

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



Volume 20 No. 8 AUGUST 1981 P.O. BOX 261, Los Alamitos, Ca. 90720

conversations on the **faith**

by Jack Becronis

The bottom line on how successful a general meeting is, is how educational, entertaining, and interesting is its program. The July meeting was one of the best: Past president Alan Ward spoke on "Handling and Suspension - Facts and Fantasies". And I had always thought that "understeer" meant trying to milk the wrong kind of cow. Thanks-a-million to Alan for making the meeting so outstanding.

Most good ideas are simple. In fact, the appreciation of a good idea often comes from the realization that no one thought of it sooner. On Sunday, July 12th, the second concours of the 1981 season was held in a special area adjacent to the Briggs Cunningham Auto Museum in Costa Mesa. The good idea was the judging format introduced by the invited guest judges: Bob Gurr and Eric Aumont, both highly qualified and experienced at concours competition with the Rolls Royce Club and with the Chadwick School's Annual Peninsula Concours d'Elegance. This judging concept was to assist each participant to judge his/her own car

CONTINUED ON PAGE 4.

CALENDAR OF EVENTS

AUGUST

- 21st - 23rd Historic Motor Races at Leguna Seca, and Pebble Beach Concours d'Elegance.
- 28th General Meeting at Alondra Park. 8:00 p.m. Sharp!

SEPTEMBER

- 1st Board Meeting - Ireland's
- 13th Concours 3 at San Antonio Winery...see article inside and entry form inside.
- 19th AROSC Time Trial #5 at RIR See article and entry form inside.
- 25th General Meeting at Alondra Park. 8:00 p.m. Sharp!
- 29th Board Meeting - TBA

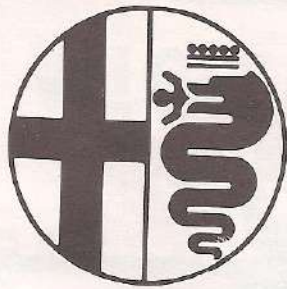
OCTOBER

- 1ST - 31st Last chance to enter the AROSC "Be the next Newsletter Editor" contest.
- 23rd General Meeting at Alondra Park. 8:00 p.m. Sharp!
- 27th Board Meeting - TBA

NOVEMBER

- 1st "The Last Hollywood Hills Mille Miglia Rallye".
- 27th General Meeting at Alondra Park. 8:00 p.m. Sharp!

Alfa Romeo



AUGUST

"ATTACK OF THE BLIMP PEOPLE"

Starring

Andy Steben

and

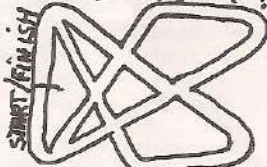
Gary Bryson

with 16mm movies

and the latest news about what Goodyear is up to in tires for your pleasure and passion. This is not like our previous tire program, but a new look at what is available for your car...and what to expect in the future.

(and if you are approaching middle age, you'll learn the difference between a flat spot and a bald spot). Be there...8:00 p.m. Sharp!

IS THIS THE
NEW LBG-P
COURSE LAYOUT?



SEE PAGE 15
FOR THE ANSWER
AND TICKET
INFORMATION

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) 455-3117
John Ireland (Editor) (213) 841-8939

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KING KONGCOUR

by John Mitchell

This is it! If you missed the last concours, don't miss this one; and if you went to the last concours, I'm sure you will have the good sense to attend this one. The date is Sunday September 13, 1981, to be held at the San Antonio Winery, 737 Lamar St. near downtown Los Angeles, Calif.

The San Antonio Winery has generously offered us their lovely parking lot, adjacent to a one acre picnic area with lots of shade trees and tables. There will be hourly tours of the Winery and for those who wish to participate, there will be a special wine tasting in the picnic area after lunch for Alfa Club members and their friends.

