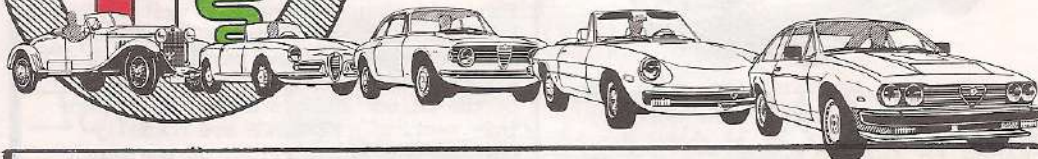




# ALFACIÓNADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 20 NO. 12 DECEMBER 1981 P.O. BOX 261 LOS ALAMITOS, CA. 90720

## conversations on the **faith**

by Jack Becronis

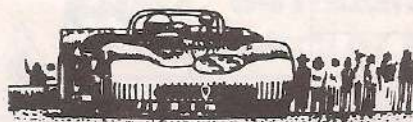
Above is our newsletter's dramatic and new masthead. An owner of the most modern Alfa Romeo can pictorially identify his car and at the same time, appreciate the proud lineage and historical heritage of the marque. Easily recognizable in the lead position is the flagship of the Alfa Romeo line, the GTV6/2.5, followed by the 2000 Spider Veloce and the ageless GTV 1600 through 2.0 liter and the equally classic 101 Spider, and last in line, my own 1928 6C 1500 Zagato Spider.

Chuck Hodgson, AROSC's reigning overall Concours Champion, is a graphic artist by profession. The masthead is Chuck's creative endeavor...a selfless donation of time and talent in behalf of our Chapter's newsletter. To call Chuck's effort a "car drawing" is to diminish its graphic and artistic power, but rarely has one drawing exerted such a pervasive statement on Alfa's pedigree as this one does. The masthead was in real need of being updated to keep pace with the new models and developments. Thank you, Chuck Hodgson for upholding the Alfa

Continued on Page 5

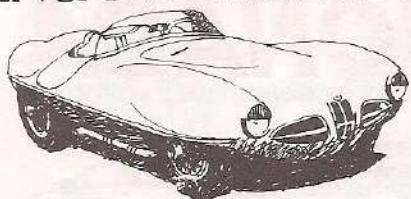
## CALENDAR OF EVENTS

- JAN 22nd - General Meeting at Alfa Romeo's Western Division Headquarters in El Segundo  
See page two inside!  
26th - Board Meeting - TBA
- FEB 26th - General Meeting at the Alondra Park Clubhouse.  
See Blurb on page two.  
27th & 28 AROSC Time Trial #1 w/ VARA at Willow Springs Raceway. See page 15.
- MAR 2nd - Board Meeting - TBA  
6th - AROSC Time Trial #2 at Riverside International Raceway. See page 15.  
26th - General Meeting at the Alondra Park Clubhouse.  
30th - Board Meeting TBA
- APRIL 1,2,3,4 - Long Beach Grand Prix. See ticket form and more information inside.  
23rd - General Meeting at the Alondra Park Clubhouse.  
27th - Board Meeting - TBA
- MAY 1st - AROSC Time Trial #3 at RIR, w/ VARA.



*Alfa Romeo*

# JANUARY MEETING



This General Meeting not only keynotes the entire year of 1982 AROSC activities, it is also a chance to award the year end trophies to those who competed in the Rallies, Concours, and Time Trials for the past year.

In addition to an excellent speaker and free coffee and donuts and door prizes and swell people and good looking cars, there will be reports on the upcoming National Convention and Long Beach Grand Prix.

If you haven't paid your dues or ordered your tickets to the Long Beach Grand Prix, the January Meet at ARI is the time and place to do so...though we cannot promise you will not miss an issue or two of the National newsletter if you wait that long...and we cannot promise that you will get the best seats in our block purchase of three hundred seats at Long Beach.



