

# ALFACIONADA

LFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



Volume 20 No.6 June 1981

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

## conversations on the **faith**

by Jack Becronis

No one said it was easy for AROSC to remain always in compliance with the needs and desires of all the members at all times. Sometimes programs are too technical, or too general. Sometimes Concours or Time Trial events are deemed to be either too hi-tech, or too amateur. But what the membership is beginning to realize is that it's even tougher for the small handful of people on the Club Board to continue to maintain the incredibly high standards set in the past, in areas of programs and activities.

An absolute fact of life is that there will inevitably be change: Stalwart AROSC pioneers, leaders, and standards setters have moved on into other areas of interest. Some have accepted the challenges of big-time IMSA and SCCA racing. Others have moved into Alfa Romeo Owners national offices. Still others have turned car hobby interests into successful and thriving businesses. At the risk of forgetting many of those members that have given so unselfishly, I'd like to remember the top 25:

CONTINUED ON PAGE 4

## CALENDAR OF EVENTS

### JUNE

- 20th - AROSC Time Trial #4 w/ VARA  
See entry form inside.
- 26th - General Meeting at Alondra  
Park. 8:00 pm. Sharp!
- 30th - Board Meeting - TBA

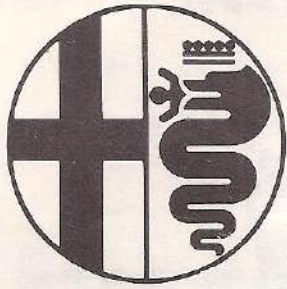
### JULY

- 12th - AROSC Concours II. Briggs  
Cunningham Museum, see entry  
form inside.
- 24th - General Meeting at Alondra  
Park. 8:00 pm. Sharp!
- 28th - Board Meeting - TBA

### AUGUST

- 13th - 16th Alfa Pacifica. Van-  
couver, British Columbia.  
Contact John Ireland for  
more info on reservations  
dates, and events. This  
event is being sponsored  
by The Alfa Romeo Club of  
Canada. If you're look-  
ing for a great vacation,  
this is it!
- 22nd & 23rd HMRA Races in Leguna  
Seca and Pebble Beach Con-  
cours d'Elegance. A per-  
fect wrap-up to Alfa Pac-  
ifica.
- 28th - General Meeting at Alondra  
Park. 8:00 pm. Sharp!

*Alfa Romeo*



## JUNE MEETING

A.R.O.S.C.  
GOES TO THE MOVIES

"ITALIAN LOVE AFFAIR"

a film by Mark Mericle

Starring  
Dave (Lotus Boy?) Vegher  
and  
The Blue TZ!!!

Read what the critics say...

"Now I know where the gas  
went..."

R. Nadar

"Datsa nice..."

M. Andretti

"Hollywood schmollywood.."

R. Chisholm

"Now I know where the money  
went..."

N. Vegher

Don't miss the Lawndale Premire of  
the greatest film since "Bobby  
Dearfield"...plus re-runs of those  
"unofficial" Alfa Commercials by  
John, Alana, and Doggy. (With a  
new commercial if the film gets  
back from the lab in time.

It all happens at the June Meeting!

ALFACIONADA

ALFACIONADA is the monthly publica-  
tion 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, let-  
ters and personal ads are always  
welcome, and should be received by  
the Editor 20 days prior to the  
monthly meeting. Meetings are nor-  
mally held on the fourth Friday of  
the month at the ALONDRA PARK CLUB-  
HOUSE, at 3850 Manhattan Beach Bou-  
levard, Lawndale, just east of the  
San Diego Freeway. Date or loca-  
tion changes will be posted in the  
newsletter prior to the meeting.  
Meetings start promptly at 8:00p.m.  
For more information please call:

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Tom Lipkis - Memb. (213) 822-1511  
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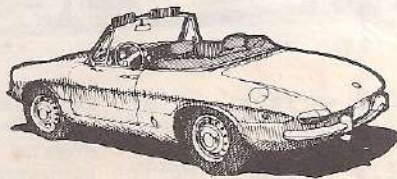
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## Send in Dues

1980 DUES ARE DUE....SO, WHY NOT  
SEND IN YOUR RENEWAL NOW! -AND  
AVOID THAT LAST-MINUTE RUSH!!!!  
AND REMEMBER!!RENEW WITH AROSC,  
NOT WITH THE NATIONAL CLUB.

