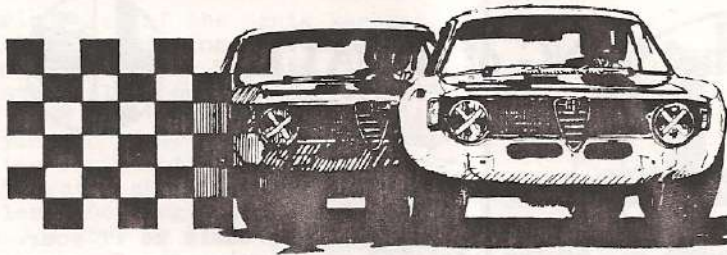


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 19 NO. 7

JULY 1980

P.O. BOX 261, Los Alamitos, Ca. 90720

at random...

by Dan Bernstein

My compliments to Gary Fortner of Jafco Turbo for an excellent talk on how to turbocharge your fuel injected Alfa. His presentation, the highlight of the June general meeting, was well received, and judging by the number of questions, was of considerable interest to the audience. Thank you again Gary for a good program. As long as I am on programs, the program for the July general meeting will be on car care. Rick Harmon, representing Meguiar's products, will offer up a variety of tips on how to keep your Alfa beautiful.

At about this time of year the incumbent board of directors starts to think about next year's board. To that end, let me solicit volunteers. The three most demanding positions are editor, membership chairperson, and program director. The consequences of not filling these positions should be fairly obvious. Therefore, anyone out there in Alfoland who is interested in one of these positions, or any position on the board, contact a board member IMMEDIATELY!!!

For anyone who would like to enjoy an interesting weekend in Portland, Oregon, plan to attend the HMSA classic car races there on Satur-

day, July 19. Dave Vegher, Scot Gray, Rocky Chisholm and Mike Sperry of AROSC are entered. Additionally two TZ's from northern California will also be entered.

For those who like to plan ahead, there will be no general meeting in August. This meeting has been cancelled because of conflicts with the classic car races at Laguna Seca on August 23rd. Instead of the general meeting, there will be an outing at Will Rogers Park on Sunday, August 10th. Coupled with this outing will be our second concours of the year. Start polishing those cars again.

(continued on page 3)



CALENDAR OF EVENTS

July	25	Meeting, Alondra Park (Meguiar's; Car care)
	29	Board Meeting, Becronis'
August	10	AROSC Concours & Picnic Will Rogers Park
	23	HMSA, Laguna Seca
	26	Board Meeting, Bernsteins
Sept.	20	AROSC Time Trial, RIR (Can-Am course)



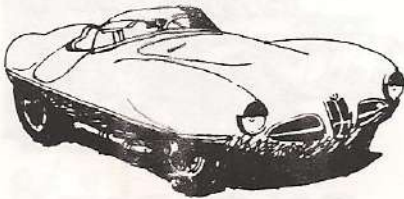
the SONG of the ALFA



by John Ireland

After only two practice laps Marcello's low oil pressure was giving me high blood pressure. I pulled into the pits and called it a day. Five hundred and fifty dollars for new CN 36 tires and only two laps. Four hundred dollars for an oil-cooler and only two laps. Well, so much for victory. Let's look to the future.

The July meeting will feature Rick Harmon giving a program on the care of your Alfa's finish. Rick earns his daily bread preparing cars for concours, and his program will be just in time for AROSC's second concours of the season. If you missed the one in May, don't miss this one. It's scheduled for August 10th, (Sunday) at Will Rogers State Park at 14253 Sunset Blvd. That's in the Santa Monica Mountains between Bel Air and the ocean. If you need directions call the Park (454-8212) or call me.



This will be more than a Concours, it will also be our summer party and picnic and softball game. So plan on joining us. Will Rogers' home is open to the public and it's a great experience to go through it. The park also has miles of hiking trails and a small wildlife/nature museum. Parking costs \$2.00 per car and is on a first-come-

first-get's-in basis so if your planning on entering the Concours, plan on arriving about 9:00 am so we can keep our cars grouped together in the prime parking spaces. And bring your lunch...but don't bring food that needs cooking because they don't allow fires due to the hazard in that area. Alcohol is o.k. however.



As your program director, let me remind you that there is no August meeting at Alondra Park. This is because of the Historic Auto Races in Monterey that weekend. We think that the party at Will Rogers on the 10th will make up for it.

LATE NEWS FLASH!!! Ralph Nadar announces that he has built the car of the future...a 1948 sponge rubber Studebaker.