**8:00 P.M. SHARP!!!**

BLURBLURBLURBLURBLURBLURBLURBLURBLURBLUR

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 membership fee. For membership information, write: AROSC P.O. Box 261, Los Alamitos, CA 90702. 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, CA just east of the San Diego Freeway. Date or location changes will be posted in the newsletter prior to the meeting. Meetings start promptly at 8:00 PM. For more information call:

Al Cortes (Pres.)	(213) 970-0127
Tom Lipkis (Membership)	(213) 455-3117
Julio Ramirez (Editor)	(213) 324-5440

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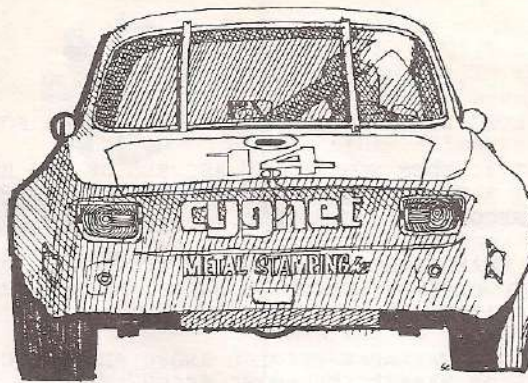
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THE  
LAST  
WORD  
FROM  
JOHN



Everyone who works on the AROSC Board of Directors leaves their mark on the club. This newsletter is like our cave wall...more or less...and for the past year I have had the fun of scratching on the wall. My vanity dreams of some future Alfisti finding these yellowed pages and learning a little about who all of us were, the things we did, trivia and triumphs.

This month's centerfold is a car with great sentimental value and modest resale value...my favorite angle is the straight ahead view. Now with about 60,000 mi, Marcello I look forward to another year of Rallye's and Time Trials and basic good driving.

To all of our advertisers, AROSC sincerely thanks you for your friendship and support during the past year. We hope you are finding your money well spent, and we hope you will join us at more of our events. It's a good way to meet the new members who are just entering the world of Alfa Romeo.

In this, the last chapter of The Midnight Grand Prix, Johnny Alfa hopes that a fire has been lighted in each of you...a fire that will help you find your own personal adventures in every aspect of your lives...a fire that will help you

find the line through life's hairpins and sweepers. (Yes Virginia, there is a Metqphor Clause). And last but not least, ALL OF AROSC THANKS CHARLIE THIERIOT FOR THE USE OF HIS HOME IN WHAT MANY CLAIM IS THE BEST AROSC-CHRISTMAS PARTY TO DATE.

*Alfa Romeo*

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LBGP DATES: April 2,3,4.

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REMEMBER, IF YOUR CHECK BOUNCES, SO DOES YOUR RESERVED SEATING!!!!!!

Time Trial Cont'd.



The next event is in September... and again, it's a great spectator sport as well as a competitor's sport. In fact, Phil Guiral found a note on his GTV's windshield. The girl left her name, phone number, and the thinly veiled suggestion that she might be even faster than Phil's car. We expect a full report from Phil at the July or August meeting.

JOHN I.

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ALFACIONADA

Conversations Cont'd.

"needs" this mega-machine. My sum-up of the GTV6/2.5 is that we can all depend on it to carry the Alfa torch to even greater success.

The other thing that's getting tougher to do is to wait until the sublime historic race and concours in Monterey: August 21, 22, & 23. Behind-the-scenes my 1928 1500 cc twin-cam is being readied. Rebuilt engine, paint touch-up, new wiring and detail, detail, detail, detail. This car is one of Vittorio Jano's outstanding designs. Workmanship and finish is sheer artistry. Performance confirms it to be one of the world's classic machines, accentuated by superb Italian "spider" coachwork executed by the master, Zagato. I ask you, am I in love?

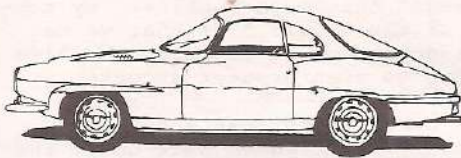
Try not to miss Monterey this year. Other Alfas sure to be attending are: Mike Sperry's Giulia TZ, Scot Gray's GTA, and from Seattle, Washington, Malcolm Harris' 6C 2500 SS.



You say you want to see the Alfa Romeo Formula One effort just once more this year? In person? Well you can...the Las Vegas (or will it be called Caesars Palace Grand Prix) Grand Prix is officially on and the dates will be October 15, 16, & 17th. Grandstand seats are rumored to be going for \$50 to \$250. This event will replace Watkin's Glen on the Circus this year and maybe forever. The course will be 2.2 miles and grandstand seats for 45,000 people will be built and place so "each spectator will have a clear and unobstructed view of each turn and straightaway". Whether a "true road-course" can be built in the stadium concept remains to be seen. Part of the course will be using

Continued on Pg. 6

Conversations Cont'd.



existing parking lots and paved roadway, the rest will be specially constructed with all pavement laid in accordance with FISA specifications. A Bosch Super Vee event will be held on October 11th, to qualify and demonstrate the course's worthiness. Ticket information can be obtained by calling the Caesars Palace Grand Prix ticket office at (702) 731-7762. See you at the July 24th meeting, Alondra Park, 8:00 pm Sharp!