ALFACIONADA

## CALENDAR OF EVENTS

- Jan 25 Meeting, Alfa Romeo, Inc.,  
El Segundo
- Feb 22 Meeting, Alondra Park



## EDITOR'S DESK

1979 will soon become history; but before that happens, I want to acknowledge the contributions made to this newsletter by so many people throughout this year.

Many thanks to John Ireland for his "Song"; to Dave Vegher for his many racing reports, and for his informative "Tech Talks"; to Barry Klein for his "Slaloms"; and to all the others who sent me articles and ads. Special thanks to Scott Carter, whose beautiful Alfa drawings made ALFACIONADA look so good. I hope that you will keep those articles, ads, pictures, ect. coming in; your new editors will really appreciate it.

My immeasurable gratitude to my F & S (Fold & Staple) Squad - Nancy and Dave Vegher, and my husband Dan. Without their invaluable support and assistance, this newsletter would not have made it out the door each month.

And, to all of you out there in AROSCland, I hope that this publication has provided you with some worth-while reading during the past twelve months.

Thanks again, everybody, and.....  
Happy Alfa-ing! Sue

## Ricordanza....

### ALFA ROMEO GTA

If there is an Alfa that can equal the glory of the awesome Type 159 Alfettas in the winner's circle during the fifties, it has to be the Alfa Romeo GTA. The GTA had countless numbers of successes, both in the hands of factory drivers, and private entrants as well. Its race record stretches to a span of almost 15 years!

Introduced at the Amsterdam Motor Show in 1965, the GTA was visually identical to the Giulia Sprint GT's outside lines although the GTA had a considerably lower weight obtained by the adoption of an aluminium body riveted to the chassis of the 105-type GT. All the sound-deadening material was eliminated, and in some models the glass was substituted with plastic material except for the windshield. The GTA weighed somewhere between 1400 to 1600 lbs. Hence, the name GTA (A is for "alleggerita", meaning lightened, not "aluminium").

The GTA's powerplant is hidden beneath the hood, fitted with a 1600 cc, double ignition, twin-plug cylinder head, obtaining an output of 115 hp at 6000 RPM. The racing versions prepared by Alfa Romeo's racing arm, Autodelta, gave up to 170 horsepower at 7500 RPM! Suspension was also technically different, with the extensive use of stiffer mounts for the larger-diameter swaybars, uniball bearings, Konis, higher rate springs, wider wheels, ect.

The GTA was instantly recognized after its introduction at the major race circuits in Europe, and eventually, the United States. It notoriously repeated the old Alfetta hat-trick of finishing one-two-three at almost every race it entered, and easily won the European Touring Car Challenge Cup, a class win at Targa

Florio, Coupe des Alpes, Nurburgring, Daytona, 4 Hours at Jarama, Silverstone, and an assortment of German and French rallies, ect. It would probably take a full page to name the long string of wins the GTA has achieved in its long years of competition. The most splendid was probably in 1966 at Sebring, where the late Jochen Rindt won a production car race around the full 5.2 mile course in his 1600 GTA, with a Dodge Dart taking second, four more GTAs finishing third, fourth, fifth and sixth, with Plymouth Barracudas seventh and eighth!

In 1967, a new lustre was given to the already successful GTA; a supercharged version was developed by Autodelta, known as the GTA-SA. In this form, the engine produced 220 horsepower achieved with two centrifugal blowers driven by a chain-driven hydraulic pump. The GTA-SA was extensively tested at the Ballocco track and at Monza, where some unofficial, surprising times were recorded. This supercharged version scored a first at Hockenheim, won two races in France, and two others in Belgium.



Another variant of these cars came in 1968 as the GTA Junior, fitted this time with a 1300 cc engine capable of producing 160 horsepower in the competition version.