Since this is an election year, I feel compelled to talk about cars in general and Alfa Romeos in particular, from a bio-socio-psycho-techno-eco-nomical perspective. The dynamics of nations, people, and individual personalities, is reflected in their material culture. The world is now in the midst of its second industrial revolution. Our love for cars indicates that we are part of the First Industrial Revolution...(the cotton gin, mass production, semi-free love, and

(continued on page 15)

at random...
(continued from page 1)

Chris Boles of the Santa Barbara club is organizing an outing for owners of Duetto Spyders. It is tentatively scheduled for Oct. 11, 12, and 13 at Yosemite. Chris is trying to reserve a block of campsites for about 25 people. Anyone interested should reply to Chris Boles, 406 King Court, Santa Paula Ca., 93060, or call (805) 525-0625.

For those planning to attend the races at Laguna Seca in August, motel rooms are rapidly becoming unavailable. I suggest trying Salinas for rooms immediately, or you may have to sleep along side the freeway.

See you all at Portland and Laguna Seca.



JULY MEETING

The July general meeting at Alondra Park will feature Rick Harmon, national distributor for Meguiar's Car Care products. The program for the evening will show you the right way to care for your cars' finish. It may mean extra points at the concours August 10th. The meeting starts at 8:00 p.m. See you there!



TIME TRIAL REPORT



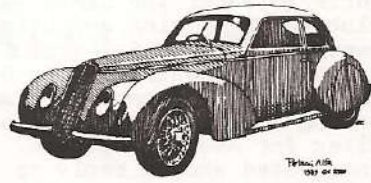
by Dave Vegher

The second time trial of 1980 was sponsored by Alfa of Santa Monica. The very famous NASCAR course of Riverside International Raceway was used for our entertainment. Only a week before did the likes of Cale Yarborough, Richard Petty and Bobby Allison race around the same course. Everyone in the garage area was excited because the last time we had run this particular course was over four years ago. The prospect of setting new lap records was more than within reach.

Twenty-eight cars entered the time trial this time, with almost 100

people getting out to the track. Battles in different classes shaped up around the normal participants. The TTOD "crowd" is growing with the addition of the killer street machines of Mike Sperry and Kent Jamison. Both of these cars don slicks at the track and instantly become super fast. Rocky Chisholm's twin-plug 1600 TZ and Dave Vegher's 1750 single-plug were both favorites, while Scot Gray's 1600 GTA and Dino Crescentini's P-7 shod 1750 twin-plug GTV were undoubtedly Dark Horses, but still within striking distance.

Conversation on Concours



by Jack Becronis

The success of an event such as Concours II at Will Rogers State Park can be measured by innumerable standards. One of these, perhaps less obvious to the casual participant is Spirit. The spirit with which an organization enters into an undertaking is like a fragile thread which connects all those who participate, easily broken if not attended to with care. Our "organization" consisting of the concours committee, the AROSC board, the car entrants, judges and spectators have responded with a spirit of caring, cooperation, enthusiasm and attention to the interests of the group which has elevated the spirit of this event into a bonding rope. You are to be congratulated.

Below are a few scenes from Concours I...

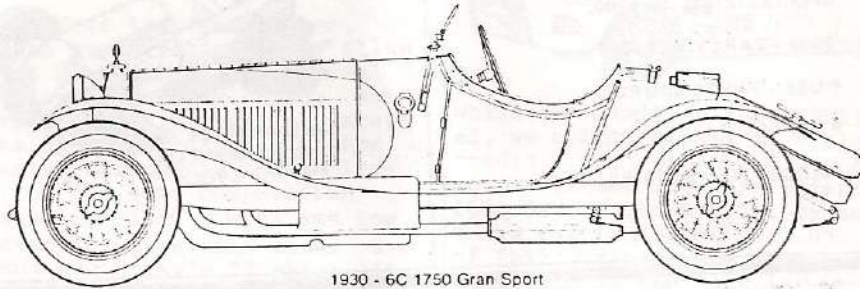


PAGE 4



Concours d'Elegance

AUGUST 10th



1930 - 6C 1750 Gran Sport

ENTRY FORM

Alfa Owner _____

Address _____ Phone _____

Alfa type & Model _____

Year of Alfa _____ Engine/Chassis Number _____

Restoration or modification work by owner, if any? _____

Professional restoration or modification, if any? _____

Prizes won & date(s)? _____

ENTRY FEE: \$5.00 POST ENTRY FEE (after August 5, 1980): \$6.00

Make checks payable to AROSC and mail to: AROSC Concours
1558 Wembley Road
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John Ireland (213) 874-1445
Al Cortes (213) 970-0127