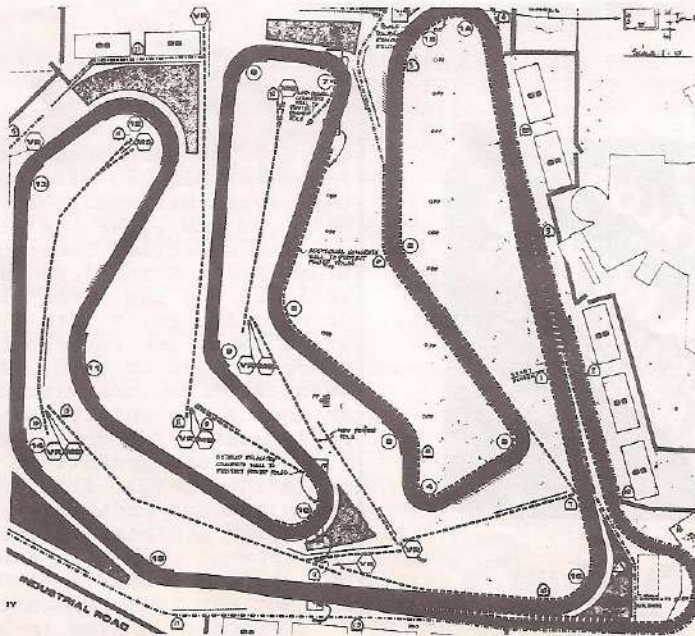
A Shocking Story Cont'd.

I then called Jacobs in a rather irate manner, I was sent a new replacement unit promptly. This 3rd unit lasted approximately three hours.

At this point, (pardon the pun) I drove to Jacobs with this ignition still installed. The Jacobs people agreed that the unit was indeed bad but the installation was good. One of the Jacobs technicians tested another new ignition and then installed it in my car. This fourth ignition lasted approximately half a day. I returned the ignition to Jacobs and received a refund.

Continued on Pg. 11

# Formula 1 in Vegas



Las Vegas track layout: Spectators are placed at ideal viewing points

# "THE MIDNIGHT GRAND PRIX"

by JOHN IRELAND

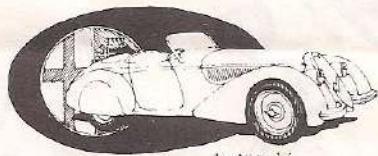
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## CHAPTER EIGHT: "The Ambush Finish"

The red sea of faces parted to both sides of Colorado Blvd as Johnny sounded his air horns. "One hundred and fifteen miles per hour down a city street lined with people, probably facing ten years at Chino if they catch me!", shouted Johnny over his engine, "Ain't life Grand!".

