

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 20 NO. 4 APRIL 1981

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

conversations on the **faith**

by Jack Becronis

It was at our last Time Trial that I experienced the most heart-stopping moment of the month. I came into Riverside's turn 7 at 9:30 am on this particular March Saturday, to find I had carried too much speed into the attempt to negotiate the turn. The back end of my car was in the process of trading ends with the front. A split second later, I was sitting in complete stillness and in the middle of a cloud of dust. I cleared my throat a couple of times and tried to restart. Nothing! No luck. "Are you O.K.?"...it was the flag team wanting to know. I unbuckled my shoulder and seat belts and waved.

What the hell am I doing out here scaring myself silly? I took off my helmet and tried to nonchalantly swing it at arms length as I strolled the 50 or so yards over to the corner workers at turn 7A. As I walked, I thought how did all this obsession begin? Alfa Romeo, motor racing, sports car enthusiasm? I remember, yes it was that book I had once read. Ken Purdy's

Continued on page 9.

CALENDAR OF EVENTS

APRIL

- 24th General Meeting at Alondra Park. 8:00 pm. See program info on page two.
- 25th HMSA Races at RIR.
- 26th "The Great Targa Florio de Calabases Rallye" seen entry form and info inside.
- 28th Board Meeting - Steban's.

MAY

- 9th Alondra Park "Miss Lawndale Parade". See info inside.
- 16th AROSC Concours #1 at Lutheran High School. See info and entry form inside.
- 22nd General Meeting at Alondra Park. 8:00 pm. Sharp!
- 26th Board Meeting - TBA
- 30th "Carrozeria Italiano" see info inside.

JUNE

- 7th AROSC Party at Comedy Store see info inside.
- 20th AROSC Time Trial #4 at RIR with VARA. See Time Trial Report inside.
- 26th General Meeting at Alondra Park. 8:00 pm Sharp!
- 30th Board Meeting - TBA

Alfa Romeo

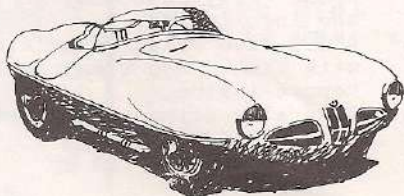


ELECTRO-THERAPY

The April program for the monthly meeting will feature a well known speaker at car enthusiast clubs, Dr. Christopher Jacobs PhD.

He is an expert in the field of automotive electronics, an area of major interest and concern as we get deeper into the autos of the eighties. Dr. Jacobs was the inventor of the variable rate Pacemaker--a device used worldwide to permit persons with faulty hearts to lead a more normal life. His personal interest and involvement with cars led to using his inventive perception in creation of a practical computer which all but eliminates misfires under even the most demanding conditions. He must be recognized as a leading authority in the field of advancing computer applications to automotive engines. He has been granted six U.S. patents as well as a total of twenty three U.S. and foreign patents concerning auto electronics.

The meeting starts at 8:00 SHARP!
DON'T MISS IT!



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, California 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 Boulevard, 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 8:00p.m. For more information please call:

Jack Becronis - Pres. (213) 449-1665
Tom Lipkis - Memb. (213) 822-1511
John Ireland - Editor (213) 874-1445

(213) 996-6787

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MONEY

by Rick Alfvín

The following table summarizes the cash flow for the calendar year of 1980.

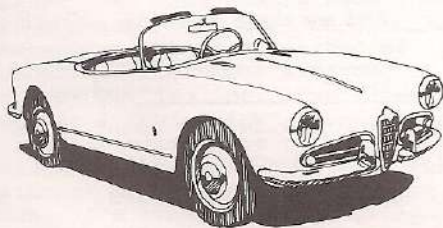
INCOME

Dues	8,700.00
From national	257.50
Competition events	3,393.00
Advertising	1,244.00
Sponsorships	400.00
Merchandise	250.88
Social events	353.83
Total	\$14,599.21

EXPENSE

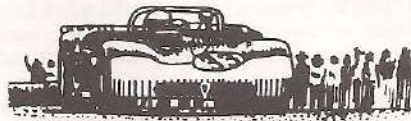
Dues split	4,290.00
Newsletter	3,287.61
Competition events	2,818.16
Trophies & awards	1,251.55
Social events	704.73
Merchandise	0.00
Misc.	68.40
Total	\$12,420.45

All transactions throughout the year are recorded in a ledger, which is retained by the treasurer. Please direct any questions regarding the club's finances to the treasurer.