Line up will commence at 9:00 a.m. and judging will begin at 10:00 a.m., and hopefully will be finished by noon. Awards will be presented at 3:00 p.m. So, fill out the entry form in the Newsletter and make checks payable to AROSC and send them to John Mitchell, 1225 Viscano Drive, Glendale, Calif. 91207...or call for more information at (213) 242-0269...BUT FIRST READ ON BECAUSE THERE IS MORE TO KNOW ABOUT THE WINE TASTING!!!!

The San Antonio Winery is going to have three different varieties of wine to sample. The cost is \$3.00 per person and will include three five ounce glasses of wine, cheese breads, and vegetables. The entrance fee for the Concours is \$7.50 per car and will entitle the driver to the wine tasting festivities...or \$10.00 per car, and that

would entitle the driver and his or her passenger to the wine tasting. Each additional person is \$3.00. Entrance fee for the Concours alone is \$5.00 per car, and of course any spectators not wishing to participate in the wine tasting, are welcome free of charge.

If you are planning to attend the wine tasting I must know no later than Friday September 11, 1981. Warning: last day registration for wine tasting will be very limited. So, if you are planning to attend, please let me know.

Peter Becronis has said that his Guilla Super will take on all comers, and as Jack himself has said, "If you can't beat Peter's Super, you don't know where the car wash is." So come on out and show Peter just how clean your car is. I assure you, you will have a Super time doing it.

CONCOURS RESULTS - JULY 12, 1981 BRIGGS CUNNINGHAM MUSEUM

ALFETTA GT (Late model - closed)
First: Chuck Hodgson
Second: Larry Meyer
Third: Pat Hayes

GTV (Early model - closed)
First: Robert Braslau
Second: Phil Guiral
Third: Mike Sperry

RARE MODELS
First: Kenneth Cowans
Second: Sten Lindgren
Third: Al Cortes

2000 SPIDER (Late model - open)
First: Rick & Diane Alfvn
Second: Jim & Teri Wood
Third: Rebble Ely

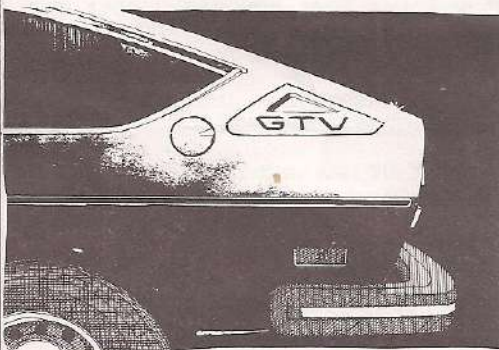
SPIDER (Early model - open)
First: John Mitchell *,**
Second: Sten Lindgren
Third: Tom Stoner

* Best of Show
** Peoples Choice

Conversations Cont'd.

through the guidance and eyes of an experienced judge. In other words, teach each competitor what it is a judge is looking for and how his efforts in behalf of his/her car can best be directed in the future. We appreciate Gurr's and Aumont's service and hard work to benefit the AROSC concours program. Experience is the best teacher...thanks for the experience gentlemen!

This concours also encored the "Peoples Choice Award": A competition decided by ballot votes by all in attendance; participants and spectators alike. This added to the interest and excitement of this, our Annual Cunningham Museum visit.



Alfa Romeo

This year, the car agreed upon as "Peoples Choice" was Concours Chairman Joh Mitchell's 1956 Giulietta Spider. The thoughtfulness of those voting was substantiated by the official judges who found this Giulietta to be first in class AND vest of show. That's one, two, three ribbons to John. Noteworthy too, is the fact that John did 95% of all the restoration work himself...his first-ever attempt! Congratulations, John, for your superb effort!

ALFACIONADA

As president of AROSC, I wish to thank the Cunningham Museum, its curator John Burgess, and staffer Joyce Cox, for the special Briggs Cunningham Museum Awards for Best Open Car (again to Mitchell) and Best Closed Car (to Chuck Hodgson and his Alfetta Sprint Veloce). AROSC Life Member Briggs Cunningham and the Cunningham Car of LeMans fame will be the honored marque this month during the occasion of the annual HMSA races at Laguna Seca Raceway. AROSC will be cheering the Cunninghams on, both in body and spirit. Viva Cunningham!