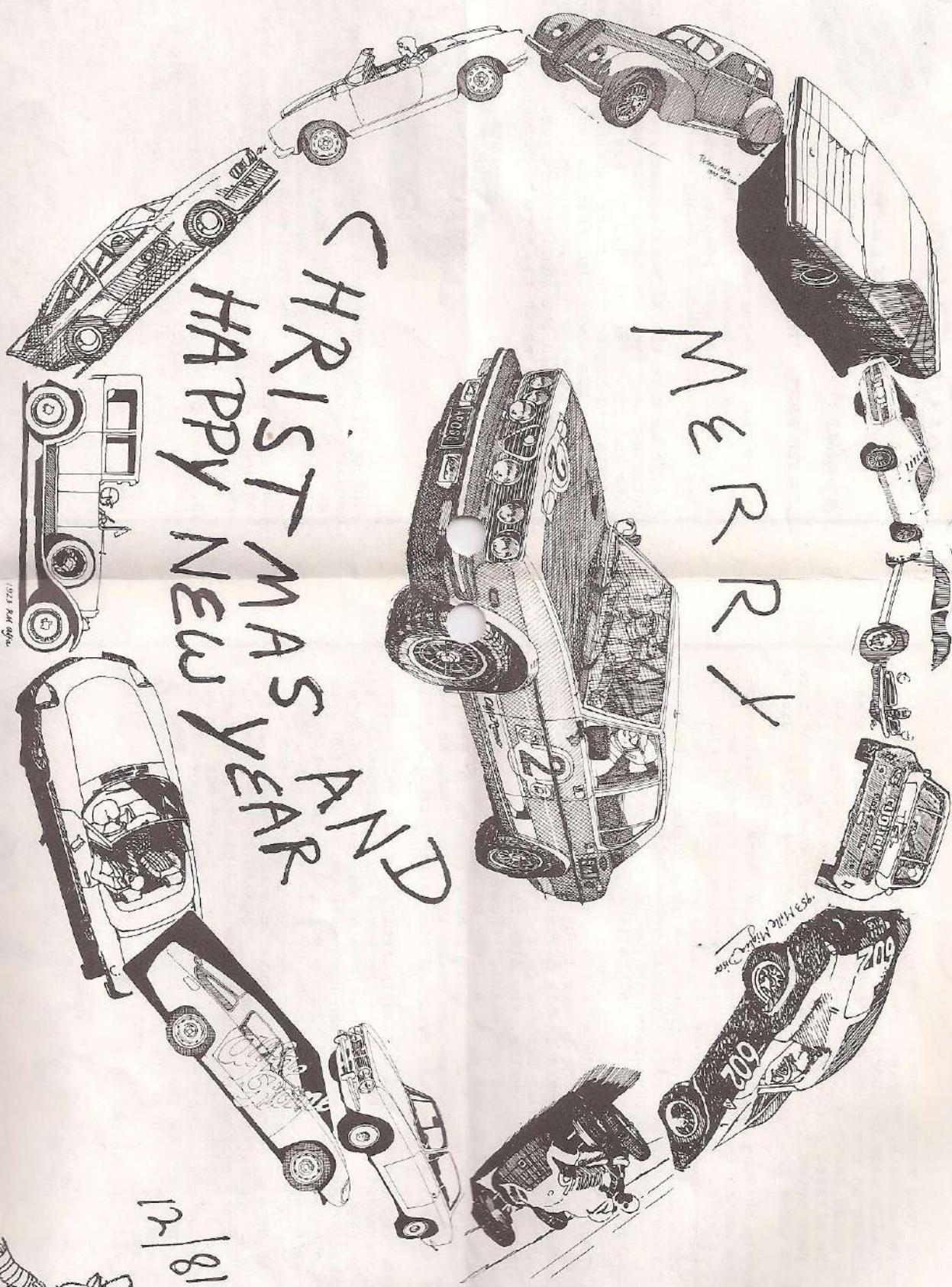
A mile back in the Alfetta's rear view mirror the other cars were breaking away from the motorcycle escort. Johnny turned north on Fair Oaks and raced for the 134. It was seven thousand rpm in fifth as the Alfetta hit the bottom of the on ramp and headed west. He realized he was biting his lower lip, that as much as he wanted to win, there were a lot of cars with more horsepower. The two turbos and the BMW 528i loomed larger in the rear view mirror. That the 911SC hadn't lost the RX7 said a lot about the Porsche driver.



The smell reached Johnny first, moments later he could see the smoking remains of the Muira. Out of nowhere, as if in response to the dying car, the Ferrari GTO, '69 Mangusta, the 427 Cobra, and the '63 Gran Sport Vette flew by in that order...like four bullets from the same gun. They were gone from view in seconds as all the cars began the long downhill ten lane super road between Pasadena and Glendale. Full throttle and the extra boost from gravity took Johnny's speedometer to one hundred and thirty miles per hour.

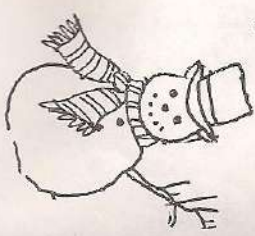
A single set of headlights followed Johnny now...over a mile behind and neither gaining or losing ground. The black sky overhead was quiet and empty. I-5 appeared and disappeared without incident. Johnny started sweating. The 924 and 280ZX turbos passed Johnny on the right. Johnny didn't see them because he was looking for cops. Suddenly he laughed outloud...all this time and he never thought to turn on his radio. As he reached for the knob he saw the glow of an explosion over the horizon. Johnny killed his lights and darted up an off ramp and found himself in downtown Burbank. Another explosion light up the sky...near the junction of the Hollywood and Ventura Freeways. Johnny didn't want to know which cars the fireballs came from. "Maybe it was just a trick to scatter the racers.", thought Johnny. "Why the hell would they do that?" he answered himself, "They want to throw a net over us, the easy way."