ALFACIONADA

TIME TRIAL REPORT 1981



by Dave "tie a brick to your right foot" Vegher

The first Time Trial for 1981 was not a completely enjoyable event. The threatening skies finally opened their floodgates and the timed runs of both groups were canceled. However, one very important time was clocked in Class F; Andy Steban turned an amazing 1:55:69 for a new Class F record. Outstanding Andy!

The second Time Trial of the year was supposed to be a shared event with the Vintage Auto Racing Association. About 15 AROSC T.T. diehards journeyed to Willow Springs International Raceway immediately after the rained out RIR event. We stayed overnight in Lancaster, hoping the skies would clear. It almost seemed they would, but then at 4:30 a.m. it started to pour once again, and the whole event was another washout.

So, the first officially complete Time Trial of 1981 is actually #3 but this T.T. was definitely #1 with all the drivers who participated. The weather was beautiful, clear blue skies with puffy white clouds, green hills, and cool clean air, made one wonder if we were not at Sears Point or Portland International Raceway.

Continued on page 12.

TARGA FLORIO DE CALABASES

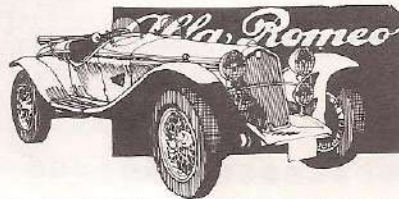
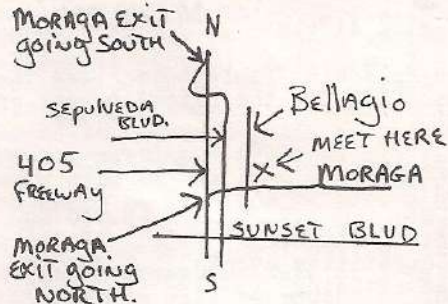
It's getting close. Sunday April 26th is the first rallye of the year.

The rallye covers 50 miles in about two hours. It will take you through picturesque residential areas to the coast and through the gorgeous and challenging Santa Monica Mountains. It will conclude in the San Fernando Valley, where we will meet for a fine Italian meal.

You'll need a full tank of gas, a clipboard, a watch with a second hand, a Thomas Brothers Map book, a flashlight (for the slower cars) and a good sense of humor.

Meet us at the corner of Moraga and Bellagio (near Sepulveda). Take the San Diego Freeway (405) to the Moraga exit in Westwood. (See Thomas Map page 32).

It's going to be a fun day! If you have questions, call Jim or Terri at (213) 991-3754. Use the entry form below and enter now. The map shows where to meet.



THE DAY: APRIL 26, 1981

REGISTRATION AT 1:00 PM.
DRIVERS/NAVIGATORS MEETING AT 1:30 PM.
FIRST CAR OUT AT 2:00 PM
THE PRICE: \$5.00 PER CAR
THE RALLYE MASTERS: JIM AND TERRI WOOD

YOU MUST PRE-REGISTER!

Fill out the entry form below and mail it to Jim and Terri at 75 North Oakleaf Avenue Agoura, Ca. 91301...or call (213) 702-2175 (day) or (213) 991-3754 (night) for more information.

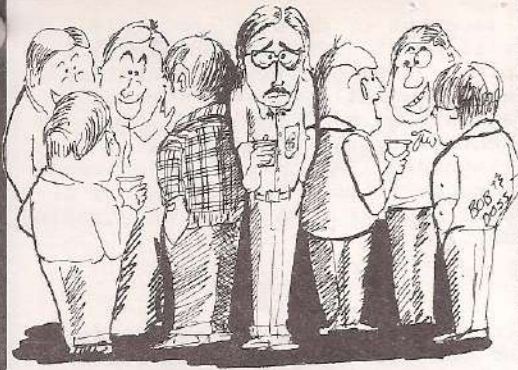
THE GREAT TARGA FLORIO DE CALABASES ENTRY FORM

You ain't scared me! My name is _____ and my navigator's name is _____ and we done seen it all!!!

Here's my five smackers, and my address _____ and my

phone number _____. So you just better count on my being at this here Targer-deflorio-rallye-type thing. My Alfa's so fast in 2nd gear, my arm ain't quick enough to get it into 3rd.

See ya there!!!



Jim Wood Presents A New Era For
A.R.O.S.C.

THE ALFA AND SCCSCC

AROSC, after several years absence, has rejoined SCCSCC. What is "sick sick" you ask? It stands for the Southern California Council of Sports Car Clubs. It is basically a club of car clubs. The primary purpose of SCCSCC is to aid its members in sponsoring various rts. events. By far the most popular is Slaloming.