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PAGE 6

Time Trial Report

(continued from page 3)

In class D, Alan Ward, Art Canning, or John Samson could have walked away with class honors. The real scrappers of class E were all present and accounted for: Rich Washington, Dan Bernstein, Pete Stader, and the newcomer Rick Alfvín. Raul Perez and Mike Alaman are making some noise in this class also. In class F a very small blanket could be thrown of the times of Phil Guiral, Tom Lipkis and Andy Steben.

Anyway, after tech inspection, which was capably handled by Allan Gott and Dick Gebhardt, the real activities of the day began. Morning practice was uneventful except for the ever increasing heat and the early retirement of John Ireland from the days competition. The cause for John's woes was low oil pressure. The only other retirement was Rocky's TZ which liked 4th gear so much, it decided to stay there for the rest of the day.

The afternoon practice sessions prior to the timed runs were exciting as Dan Bernstein lost a cool-

ant hose in turn two, and exited the course correctly to save damaging his car. Dan got everything patched-up for his timed runs, so nothing but time was lost. Fast Phil Guiral also made life interesting by courting the walls at every corner. He finally spun twice, was black flagged, and told not to be so obvious.



While we're talking about Phil Guiral, we might as well give him some credit. Phil won his class by almost a second over the superfast 1600 GTV of Tom Lipkis, by setting a new lap record of 1:54.03. All of Phil's times were slower than Tom's, until the last lap when Phil really poured it on. Andy Steben came in 3rd, a little more than a half a second behind Tom. Charlie Thieriot's new P-6 equipped Alfa

(continued on page 11)



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AROSC

AROSC TIME TRIAL #2
SPONSORED BY ALFA OF SANTA MONICA
RIVERSIDE NASCAR COURSE
JUNE 14, 1980

(N) Novice

Class A and B	Dave Vegher	1750 GTZ	1:42.52	<u>TTOD lap record</u>
	(B) Scott Gray	1600 GTA	1:48.62	
Class C	Mike Sperry(N)	1600 GTV	1:44.11	<u>lap record</u>
	Kent Jamison	2000 Spyder	1:46.56	
	Dino Crescentini(N)	1600 GTV	1:49.39	
Class D	Alan Ward	2000 GTV	1:49.93	<u>lap record</u>
	Art Canning	2000 Spyder	1:51.89	
	John Samson	1750 GTV	1:52.97	
	Phyllis Gaylard	2000 GTV	1:54.19	
	George Vrtiak	Alfetta GT	1:56.27	
	Allan Gott	2000 GTV	2:00.26	
Class E	Rich Washington	2000 Spyder	1:52.32	<u>lap record</u>
	Pete Stader	2000 GTV	1:54.29	
	Dan Bernstein	1750 Spyder	1:55.45	
	Rick Alfvin(N)	1600 GTV	1:55.88	
	Raul Perez	1750 GTV	1:58.02	
	Mike Alaman(N)	2000 Spyder	1:58.07	
	Diane Alfvin(N)	1600 GTV	2:11.67	
Class F and G	Phil Guiral(N)	2000 GTV	1:54.03	<u>lap record</u>
	Tom Lipkis	1600 GTV	1:54.97	
	Andy Steben	2000 GTV	1:55.60	
	Bill Biggs	1750 Spyder	1:59.49	
	(G) Charlie Thieriet	Alfetta Sedan	1:59.53	
	Karl Blasius(N)	Alfetta Sedan	2:03.86	

Time Trial Report
(continued from page 7)

Sports Sedan ran beautifully. It was incredible to see how far his car leaned with everything stock except tires - it really handled.

In class E, the customary battle between Bernstein and Washington was primed by about three laps of spirited, but frowned upon, dicing in the warm-up session. However, Dan's new carbs weren't dialed in correctly and his top end suffered. Rich had all systems in great shape and he clicked out an incredible new lap record of 1:52.32. This was after he spun on his first lap in turn two. Way to go Rich. Pete Stader also drove well with a very good 1:54.29, and Rick Alfvn snuggled right in behind Dan posting a 1:55.88.