Continued on page 10.



CHRISTMAS  
 HAPPY NEW  
 YEAR

MERRY



12/81



THE MIDNIGHT GRAND PRIX - continued.

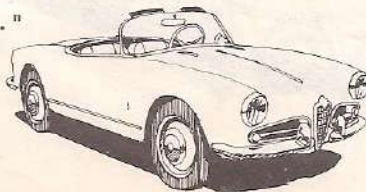
Instead of staying true to the course, Johnny took a long detour through residential streets, then cut over to Laurel Canyon and up to Mulholland Dr. A mile west of where he turned onto Mulholland, Johnny found the GTA sitting on the roadside with the left front corner missing. The driver waved Johnny on, and after that the road seemed to belong to just the Alfetta and Johnny and they fell into a naturally fast groove...a pace never found on a track no matter how long the race but only found in those few spectacular events such as the Mille Miglia.

Outside of Johnny's driving lights the world was a black curtain. Occasionally a few racing fans would be seen along the raceway, waving, throwing a piece of pizza or fruit or bread stick or bottle of Chianti. Now Johnny remembered why they stopped the Mille Miglia...Italians throwing food! Johnny's foot leaped off the gas as a highway patrolman standing by his motorcycle, smiled and calmly waved Johnny on. Johnny stopped his foot from mashing the brake, and he let it hover with indecision before cautiously trying to regain his line and speed.

The two lane highway abruptly became an ultra coarse rock and gravel fire road. "What a hell of a place to see lights in your rear view mirror" thought Johnny as he looked in his mirror and saw lights. The only course of action was to push his own foot closer to the floor. And even with its superior suspension, the Alfetta jumped around like a man walking on hot coals. "Bad car Karma," thought Johnny, "would be to be reincarnated as a tire, and spend all day on this road". And the lights in Johnny's mirror got closer. Again Johnny remembered his radio and turned it on. A policeman was being interviewed and he made it sound as if the entire race were over and the participants in jail.

The in-the-field reporters had a different story. The fireballs were from two hot rodders driving relicars of the Dukes Of Hazzard's General Lee. The drivers blew up their cars when (the headlights in Johnny's mirror were getting closer) they saw the cops were going to catch them before they could get into the race. Johnny stepped on the gas, another news dispatch reported that residents of Manhattan Beach were conducting drag races in support of the Midnight Grand Prix, and farther up the coast tens of thousands had gathered at the beaches in the hopes the cars would pass. Johnny smiled. If enough of the cars survived, they'd get quite a show. The headlights were closer now, despite Johnny's speed. Johnny killed his lights and pulled off the road to see who his pursuer was. He couldn't believe it...but there it was. And then it was gone...an old (but meticulously kept) late fifties Spider Veloce (from the sound of the engine)...being driven for all it was worth by a tan, balding, older gentleman. Once again Johnny was the pursuer...after all, for all he knew, the Alfetta and the old Spider may be the only cars left in the race.

NEXT MONTH: Chapter Nine: "The winner is..."



A Shocking Story Cont'd.



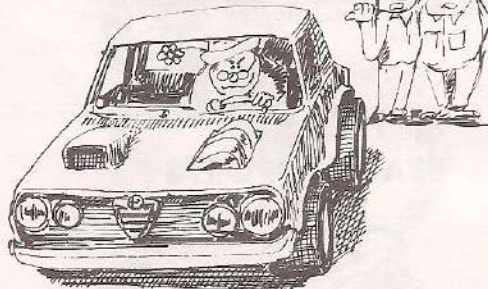
I am convinced that the problem is with the quality of the Jacobs unit. I installed the units exactly according to the instructions. The car has a Bosch distributor and solid copper ignition wires. Therefore, I would caution any one considering purchasing a Jacobs ignition, to be sure about the return policy of the store where obtained.

(Editor's note: Dr. Jacobs is well known for his work with heart pacemakers.)