In this article I will attempt to describe my first slalom: later articles will primarily discuss SCCSCC events that might be of interest to Alfa drivers. I went to my first slalom about a month ago. I drove up, registered, and got my tech inspection. This consisted of checking wheel bearings, tires, and other basic safety items.

The only equipment required was a helmet, and most events have loaners available. I then checked out the course, which consisted of rubber traffic cones arranged in an open parking lot. The first run was a real "kick", even though I totally missed one corner. The following runs were even more fun although my times didn't improve much. I'm ready to go do it again soon.

For more info about slaloms, call SCCSCC's hot line (213) 988-RACE, or talk to me, Jim Wood, at the monthly meetings. The up coming slaloms are May 3rd and May 31st, with a slalom school on May 9th and 10th. Come, and you can see me sliding around the course in my '79 Spyder. This is racing (with safety) that everyone can afford!!!



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DEPENDABILITY

by John Mitchell

While talking to one of my friends (an unfortunate misguided Porsche owner with more money than sense) he tried to tell me that Porsches were dependable and cheap to keep up, and Italian cars--Alfas and Ferraris in particular--were undependable, and were always being led around by tow trucks. My reply was quite surprising to him when I agreed, but then went on to say, "I must admit Volkswagons are cheap and dependable...ooops ...I meant Porsche...well, no matter, they are all the same... but Volkswagons are not as cheaply built. But as far as Alfas being undependable, that is an out and out lie; for if you take care of your Alfa, it will never let you down."

Of course, part of taking care of you Alfa, is keeping it clean and showing it off, and the perfect time to show off you Alfa, will be at the club's very first Concours of the year, Saturday May 16th, at the Lutheran High School, 7500 N. Glenoaks Blvd, Burbank, Calif. This Concours will benefit Luthern High School Retreat and Resource Center, and we have been asked to show our Alfas as a Club. Points earned in this Concours will go toward year-end awards. So this is your big chance to treat your Alfa with the respect it needs to keep it running like the true legend behind it, and have a good time doing it.

If you enter before April 15th, the entry fee is \$10.00. After that date, the fee is \$15.00. Lutheran High School will give three awards, for First, Second, and Third Place overall among the Club's entries, along with the Club's awards for each class. Spectators' admission is \$3.50 for adults and \$1.00 for children under 12 (accompanied by an adult).

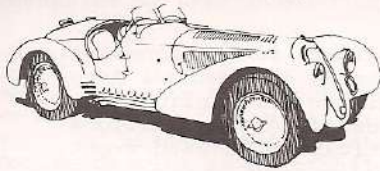
Placement of cars on the field will be at 7:00 a.m. until 10:00 a.m. Judging will begin at 10:00 and gates will open to the public at 10:30 a.m. Awards will be presented at 3:30 p.m. So don't be misguided like my poor unfortunate Porsche friend; be there and I assure you, it will be an outstanding day.

BIG PARADE

For those members who own Spiders or Convertibles, the City of Lawndale has asked the Club to supply some of these fine automobiles for their Parade to carry Miss Lawndale and her Court of beauties, and the Mayor, on Saturday May 9. Yes, just a week before the Concours. This is the perfect time for you to prove that your Alfa can travel the devastating 3½ mile long course, winding through the streets of Lawndale while hitting speeds of up to five and even ten miles per hour. And if your Alfa is the lucky one to carry Miss Lawndale...you can show her just what a Great Thrill Machine you own. Your Spider/convertible Alfa doesn't have to be a Concours winner to be part of this parade...but it does have to be clean...very clean...(Imagine it's your first date in your first car)...that clean. And, just as on that first date... if the girl doesn't smile, you can always tell her to get out and walk. Of course the club might have to find a new place to meet each month...

So here you've got it...two big chances to show how good your car is. You'll find an entry form on the facing page, and a liability release opposite it. For the parade, call me, John Mitchell, at (213) 242-0269. If you own an Alfa than SHOW IT!!!





ENTRY BLANK
 SAN FERNANDO VALLEY CONCOURS D'ELEGANCE

(member of Alfa Romeo Owners of Southern California)

Owner: Last name _____ First _____ Initial _____

Address _____

City _____ State _____ Zip _____

Telephone _____

Exhibitor (if other than owner) (no dealer plates allowed) _____

Make of Car _____ Model _____ No. of Cylinders _____

Year _____ Body Style _____

Color _____ Body by _____

Is this a Club entry? _____

IMPORTANT!