Looking forward to seeing the membership at Laguna Seca Raceway on August 21 & 22, and at the Pebble Beach Concours d'Elegance on August 23. And of course, at the August General Meeting of AROSC on the 28th, at Alondra Park...8:00 pm...sharp!

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1977 - Alfetta Sedan (reluctantly selling, but now have company car). 58000 miles, silver ext., tan int., AM/FM stereo cassette, full service records and owners manual...car in good condition. \$4,500.00 Call after 6:00 p.m., Mike McKinniss (213) 799-2727

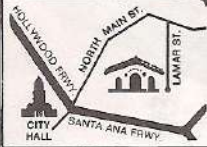
1976 - Alfetta GT MUST SEE!! Shankle equiped w/ Short port, european cams, headers, quadraflow air box, torsion bars, rear springs, front and rear antisway bars, bosch distributor. Also has Ansa exhaust, momo steering wheel, new drive shaft donuts. Car is lowered, red, and in like-new condition through out. Asking \$6,500. Call Gene Zettle (714) 621-2137 evenings or (213) 796-6101 days.

1750 GTV purchased 3/72, garaged and pampered since new. Extras include Ansa exhaust, BWA alloy wheels w/ Michelin XVS (1000 miles). Orig. owner & impecably maintained w/ dealer service and receipts. Very fine example of this fast and nimble coupe. Smog exempt. 26 mpg average. Serious inquires only. Call Stan Frymann evenings (213) 478-1972 Asking only \$3,250.00

Concours d'Elegance

September 13, 1981

MAIN WINERY
737 LAMAR STREET



THE PLACE: San Antonio Winery
737 Lamar St. Los Angeles.
TIME: Line up 9:00 a.m.
Judging 10:00 a.m.
Awards 3:00 p.m.
PRICE: \$5.00 per car/\$7.50 with wine tasting for one, \$10.00 with wine tasting for two, see article on page three for more information regarding wine tasting. Fill out entry form below and mail with check payable to AROSC to: John Mitchell 1225 Viscano Dr. Glendale California 91207. For more info, call (213) 242-0269.

Owner's name (Last, first, middle)

Address

City State Zip

Phone (day & evening)

Year and Model Alfa

Body style & color

Modifactions if any

Check appropriate boxes below:

Concours only

Concours and wine tasting

How many in your party

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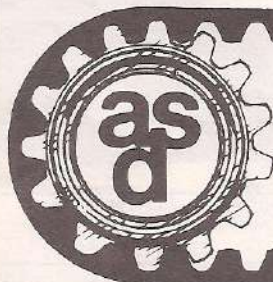
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"THE MIDNIGHT GRAND PRIX"

by JOHN IRELAND

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CHAPTER FOUR: "To race or not to race"



It was 11:00 p.m., one hour before the race was to start, and the death of the Ferrari driver had everything in chaos. The Chief Starter wanted to cancel the event and bring in the police. But the drivers had other thoughts since this was a race that would be almost impossible to reschedule. Johnny Alfa was elected to voice their opinion.