\*\*\*\*\*

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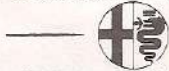
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### An Alfa Refuses to Die!

by Al Cortes

(Editor's note: This is not a continuation of Al's original article, but I look upon Al as the "Keeper of the Old Metal"...and as such, all his articles will carry the above title)

Did you ever wonder why 2nd gear synchronizers wear out faster than the others in most transmissions, (meaning Alfas)? A simple calculation will indicate the answer.

The standard ratios in a typical 1600 Alfa are:

- First 3.30 to 1
- Second 1.99 to 1
- Third 1.35 to 1
- Fourth 1.00 to 1
- Fifth .79 to 1

Therefore, when downshifting, say going from 4th to 3rd or 3rd to 2nd, the following ratio change percentages occur:

$$\frac{1 - .79}{1} \times 100 = -27\%$$

$$\frac{1 - 1.35}{1} \times 100 = -35\%$$

$$\frac{1.35 - 1.99}{1.35} \times 100 = -47\%$$

$$\frac{1.99 - 3.30}{1.99} \times 100 = -66\%$$

Similarly, when upshifting, as in normal acceleration and driving, the following ratio changes occur:

$$\frac{3.30 - 1.99}{3.30} \times 100 = 40\%$$

$$\frac{1.99 - 1.35}{1.99} \times 100 = 32\%$$

$$\frac{1.35 - 1.00}{1.35} \times 100 = 26\%$$

$$\frac{1.00 - .79}{1.00} \times 100 = 21\%$$

From the above, one can see that, by far, the shift to 2nd (from first or third) entails the greatest percentage speed change. (The second to first shift rarely occurring, except when coming to a stop or on a very tight corner). Hence, more wear on the synchronizer. An acceptable solution to a grinding 2nd gear is to switch the 5th gear synchro with the 2nd gear synchro...since buying a whole new second gear is not cheap...and yours truly recently performed this operation utilizing a specially built holding fixture which enables pressing off the worn synchro hubs, without damage. The worn 2nd gear synchro usual has enough capability to handle the 5th gear shifts, therefore this fix will extend the useful life of the transmission a significant amount.

(Al Cortes is the owner of EXOTICAR... an independent Alfa Shop specializing in 1900's, early 2000's, 2600's...and he is a consistent competitor in the A.R.O.S.C. Concours events)

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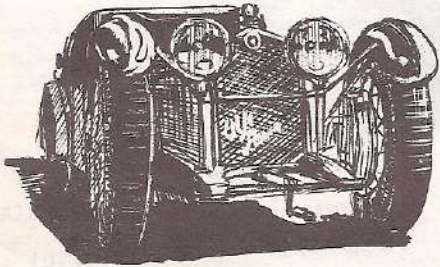
GTA Sports Car

18734 VENTURA BLVD. TARZANA CALIF  
(Between Crebs and Yolanda streets)

PAGE 13

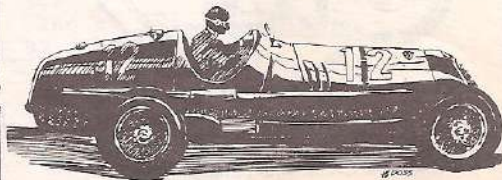
Conversations continued

event has been added, so check the Dog Leg on page 15 for full details. The year highlight will be AROSC's hosting ALFA ROMANCE '82: The National Convention, three days of events scheduled around the June 19th Time Trial. ALFA ROMANCE will also feature a Slo-lam, Rallye, Banquet, and Concour. 1982 will provide an abundance of opportunities to enjoy our Alfas.



The Club By-laws provide for the annual election of one Honorary Life Member. It is my privilege to announce that your Board, as the last official act of the year, elected as Honorary Life Member Phil Hill; Native of Southern California, America's first World Driving Champion, and Alfa owner (1931 tipo 6C 1750 GS and 1978 Alfetta GT - Mille Miglia Special Edition). Phil joins Hoppy Hopkins (Chapter founder) and Briggs Cunningham, in the select circle of AROSC Life Membership. Congratulations Phil.

See you all on January 22nd, at 8:00 PM SHARP!!!