1. Please enclose picture with entry (may be used for publicity)
2. Please sign release on opposite side of this form.

ENTRY FEE: Prior to April 15.....\$10.00
 After April 15.....\$15.00 (Post entries accepted but
 will not be judged for Show Awards)
 Make check payable to: Lutheran High School Association
 Mail entry to: 7500 N. Glenoaks Blvd., Burbank Calif.
 91504. (213) 875-3533 or 768-1734.

FOR COMMITTEE USE ONLY

Paid _____ Acknowledged _____

Class _____ Number _____

RELEASE OF LIABILITY

The undersigned, desiring to enter and participate in the Concours d'Elegance competition to be held by the Lutheran High School Association on May 16, 1981 does hereby tender his or her application. In consideration of the acceptance by the sponsoring organizations of the application by the undersigned to participate in said event, the undersigned does hereby agree to:

1. Release the Lutheran High School Association and the organization's respective members, officers, directors and chairmen, jointly and severally from any and all liability arising out of said event.
2. Release all officials, jointly and severally from any and all liability arising out of said event.
3. Warrant that the undersigned has personally read the rules and regulations under which said event will be conducted and will abide by said rules and regulations.
4. Does hereby give permission to use the enclosed photographs and information of entrant's automobile(s) for publicity purposes.

ACCEPTED ON ABOVE TERMS AND CONDITIONS BY (PLEASE SIGN):

Owner

Exhibitor

Date

ALFETTA NOTES

by Karl R. Blasius

After purchasing a 1976 Alfetta Sedan almost four years ago, I became immersed in the esoteric tradition of sports car maintenance and tinkering. The inner satisfactions gained from mastering repair, customizing, and maintenance problems are difficult to convey. Through this column I hope to share practical knowledge, however. I'll also take the liberty from time to time, of asking you to report your experiences with

specific problems. Let's multiply our successes and stamp out failures after one trial, by sharing our experiences.

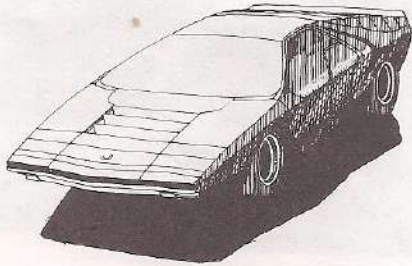
BALANCEING A DRIVESHAFT

After recent major driveline maintenance, replacement of two donuts and renewal of clutch and clutch bearings, my car developed an RPM dependent vibration. By watching the turning driveshaft and feeling for the vibration through the shaft of a screwdriver braced against the engine, center support bearing, and gearbox, I was able to identify the

Continued on page 15.

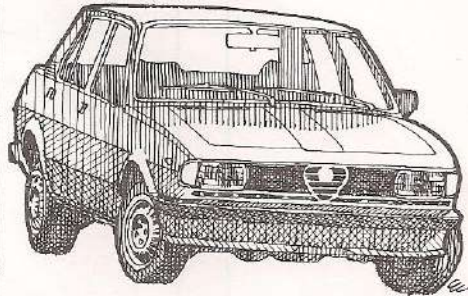
CONVERSATIONS continued.

book; "Kings of the Road". The two most spellbinding paragraphs in all of automotive literature: "You're driving an automobile that can do 100 miles per hour. Not just on the speedometer...that can be 75 and up...but an honest 100 by stopwatch. You are at the beginning of a five-mile straight stretch of concrete, so you stick your foot into it, hit and hold the 100 mark. Ahead of you is a parked car, white, low and mean looking. As you pass, the fellow behind the wheel guns his engine and starts after you. You keep your foot down, and well before you've covered a mile, you hear a brutal scream, a roar that sears your eardrums, a whoosh, and the white car has passed you. Another quarter of a mile, and he is out of sight.



That, gentlemen, is acceleration. Let us have no nonsense about how fast your car is away from the lights; never mind the time you spun the wheels in second gear on dry concrete. The man in the white car spotted you 100 mph, and a running start, and almost blasted you off the road when he went by you in a single mile." The car Ken Purdy was referring to was the W125 Mercedes Benz GP car of 1937.

How about a push start?...I mean after this practice session? Sure no problem. Later in the day and during the warm-up laps that preceded the official time laps, I thought I noticed a white car, low and mean looking, parked on the back straightaway. I couldn't seem to stop repeatedly glancing at my rear view mirror.



