
- 3rd Rich Washington
- 4th Dan Bernstein
- 5th Kent Jamison
- 6th Phyllis Gaylord
- 7th Charlie Thieriot
- 8th John Samson
- 9th Tom Lipkis
- 10th Bill Kohl



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- 1965 Alfa Romeo Sprint Speciale, red with charcoal gray interior. Absolutely perfect. 1979 AROC National Best of Show. Many major concourse class wins. \$12,500. Please call Jack Becronis (213) 449-1665.
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Date April 12, 1980 Track Short Course

Schedule 7:00 - 7:15 All Novices in line for TECH INSPECTION  
 7:30 - 8:15 All others in line for TECH INSPECTION\*\*\*  
 8:30 - 8:45 Drivers' 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 April 8 (received by AROSC)  
 Late Entry Penalty Fee - \$5.00 per driver  
 \*\*\*Late Tech Penalty: your fastest lap will be disqualified

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 pts. \_\_\_\_\_  
 I must file a new class sheets because I have made modifica-  
 tions since completeing the last for. YES ( ) NO ( )

I understand that my entry fee is NOT REFUNDABLE and I will abide by the rules of the AROSC Competition Code.

Driver #1 \_\_\_\_\_ Driver #2 \_\_\_\_\_ Date \_\_\_\_\_

Please return this form with entry fee. Make checks payable to AROSC.  
 Send to: Nancy Vegher  
 2012 W. 234th St.  
 Torrance, CA 90501



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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 \$30.00 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 P.M. For more information call:

Dan Bernstein-Pres. (213) 832-4764  
Sue Bernstein-Memb. (213) 832-4764



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