TYPE 8C-35 WINNER OF THE 1936 DONINGTON GRAND PRIX

ALFACIONADA

MORE LEG  
DOG



Look around my friends, can you feel the tingle in the air, can you feel the flutter of anticipation in your stomach, can you feel an irresistable smile pulling up the corners of you mouth? Well, it's time my friends...led by the GTV6/2.5, the 1982 Formula One effort, and us, AROSC, the world is once more about to be ruled by Alfa Romeos. Come to the January meeting and honor those who saw battle in 1981...and get the new 1982 AROSC Competition Code! This will govern all Rallyes, Concours, and Time Trials put on by AROSC during the next year or until revised.

I realize that we are in a recession and money isn't as loose as it was in the good old days of 1977 or so...but this is going to be an outstanding year for taking part in the club. A garuntee of at least two Rallyes (one a six hour enduro) probably three Concours, The Long Beach Grand Prix, the National Convention, The Historic Races and Pebbles Beach Concour in August, six Time Trials, a tour or two, and with luck, a chance to see Alfa claim the 1982 World Championship at the Las Vegas Grand Prix.

It all starts at the January Meeting...ARI in El Segundo...8:00 PM SHARP...so do it!

JOHN, ALIANA, DOGGIE,  
BRUNO &  
MARCELLO!

# THE DOG



Ladies and Gentlemen, start your engines...the 1982 AROSC racing season begins where The Midnight Grand Prix leaves off.

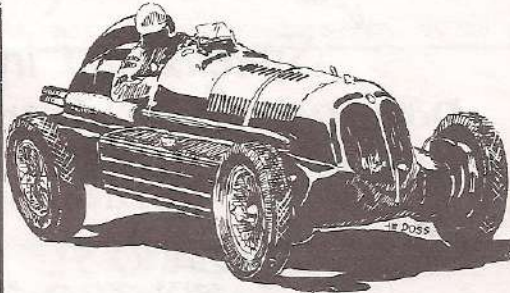
FEB. 26th - The General Meeting will be a Time Trial Tech and Drivers School. It's FREE and it is a must if you're even thinking of joining the time trial program this year. You'll see films of Alfas in action at Riverside, and you'll learn how to prepare your car and yourself to do the same. If you don't know what a time trial is, this is a great way to find out.



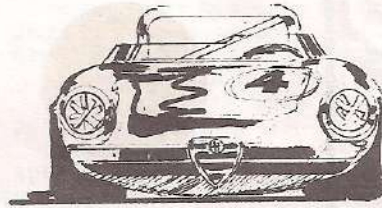
FEB. 27th & 28th - A NEW EVENT!!! This will be a joint competition w/ VARA at Willow Springs Raceway. Sat. the 27th will be a Drivers School and Track Orientation. Sun. will be wheel to wheel racing for the VARA cars, and a Time Trial for the Alfas. AROSC will be limited to 25 entries, first come, first serve...entry forms will be in the January newsletter. The fee will be \$60 to cover both days

and there will be a VARA banquet Saturday night. Complete info at the January Meeting.

MAR. 6th - AROSC makes it two in a row with the first event of the year at Riverside Raceway. We will be driving the newest course, the SCCA Course. Expect track records to fall!!!



MAY 1st, JUNE 19th, SEPT. 18th, & NOV. 27th are the remaining Time Trial Dates of the year, so mark them now on your calendar.



October 24th and 25th of 1981 saw Alfa Romeo dominate the VARA Relay Handicap Race for the second year in a row at Riverside, beating the Cobra Team by :15 seconds at the finish line. Mike Sperry and Jerry Rosenstock in GTZs, Marty Cohen in a '60 Spider Veloce, Scott Gray in a GTA, and Robert Hutchins in a Sprint, carried the honors with superior cars, driving and heart.

MORE ON pg. 14



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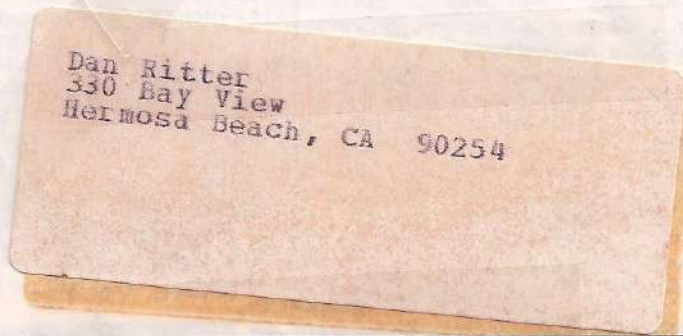
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