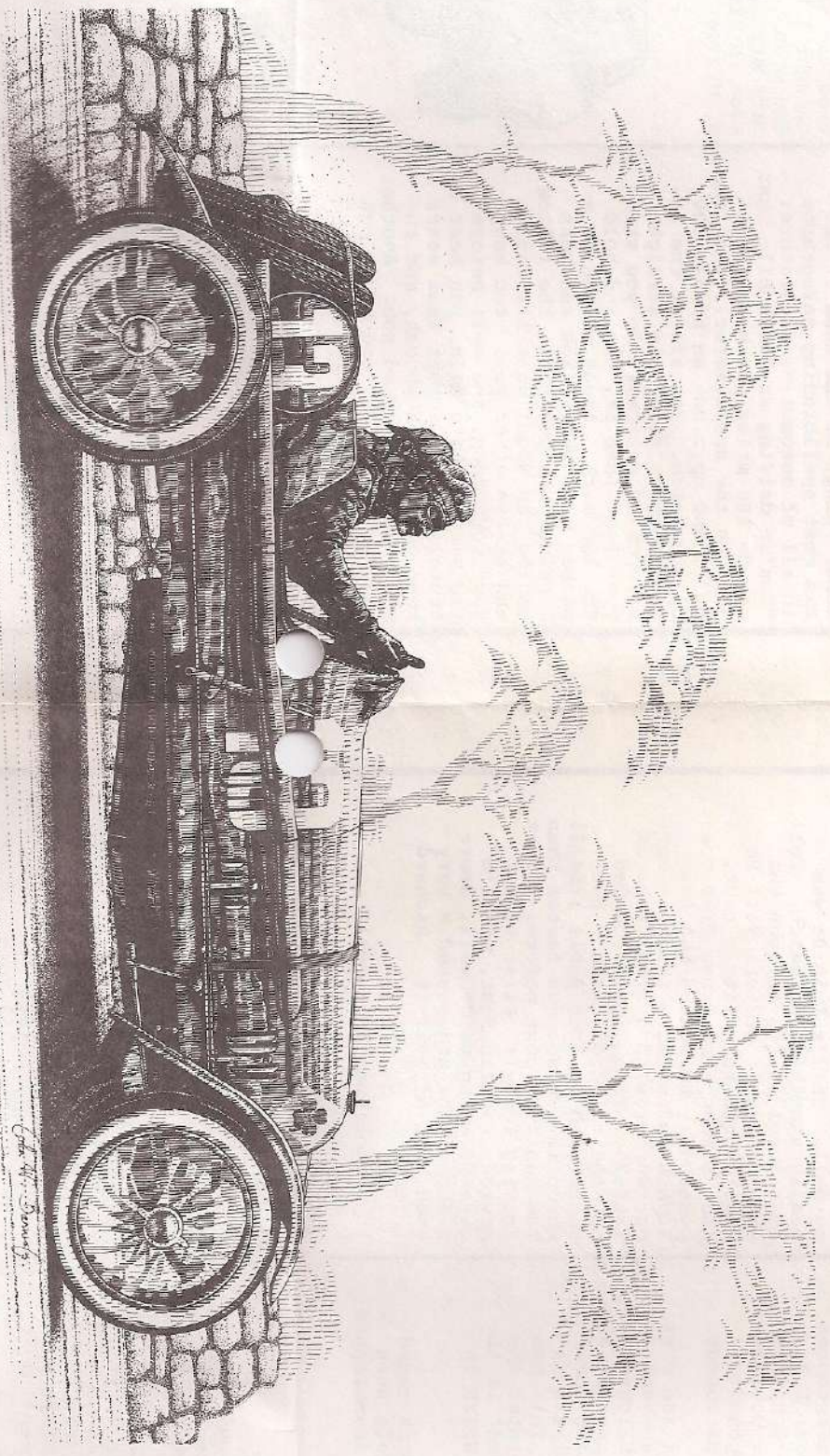
On behalf of the Club, I want to thank John Shankle for an excellent program. And now that he knows how close the club meetings are, I hope he'll join us more often. Dick Gebhart, Alan Ward, John Sampson, and John Shankle, are just a few of the "old guard" that have helped build the AROSC tradition. And the stories that are told when they mix it up with the "young turks" would make Paul Bunyon blush.

The club also wishes to thank ARI for making the Long Beach Grand Prix party a total success. 1981 has started off with a bang...and I think we've seen the end of the "doomsdays". A final thanks is owed to Jim and Terri Wood who worked so hard to make the LBCP Party and our monthly meetings so good. Their homebaked brownies went faster than oil in an engine with loose rings.