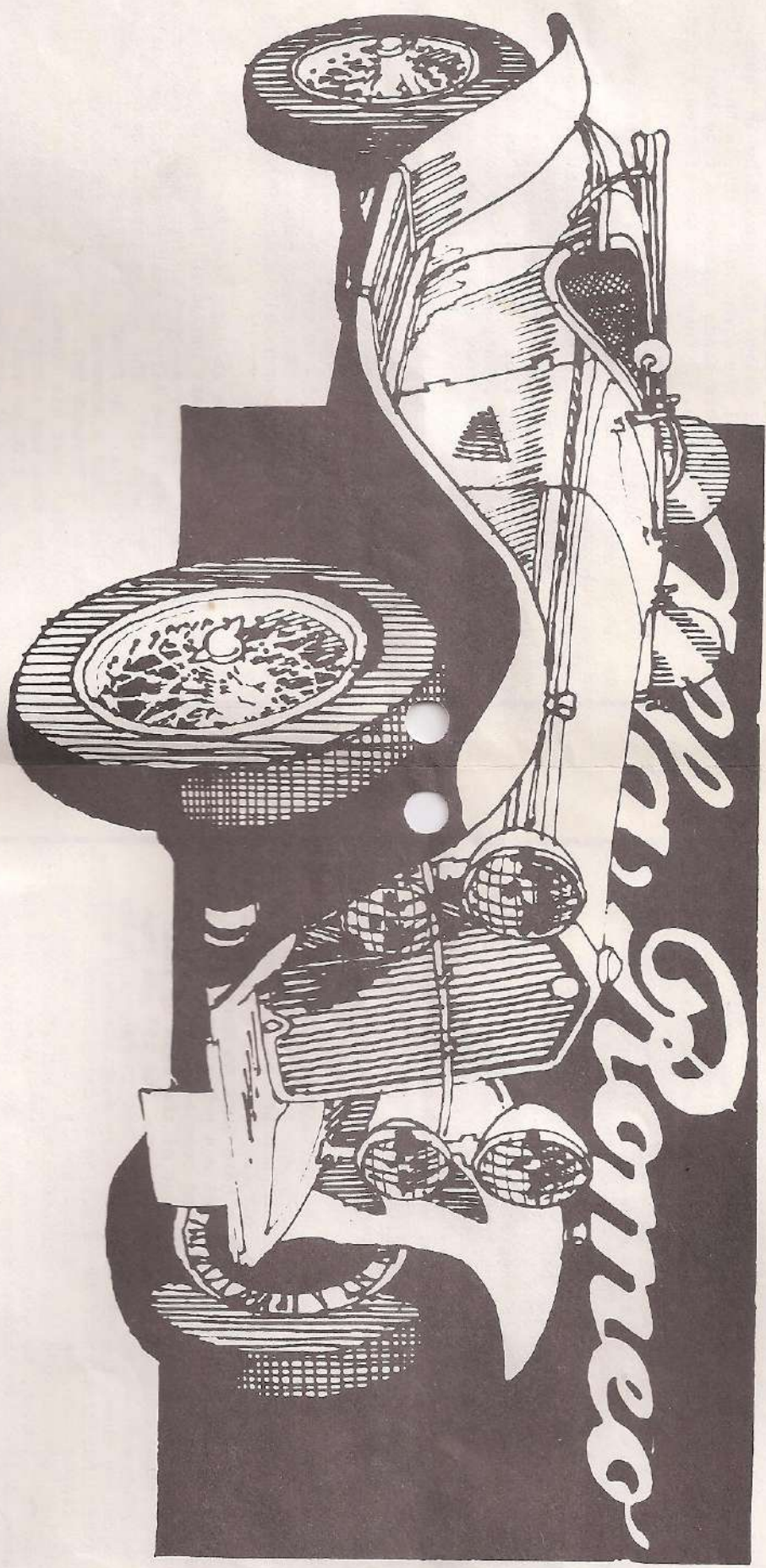
Johnny pulled Falona aside. "I can't trust you any longer, who was he and what did he mean to you?", asked Johnny. "He was my ex-husband...and an undercover agent for the EPA. He wanted me to help him bust everyone in return for immunity from prosecution," she sighed. "Was it his gun or yours?" was Johnny's next question. "It was his," she said, "he pulled it, we struggled..." Johnny smiled, kissed her gently on the lips and said, "Get in your car...I'll see you after the race." As Johnny turned and headed for the Chief Starter, one of the dead man's crew made a break for it, and got to an elevator before anyone could stop him. Another spy, and on the loose.

Johnny filled in the Chief Starter...adding that now the cops would be aware of the race before it started. Two decisions were made...one, the race would begin immediately, with two cars being released at once, instead of just one...and the second decision, that the Ferrari driver's death was justifiable suicide. The dead man was propped behind the wheel of his car, the word stoolie was written across his helmet's visor. The empty slot in the grid was filled from the reserve cars...the Porsche 917's driver yelling for joy as he ran to his car.