GTAs are easily recognizable, not only by its extremely raucous-sounding exhaust, but also by the large quadrifoglios on its flanks, neat little door handles like the TZ's, and about a million rivets above the drip rails of the side windows! Total number of 1600 GTAs produced

CONVERSATION - continued

Bernstein, Boles, Canonne, Clemente, Croulet, Doss, French, Gebhardt, Gott, Harmon, Hines, Hopkins, Jones, Keely, Kohl, Liserani, Morris, Richardson, Samson, Shankle, Suter, Thieriot, Vasquez, Vegher, Ward, and Wright.

That's a long list, I know, but if I could have my way, I'd vote them all in as Life Members. No amount of money could pay for the dedication and the time expended in AROSC's behalf...Thank you Ladies and Gentlemen, you have a standing invitation to honor us with a visit or participation at any time. I can't help but believe that some of your best memories are those of AROSC.

It's too bad one can't buy experience at the corner store. Experience is all that the young "turks" on the current Board lack. The new generation leaders are: Alfvn, Cortes, Ireland, Lipkis, Mitchell, Steben, Wood, and Becronis. Here is all the energy, enthusiasm, and intelligence. The quality of the Club will be maintained, only individualistic style will change. We are, I feel, in a period of change in this regard. It is a very good time for many of the newer members to think about coming forward and shouldering some of the responsibility...you will grow as you help AROSC grow, and it's going to happen, because it's got to!

On Saturday, May 16th, the first Concours of the 1981 season was held on the ground of (and in benefit for) Lutheran High School in Burbank. Officially named the 2nd Annual San Fernando Valley Concours d'Elegance...this event can become the largest and most respected car show in Southern California. I say this because it has the best natural physical plant in terms of size and land-

scaping, of any concours field I've seen in the L.A. area. Alfa was the only marque club entered. We were treated as one of fourteen competition classes. The modern art sculptured trophies were well deserved. AROSC individual class ribbons were also awarded, and recipients accumulated points toward the annual overall concours awards. John Mitchell has a full report inside this newsletter. Our next concours is Sunday July 12th at Briggs Cunningham Automotive Museum. Briggs is a Life Member of AROSC and the event at his famous museum is always special.

The AROSC evening at Carrozzaria Italiana was outstanding. Al Cortes did a fantastic job of putting it all together. This was the only USA showing of the exhibit, and we hope to have a full report on it from Al in the next issue.

Our next event is the forth Time Trial of the year, Saturday June 20th at Riverside International Raceway. It will be the all-time most exciting day of Time Trials, since we have invited VARA, the Vintage Automobile Racing Assoc., to be our guests. Paid SCCA corner workers will be manning the flags, so without any interruption to replace corner workers, cars will be running continuously, all day long. From the spectator standpoint, it will be most enjoyable. One can put a stopwatch on our fastest Alfas and compare the times against the VARA cars in it's class...and against your own fantasies. The VARA entries will include Cobra, Porsches Ferraris, Lotus', Maseratis, Jags, Morgans, Corvettes, and many more. Don't miss this event. It's free! Take the Pomona Freeway straight out to Riverside International Raceway. You'll love it.

See you all at the June meeting on June 26th, Alondra Park, 8:00 pm SHARP.

CONCOURS continued

CLASS III - 105's & Alfettas

- 1st. Charles G. Hodgson  
1978 Sprint Veloce (GT) \*
- 2nd. Andy Steben  
1973 GTV
- 3rd. Lawrence P. Meyers  
1979 Sprint Veloce (GT)

CLASS IV - 105 Spiders

- 1st. Diane & Rick Alfvn  
1979 Spider Veloce
- 2nd. Teri & Jim Wood  
1979 Spider Veloce
- 3rd. Tom Stoner  
1967 Duetto Spider
- 4th. Lawrence J. Offner  
1968 Duetto Spider

CLASS V - 750 & 101 Spiders

- 1st. John Mitchell  
1956 Spider
- 2nd. Sten Lindgren  
1966 Spider Veloce
- 3rd. Jeff Wu & Gary Hanes  
1965 Spider Veloce

\* 1st Place Lutheran High School

\*\* 2nd Place " " "

\*\*\* 3rd. Place " " "



*Exotica*



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# rally realities

An overcast sky ushered in the day of the rallye. With 19 entrants, it was an exciting race through the city streets and mountain roads. Although it proved to be a very challenging afternoon, we all agreed the roads were beautiful. Three winners emerged, proving that the course was difficult though not impossible. And judging by the smiles on all the faces of the entrants who arrived at Two Guys of Italy, all seemed to have a good time.