In class D the always fast and well prepared car of Phyllis Gaylard was driven by "Supersmooth" Alan Ward



to a new lap record of 1:49.93. Way to go Alan. Art Canning was second in his trusty yellow 2000 Spyder, with a very respectable 1:51.89 and John Samson knocked down a very good time of 1:52.97 in his aging street 1750 GTV.

In class C, the heavyweight "slick" boys Sperry and Jamison went at it. Only one could come out on top, and Mike Sperry's great driving and new slicks did the trick. He posted a new lap record of 1:44.11 and took class honors. Kent's car was having trouble revving past 6000 rpm in 4th or 5th gear, and this of course slowed his times. Dino Crescentini did very well his second time out with his P-7's matched against the slicks. I can't wait to see these three bang heads in September.

In the combined A&B classes we saw the vintage racers of Dave Vegher, and Scot Gray tuning up their tires and suspension in anticipation of the two big races this year at Portland and Laguna Seca. Scot's car, running on Caldwell caps, turned a very respectable time of 1:48.62, while Dave finally got his car to handle and clicked a 1:42.52. This was good enough for a class win, a lap record, and TTOD.

This was a really enjoyable event. There was a new lap record set in every class except G. Everyone had a good time. Nothing expensive went wrong with anybody's car, and the weather was warm, but nice. I would sincerely like to thank Sue Bernstein and Carol Samson for helping with registration. No one can fully appreciate the work the girls do, and we couldn't hold a time trial without them.

Also, Allan Gott and Dick Gebhardt get a round of applause for their help with tech. I would also like to thank Charlie Thieriot and Alan Ward for their help with the novice instruction. Also Charlie Thieriot and Allan Gott again for manning the starting tower. Last, but not least Dan Bernstein for doing such a good job with the timing gear. Thank you all again.

The rules in the competition code regarding tech inspection and safety equipment are there for your protection. Everyone must wear at least a cotton shirt with long sleeves, and advisedly a cotton T-shirt as well. If you've got a suit, so much the better for you. When you go to tech, be ready to go on the track. No junk in the trunk, and nothing loose in the back seat. Come to tech as if you were going out to re-entry: helmet, gloves, the works. This will be much appreciated in future events.

We'll see you again at RIR for the Can-Am course in September.

AROSC

PICNIC

SOFTBALL GAME

CONCOURS

Concours II...the AROSC Concours of Champions...Sunday, August 10, 1980!

In May we proved that even Dan Bernstein had a chance. And Marcello, which grows hairs where most cars grow rust, was able to place third in class...

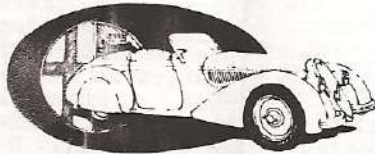
Now for August, AROSC presents the best entertainment bargain of the summer...the annual picnic-softball game and Concours II. A day for every member of your family. So clean your Alfa, pack a picnic basket (with food that doesn't need cooking...no fires allowed), and join us all Sunday, August 10th, 1980 at Will Rogers State Historic Park.

How do you get there? It's easy, take the San Diego Freeway (405) north (or south if you live in the San Fernando Valley) to Sunset Boulevard (that's just north of UCLA/Westwood), head west on Sunset for seven miles to Will Rogers State Park Road and follow the signs to the park. The Park's address is: 14253 Sunset Boulevard.

Admission and parking is only \$2.00 per car. So don't pass up this bargain attraction.

Concours entrants should arrive at 9:00 a.m. in order to group our cars together. Parking is on a first-come-first-park basis. If you plan on trailering a car to this event, please contact John Ireland, as special arrangements need to be made in advance. See you all there!!!

For additional information call: John Ireland (213) 874-1445
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Alfa Romeo

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PAGE 12



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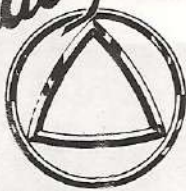
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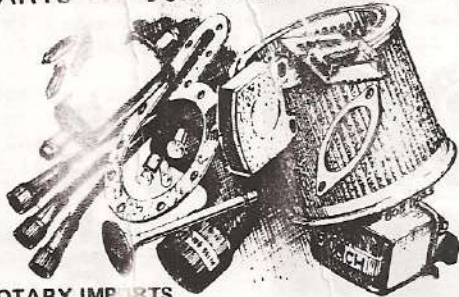
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TREASURER'S REPORT

by Tom Lipkis

The following table summarizes the cash flow for the first six months of 1980.