Sixty engines came to life, and the cars lined up two abreast. It was now 11:20...the last car would be entering the course ten minutes to midnight. Johnny slipped on his helmet and gloves, checked his belts, and eased the Alfetta next to the car he would be starting against...a Triumph TR7. The row in front of Johnny held Falona's 924 and a BMW 2002ti. Up front, the first two cars, MG's, were getting the green flag...and a minutes later the second two cars were released, the Bugatti and a Triumph TR2. Johnny was already sweating, the new grid line-up meant that his chance for being with the front runners at the end of the race was almost zero. A course worker stepped up to Johnny. "Got any I.D. on you?" Johnny shook his head, no. The worker gave Johnny a copy of the course the race would take. Johnny had less than ten minutes to try and memorize it.

Glancing at the helmeted figure in the TR7, Johnny suddenly had an idea...a plan. The TR7 driver was busily going over the instructions, up ahead, Falona and the BMW driver were doing the same. The instructions were nine pages long. Johnny skimmed through them, then

Continued on page 10.



4-81

THE MIDNIGHT GRAND PRIX - continued.

checked out Falona, the BMW, and the TR7...they were all still reading page two. Johnny decided to let the TR7 win the drag race out of the chut, and follow on his tail for the first few miles. Johnny turned to page three and began reading in earnest. The Jag XK120 and the '55 Alfa 1900 SS took the green flag. A Morgan and a hot Datsun 510 were next. Page three...Silver Lake and Griffith Park...page four...the San Fernando Valley...page five...Mulholland Drive and Hollywood.

Johnny looked at Falona and the BMW driver in front of him. They were only half way through their instructions. Johnny skimmed page six and seven, lot's of freeways, but pages eight and nine were what the race would really be all about...the Mountains...and Johnny read these carefully, committing them to memory. He repeated the process again...skimming the same pages, studying in detail, the others. The Mini Cooper and a bathtub Porsche Speedster took the green flag. Next out was a Mazda RX2 and a Lotus Elite, followed by a stock RX7 and a Porsche 912. Falona and the BMW were next. Johnny put down the course instructions and closed his eyes...bringing each of the nine pages into focus by memory. The sound of the 924's engine and a chirp from the BMW's rear tires, told Johnny that he was next.

The course instructions were taken from him as he rolled the Alfetta onto the starting ramp. The TR7 was next to him, the engine revving loudly. Johnny checked his gauges...oil pressure was excellent, fuel level was at the top, engine temperature was normal...the Chief Starter held up his hand...five seconds...the fingers on the starter's hand became the final clock...four seconds, three seconds, two seconds, one second...the green flag waved...the TR7 leaped out in front and raced up the ramp leading from the underground garage, to the streets of Century City. The engines howled, the echo reaching up to the street and causing the stray pedestrian to wonder what pre-historic dragon had been unleashed.

The TR7 hit the street, swung to the left, then made another quick left onto Avenue of the Stars. Johnny was right on his tail. They crossed Olympic Blvd., at eighty miles an hour, heading straight for Pico. Johnny laughed as the TR7 driver signaled for a right turn with his directionals. From Pico it was a hard left on Motor Ave., and now Johnny was getting nervous...the TR7 was going too slow. And Johnny had to stay behind him until they had completed the first two pages of the course, or until they caught one of the cars up ahead. Headlights appeared in Johnny's rear view mirror. The TR7 saw them too, and slowed down even more. Johnny knew he had to make a choice. If it was cops behind them, the TR7 would be easy meat...they'd settle for him rather than risk their lives trying to catch Johnny. The word "Overland" leaped into Johnny's mind...the last street mentioned on page one of the instructions was Overland Blvd., and if Johnny could get there fast enough, he might catch up with Falona or the BMW in time for them to lead him through page two of the instructions. Johnny killed his lights and passed the TR7. The Alfetta was doing seventy as it hit the dip and Johnny felt himself pucker up as all four wheels came off the ground. The TR7 and the trailing headlights were gone now. Thrump...the Alfetta landed on all fours. Johnny turned on his lights and put the peddle to the metal.