See you all at the April 24th meeting, Alondra Park 8: 0 SHARP!

Ugo Sivocci and his mechanic winning the 1923 Targa Florio in their Alfa Romeo in their R.L.T.F. "Super Sports." This was the first international victory for Alfa Romeo, and one of many for the R.L.T.F., the first pure Alfa racing car.

Alfa Romeo R.L.T.F. (Targa Florio)



TIME TRIAL REPORT continued.

Auto Dealer Supplies of Glendale and Alfa Milano, an independent Alfa Repair Shop in West L.A., combined resources to sponsor this T.T. Please show your appreciation to these sponsors with your thanks and patronage.

There were 28 entrants and over 100 spectators at this event. Time Trial #3 was highlighted by many new and 2nd time novices. It seems that a new hard core group of speed enthusiasts is beginning to emerge. This new blood is needed to bolster the ranks of the "old guard" if the T.T. program is to flourish in the eighties.

The Class F battle which raged all last year, was again seen at its best. Andy Steban topped

last years short course lap record holder, Phil Guiral, with a super time one month ago, and in turn, had his record broken by Phil. Phil's 1:55:04 was really something to watch. Full four wheel drifts through the esses and exit of turn 9!!! He really held very little back. Andy Steban also drove like one possessed. He scared the daylight out of more than one corner worker with a great time of 1:55:75. Tom Lipkis rounded out the triad of Class F hot foots with an incredible 1:56:01 which is two seconds faster than Tom has ever gone before. Great driving Tommy!! First time novice, Richard Bost, who I'm sure is going to do well, drove a super line and posted a very good time of 1:57:18. Richard

Continued on page 13.

(N) Novice

Class A and C

Dave Vegher	1600 GTZ	1:43.12	<u>TTOD</u>
Mike Sperry	1600 GTZ	1:46.25	
Jerry Rosenstock	1600 GTZ	1:52.80	
(C)Jack Becronis (N)	1600 GTV	1:53.96	

Class D

Phyllis Gaylard	2000 GTV	1:55.96	
Lou Alaman	2000 Spyder	1:56.25	

Class E

Dan Bernstein	1750 Spyder	1:55.08	
Larry Kolisnyk (N)	2000 GTV	1:55.15	
Dino Crescentini	1300 GTA Jr.	1:55.22	
Alan Wilks (N)	1750 GTV	1:57.27	
Bob Crowl (N)	Alfetta GT	1:58.89	
Randy Barsotti	2000 GTV	1:59.26	
Jackie Kurman (N)	2000 GTV	2:05.40	
Lisa Brown (N)	Alfetta GT	2:13.71	

Class F and G

Phil Guiral	2000 GTV	1:55.04	<u>lap record</u>
Andy Steban	2000 GTV	1:55.75	
Tom Lipkis	1600 GTV	1:56.01	
Richard Bost (N)	2000 GTV	1:57.18	
Vince Kwan	2000 GTV	2:00.00	
Howard Rockstad (N)	2000 Spyder	2:00.56	
Charlie Thieriot	Alfetta Sedan	2:01.44	
(G)Carl Rudolph (N)	Alfetta Sedan	2:02.55	
Randy Bent (N)	1600 GTV	2:08.07	

TIME TRIAL REPORT continued.

was followed by Vince Kwan's 2:00 flat, Howard Rockstad's 2:00:56, and Charlie "door handle" Thieriot's 2:01:44. Karl Rudolph drove superbly in Class G and recorded a first time out of 2:02:55. Randy Bent, complaining of a need for new pistons and liners, managed a 2:08:07.

In Class E, the established crew of usual winners was all but absent, with Rich Washington and Pete Stader somewhere on the back side of Catalina Island, and Rick Alfvins' killer GTV temporarily in need of repair. Dan "7500 rpm" Bernstein appeared to have a class win sewn up, but Dan did not reckon on a much improved Larry Kolisnyk or an indecently fast GTA Jr of Dino Crescentini. Dan won, to be sure, but only by a hair's breath. Going faster than he ever went before, Dan blew up his drive shaft donut in practice, but soldiered on to barely nip Larry. In fact, Dan drove so fast, he peeled all the rubber off his new P-6s, and we almost had to peel Dan's car off the wall of turn 6, because of lost adhesion and a spin.