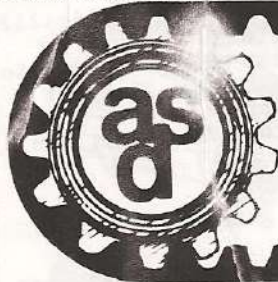
Income

Dues	6,355.14
From National	217.50
Competition Events	1,047.50
Advertising	861.00
Merchandise	126.00
Social Events	123.83
Miscellaneous	17.00
TOTAL	\$8,747.97

Expense

Dues Split	3,585.00
Newsletter	1,423.19
Competition Events	760.44
Trophies & Awards	1,087.46
Social Events	246.25
Miscellaneous	43.54
TOTAL	\$7,145.88

If you have any questions regarding the club's finances, please direct them to me.



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Song...(continued from page 2)

Alfa Romeos)...machines built by people as extensions of people. Gears, levers, pulleys, cranks, all turning in the direction of our choosing. And with their efficiency comes a certain amount of inefficiency, or as they say at Alfa's Far East Division, Confucious Motors, "if your engine is yinging, retard the spark until it starts yanging". Now the horse required that someone walk behind it with a shovel...sort of a wild west version of a catalytic converter.

EXTRA LATE NEWS FLASH!!! Ralph Nadar urges the use of concrete wheels and 10 ply rubber highways.

The creation of the Alfa Romeo replaced the horse, and the guy who walked behind the horse with a shovel. Or so we thought. Actually we didn't replace him, we just displaced him. So instead of looking for a new job, he decided to see if he could get a job walking behind cars with a shovel. Need-

less to say he didn't get a lot of takers, (how much would you pay a guy to walk behind your car with a shovel?). And you guessed it, that guy's name is Ralph Nadar.

So here we are at the beginning of the Second Industrial Revolution, and son of a gun, look who's walking behind our cars with a shovel. (The government will hire anyone). Now, Darwin and his theory of Natural Selection proved that creatures with far less intellectual capacity than we, have managed to survive through adaptability. And humans are the most adaptable of all the creatures on this planet. Now I don't believe "mass transportation" any more than I believe that pedestrians should be walking around wearing two giant collective shoes, or that we should all be sleeping in one giant collective bed. I just want to be left alone, to drive my car to where I want to go, to enjoy the progress that today's engineers and technology can

(continued on page 16)



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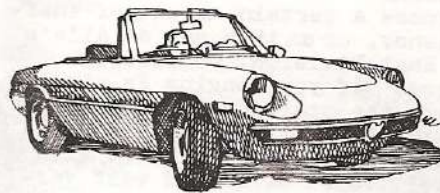
The Song of the Alfa
(continued from page 15)

give me (i.e. Alfasud Ti), and to live in a system where Natural Selection and Human Ingenuity combine to create the best of all possible worlds.

ULTRA LATE NEWS FLASH!!! Ralph Nadar discovers coal.

Now the point of all this is, look back to the days before Ralph. The 1968 Giulia Super had better horsepower and better gas mileage before Ralph shoved his shovel up my tailpipe. Now Ralph is pushing solar energy. Hey, that makes sense to me...sometimes...but not all the time. But you see, Ralph has found a new job...he doesn't want to walk behind our cars with a shovel anymore. He wants to sit in Washington and tell us what he thinks is best for us. And, he'd love it if we'd pay him to do it with our tax dollars. In fact, we already are in a way...it's called DOT and it's run by the same "professionals" who brought you Viet Nam, and the Shah, and the 1976 Alfetta Sedan, and bumpers that cost more to make and more to repair than the old bumpers but only are crash worthy up to five or six miles per hour. Now who the hell in their right mind is

crashing into things at five miles per hour. That driver should have their license suspended. Think of it, what are all these jokers who ride subways and commuter trains



doing telling people how to build cars. That's like a bear telling an eagle how to fly. And it isn't just Nadar...it's all those jerks in Washington, or trying to get there. Reagan doesn't want gay people to have jobs, Carter doesn't know what he wants (beyond a second term), Teddy Kennedy doesn't want to be the only member of his family who didn't run for president, and John Anderson really only got into it with the hope he might get Walter Cronkite's job. So where does that leave us?

You guessed it. MARIO SILVI FOR PRESIDENT! See you at the July meeting and the Concours on August 10th.

John, Alana, Marcello, and Doggy.



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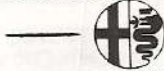
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ALFACIONADA is the monthly publication of the Alfa Romeo Owners Club of Southern California (AROSC).

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 welcome, 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 feeway. 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:

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