NEXT MONTH: Chapter Five: "MG-R.I.P."



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ALFA ROMEO

PAGE 11

ENTRY FORM FOR TIME TRIAL #5

print name here

Date: SEPT. 19, 1981 TRACK: TBA

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: \$45.00 per Driver
 ENTRY DEADLINE: Midnight SEPT. 17th - RECEIVED BY AROSC
 LATE ENTRY PENALTY - \$10.00
 * 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 points _____

I must file a new class sheet because I have made modifications since completing the last form. YES() NO()

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

Driver #1. _____ Driver #2. _____
 Date _____ Date _____

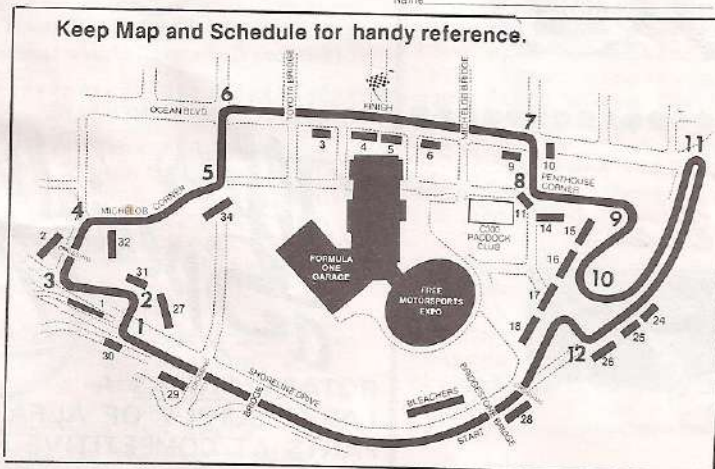
Make checks payable to AROSC. Return this form with entry fee to:

NANCY VEGHER 2012 W. 234th St. Torrance, Ca. 90501

TOYOTA Grand Prix of Long Beach April 2-3-4, 1982

RESERVED SEATS	Grandstand Numbers (#)	All Rows #1	All Rows #11,30	Top Rows #31,27	Top Rows #2,3,4	All Rows #10	Top Rows #15,32	Bottom 4 Rows #2,3,4	1st Choice	2nd Choice	Quantity	Price
<small>Reserved seat orders filled by priority-Based on date received-from top to bottom of stand. Please indicate 1st and 2nd choices.</small>												
2-DAY RESERVED with Friday Gen. Admission												
Adult		\$75.00	\$65.00	\$55.00	\$50.00	\$40.00	\$30.00	\$25.00				
Junior(*)		\$55.00	\$45.00	\$35.00	\$30.00	\$20.00	\$10.00	\$10.00				
<small>Junior-14 Years and Under</small>												
GENERAL ADMISSION—Good for Unreserved Seating Friday Only. Admission Only, Sat. & Sun. No Reserved Seat.												
April 2-3-4- April 4 April 2-3												
3-Day Gen. Adm. Sun. Only G.A. Fri./Sat only Gen Adm.												
Adult		\$22.00		\$17.00			\$14.00				Quantity	Price
<small>Junior (14 Years and Under) FREE when accompanied by Ticket-bearing Adult.</small>												
GARAGE AREA PASS—3-Day Unlimited Access to Formula One Garage Area. Adult-\$9.00 Jr. FREE w/Adult												
											Quantity	Price
												\$9.00
Paddock Club Exclusive VIP Paddock Club Membership includes: 2-Day Pit Road Grandstand Reserved seating; Friday admission; Circuit Parking; Formula One Garage Area Pass and Buffet Lunch, with coverages Saturday and Sunday "Plus" Entertainment. Cost: \$80.00 per person.												
											Quantity	Price
												\$80.00
PARKING PERMIT Easy Access Parking adjacent to Circuit 3-Days \$10.00												
											Quantity	Price
												\$10.00
SUPER PHOTO TICKET <input type="checkbox"/> YES! I want a SUPER PHOTO TICKET @ \$100.00 ea.												
											Name	
												\$100.00

Keep Map and Schedule for handy reference.