Larry Kolisnyk, who is improving every time out, keeps driving faster and faster. Larry turned in a great time of 1:55:15, only 7/100ths of a second off Dan. Dino Crescentini drove like a wild man in his spanking new imported GTA Jr., and showed everyone it takes more than cc to go fast. Dino gave away 600 cc to Larry and Dan. Way to go Dino!! Alan Wilks drove well. Only his second time out and he seemed to be in the line (most of the time) and putting the power down. Bob "hard luck" Crawl had a few niggling problems with his cosomodyne special. However, I'm sure when Bob gets these problems sorted out the flying Alfetta GT will become

the "purple people eater" of Class E. Randy Barsotti took it easy on his new rebuilt 2000 GT, and turned a 1:59:26. He drives a super line, as Randy usually drives SCCA racing Datsuns. Jackie Kurman is improving in leaps and bounds, and Lisa Brown is really starting to enjoy herself.

In Class D we had the classic male/female battle for class honors. Phyllis Gaylord, calling on some old driving skills, was just fast enough with a 1:55:96, to nip the rapidly improving Lou Alaman's 1:56:25. In Class C, Steve Fog's GTA broke a crank key and poor Steve had to retire. Jack Becronis had to move into Class A. Jack's time; a 1:53:96, reflects a more acute attention to cornering speed, and good driving style. This is a super improvement from his last time. Keep it up Jack!



Class A started with four cars. Scott Gray's crank in his GTA couldn't take the 8,500 rpms forever and it expired during practice; consequently he didn't get much time on his brand new slicks. Next time Scott! The three other cars in Class A were unusual in the fact that they were all TZs. Jerry Rosentstock and Mike Sperry were tuning their cars up for the up-coming HMSA race on April 25th. Jerry did well and turned 1:52:80. Mike "the spike" Sperry really roared in the vintage tired TZ and turned a very fast 1:46:25. Your's truly, running on slicks, turned a respectable 1:43:12.

Continued on page 15.

more events

"CARROZERIA ITALIANO"

On May 30th, Saturday, at 8:00 pm, Al Cortes has arranged a club "tour" of one of the most fantastic exhibits to come to Southern California. A major retrospective of Italy's innovative and influential role in the history of automotive design, in an exhibition of classic vehicles spanning 80 years of Italian design excellence. The exhibition, previously shown in Turin, Rome, and Moscow, is being presented by Art Center College of Design in Pasadena, and is made possible by the Italian Foreign Trade Ministry, the Cassa di Risparmio di Torino, Istituto Bancario S. Paolo di Torino, Fiat, Alfa Romeo, Pininfarina and Ital Design. SPACE IS LIMITED, and the club is going

to charge \$5.00 per person, with the hope that we will be able to have refreshments served as part of the price. To make your reservation, call Al Cortes (213) 970-0127.



THE LAUGHS ON YOU IF YOU MISS THIS ONE!!!!

Rick Alfvín is coordinating a great Alfa Party for June 7th, 1981 at the COMEDY AND MAGIC STORE in Manhattan Beach. Last one to make their reservation for this one, has to get up in front of everyone else and tell jokes for five minutes. (Maybe). Seriously folks my house is so small... (how small is it, Johnny?)...I have to step out the back door to open the front door. Rick may have an update on this party at the April meeting.

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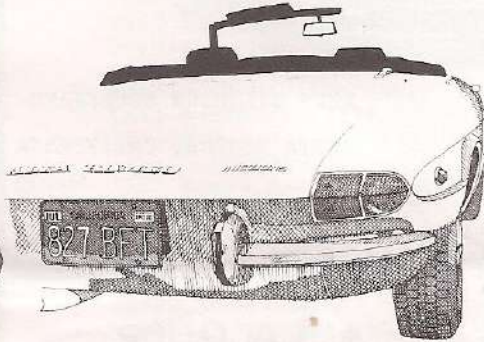


VELOCE
MOTORS
WEST

ALFACIONADA

TIME TRIAL REPORT continued.

This event was safe and well run from beginning to end. Charlie Thieriot was excellent in his novice instruction and manning the tower. Andy Steban and Mike Sperry worked well together running the tech inspection. Mark Sampson and his buddies were everywhere. They were irreplaceable in the help they gave setting up the course and driving the crash truck all day long. Thanks



you guys, especially from me. Dan and Sue Bernstein did their usually superb job of registration and scoring, and thanks to Nancy Vegher for registration and timing, and generally putting up with it all.

Our next event will be June 20th. It will be held in conjunction with the Vintage Auto Racing Association. We'll be running the short course. There will be corner workers manning the course, and we won't have to spend a second of time changing corner workers for drivers. You'll get more track time than you usually have and you'll see some neat cars to boot. See you there, and enter early!!!



ALFACIONADA

ALFETTA NOTES continued.

source of the problem as an out-of-balance condition of the driveshaft near the rear donut. A second teardown and reassembly by my mechanic didn't alter the problem, so I suspected an imperfection in the donut. The brute force solution of replacing the donut was going to be time consuming, and possibly unsuccessful. I noticed that the driveshaft was factory balanced by several small metal plates welded to its surface, so I decided to try to reduce the vibration by attaching an additional small mass in the form of a stainless steel hose clamp. The screw tightening mechanism is a small eccentric mass which can be oriented as desired. I tested for vibration for about 8 different orientations, zeroing-in on the position for minimum vibration. Driving has been smooth for several months now. If a greater or smaller mass is needed to achieve satisfactory balance, try two clamps rotated together or relative to one another.

INFORMATION PLEASE

I would appreciate hearing about, and promise to pass along, your experiences with after-market electronic ignition systems...Gerex, Allison, Piranha, or? Let's share our successes and failures to mutual benefit. Has anyone developed a successful (or unsuccessful) replacement driveshaft without donuts for the Alfetta?

CIAO!

NEXT MONTH, KARL REMOVES HIS REAR HALFSHAFTS. YOU CAN WRITE KARL WITH YOUR OWN VOODOO REPAIR IDEAS CARE OF THIS NEWSLETTER.

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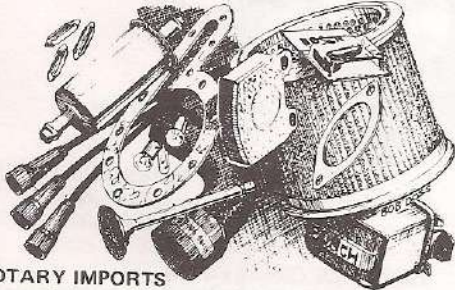


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THE DOG LEG



by Doggie Ireland

As I was saying, the Arrffa had suddenly slowed to a stop, walked over to this pizzeria, and began licking the floor. The Muttarati blasted by and once again began building a substantial lead. But the Arrffa wasn't as dumb as it seemed...because it was licking the pizzeria floor to top up with oil. The Muttarati quickly learned that haste makes waste. No sooner had the Muttarati reached downtown Rome, when it got stuck in religious traffic...or was it a strike...or was it an election, no, it was a religious strike over an election...no, it was the Alfa-sud plant taking a long lunch.

Meanwhile, filled to the brim with fresh oil, the Arrffa took off in pursuit. And spotting the traffic the Arrffa took a short cut through the Warrant Office of an Arrffa Dealership, (was told everything looked fine), and got back on course well beyond the traffic jam.

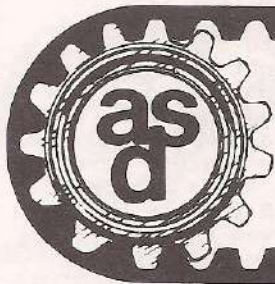
The Muttarati got stuck in traffic so long, by the time it cleared the Muttarati had gone into receivership and had to quite for lack of funds. The Arrffa was also low on funds, but made a deal with a Japanese Pug that was touring Italy on vacation. And when the checkered flag fell, the best dog had ^{lost} ~~lost~~. So that's the story of the 1961 Mille Mongrel.

You'll notice that the type on this and the last newsletter is a little easier to read. That's because John bought me a new typewriter. You'll also notice when you get the June issue, that ALFACIONADA has a new masthead. A series of three designs were presented to the Board of Directors of AROSC, and this is the one we felt best showed the many faces of Alfa Romeo. We think you'll like it.



Many of you like to place ads in this newsletter, but there is some confusion as to how, and how much. Members can do free, non members must pay a two dollar fee. In order to prevent a lot of last minute juggling of the newsletter, the procedure for placing an ad is as follows: You must send your ad, typed or neatly printed, with any money due, to the editor c/o 7149 Woodrow Wilson Dr. Los Angeles, Ca. 90068 (this is much faster than sending it to the AROSC PO Box.) The deadline for all ads is the Tuesday following the General Meeting. That means that an ad for the May newsletter must reach me and John by April 27th. Do not phone in your ads! John writes them down and then has trouble finding the pieces of paper he wrote them on. If you must phone them in, you do so at your own risk...and that includes copy accuracy as well.

Next months Dog Leg features the return of Johnny Alfa in "The Midnight Grand Prix". Don't miss it! By the way, if you aren't reading this, it's because you didn't pay your 1981 dues. *Doggie*



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