DOG LEG CONTINUED:

1st. As last year, AROSC will not accept deposits on tickets, all tickets ordered, must be paid for in full at the time they are ordered. It would be wise to come to the August Meeting with your check book in hand. I know it is early to make plans, but last year, I had a drop out in my party and had no problem unloading my ticket as I walked to the entrance gate...and I got the full purchase price, on race day!

Again, as in past years, the 10% discount we get for our group purchase, will be used to provide ticket holders with the AROSC Friday Night (after practice) Party. It's open to every ticket holder in our purchase group...with free food and a no host bar. For the last two years we have been honored to have members of the Alfa Formula One team as our guests. If you have any questions, bring them to the August meeting at Alondra Park.

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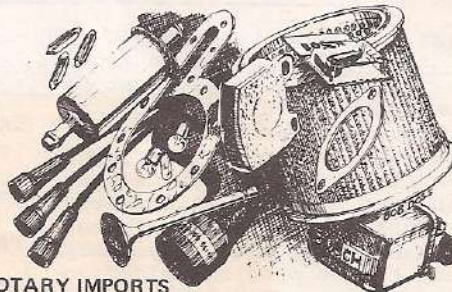
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THE DOG



Each year AROSC buys a large block of seats to the Long Beach Grand Prix. For 1982 there are some major changes in the race course and that has created a change in the grandstand we have traditionally sat in. Follow this article to the map of the new course and you will see what I mean. I have talked it over with the Board and we decided to reserve 300 seats in Grandstand #1...by far the best and naturally the most expensive. BUT...when I called to make the reservation, I learned that there would be no Block Seat Sales in grandstands #1 and #30. Booooo! But, life must go on, and I was promised that we would not see the Ferrari and Pantara Owners in those good seats.

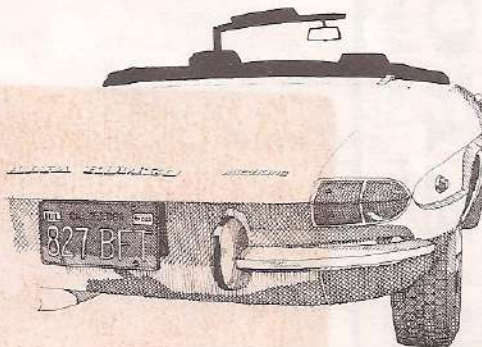
After reading all that I could on the new course and seating, and after talking with the Director of Marketing for LBGP, the club has now reserved 300 seats, the top ten rows on the north side, of grandstand #2. This will (I have been told) give us a view of the cars coming down the long straight before they enter turn one (which may be out of sight below the barriers). We will pick the cars up coming out of turn two, and follow them through turn three and into turn four. Depending on elevation, I think we will also be able to see some of the action around turns five and six...but again it depends on barriers and how high grandstand 32 and 34 are.

Grandstand #1 is going for \$75 per three day ticket (giving 2 days of reserved seating and one day of general admission). Grandstand #2 is \$50 dollars for the same ticket...and while there are tickets (group tickets) costing more in Grandstands #11, 31, 27, 17, & 18...I don't think they will offer as good a view as we've had in past years, or that we will hopefully get in Grandstand #2.

If group sales open up in our first choice, #1...I will try to insure that we have first choice at changing our order for the better seats.

I have reproduced the original information sent to us by LBGP for everyone's information. A club representative will be appointed to take ticket orders, and first come first serve for the better seats...meaning, who ever buys their seats first, gets the top rows...and those are the ones with the best views of the action.

Personally, I like what they have done to the race course. I think it will make for better action, and hopefully more chances for passing...and isn't that what its really all about? AROSC must place a deposit on all seats ordered, by November



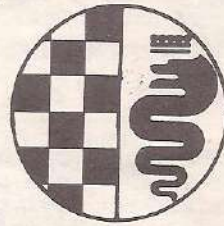
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