## TARGA FLORIO DE CALABASAS RALLYE THE WINNERS

1st Place  
Philippe DePalmaert/Bob Massaro  
373 Points

2nd Place  
Tom Lipkis/Ed Bott  
347 Points

3rd Place  
Janet Way/Steve Bitteldurf  
342 Points

### AND THE OTHERS:

4th Valerie & Tim Aspell, 5th Jerri & Richard Bost, 6th Sapir Manson /Abe Shrekenhamer, 7th Jack & Peter Becronis, 8th George Squyres, Steve Kropf, 9th Chuck & Carolyn Bartholomew, 10th Bryant Kolsin/Jeff Miller, 11th Bobby & Linda Perales, 12th Michael Shaghnessy/Brooke Butler, 13th George Macer/Vicky Neave, 14th James Dennis/John Mitchell, 15th, Debbie Laborde/Diane & Steve Alaman, 16th Inese Lacey/Sue Kaminshe.  
A perfect score was 400. Thank you all for your support and participation.

Jim and Teri Wood.



print name here

ENTRY FORM FOR TIME TRIAL #4

Date: June 20, 1981 Track: SHORT COURSE

Schedule: 7:00 - 7:15 All Novices in line for TECH INSPECTION\*  
 7:30 - 8:15 All others in line for TECH INSPECTION\*  
 8:30 - 8:45 Drivers' Meeting - MANDATORY  
 8:45 - 9:15 Track Orientation  
 9:30 -12:00 Practice  
 12:00 - 1:00 Lunch  
 1:00 - 4:45 Warm-up and TIMED RUNS (5 laps)  
 5:00 - Awards Presentation and CLEAN UP

Fee: \$45.00 per Driver  
 ENTRY DEADLINE: Midnight June 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 modifica-  
 tions since completeing 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

# "THE MIDNIGHT GRAND PRIX"

by JOHN IRELAND

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CHAPTER TWO: "The Drivers Meeting has lots of curves"

Johnny glanced at the frisky blonde driving the micro-bus taking him down the Hollywood Freeway. "She's got a body by Zagato" he thought. He looked back at the road and thought of the miles he had traveled in his life time...he could see them rolling by, the trees, the angle of the sun, the temperature of the air on his arms, the smell of the 50W racing oil, the laughter of the person in the seat next to him. The blonde's voice brought him back to reality as she told him her name was Falona, that she was a Porsche mechanic and would be driving in the race, starting two cars ahead of Johnny's Alfetta. It was a technical handicap...Johnny's Alfetta now at full European tune was given more points than her Showroom Stock 924... a handicap that didn't take into account that her car had been blue printed and balanced at the factory, and had won at Road Atlanta. The way she jammed the microbus through the hotel's underground parking lot told Johnny he was in for a hell of a race.

Inside the hotel's 24 hour coffee shop, Falona had orange juice while Johnny decided that 8:00 am wasn't too early for another Dos Equis. "You smell of sweat and gasoline" Falona told Johnny. "I never bath before a race" he smiled back. Her laugh was throaty and deep, her eyes were dark brown, her mouth reminded Johnny of Briget Bardot. "What are you doing after the meeting?" he asked. "Working on the car" was her reply. "What are you doing after the race" he tried. "If you're not too slow, I'll be waiting at your place" she said with lowered eyes. "What if I get there first" said Johnny. She stood up, put a five dollar bill on the check, then put her lips next to his ear. "You're a dreamer, Johnny Alfa".

She disappeared into the hotel lobby, her designer coveralls moving like a red flag in front of Johnny's eyes. He thought of catching her then and there, but a voice over the P.A. announced that the Son's of Italy meeting was about to begin. At the entrance to the banquet room, guards checked ID against a master list of entrants. Once the doors were closed and everyone was sure there were no stoolys in the crowd, the official starter gave his nod of approval. Twenty five stereos began blasting audio tapes of racing engines at top rpms. The two hundred course workers and sixty drivers stood on their chairs and cheered. Minutes later the real work began.

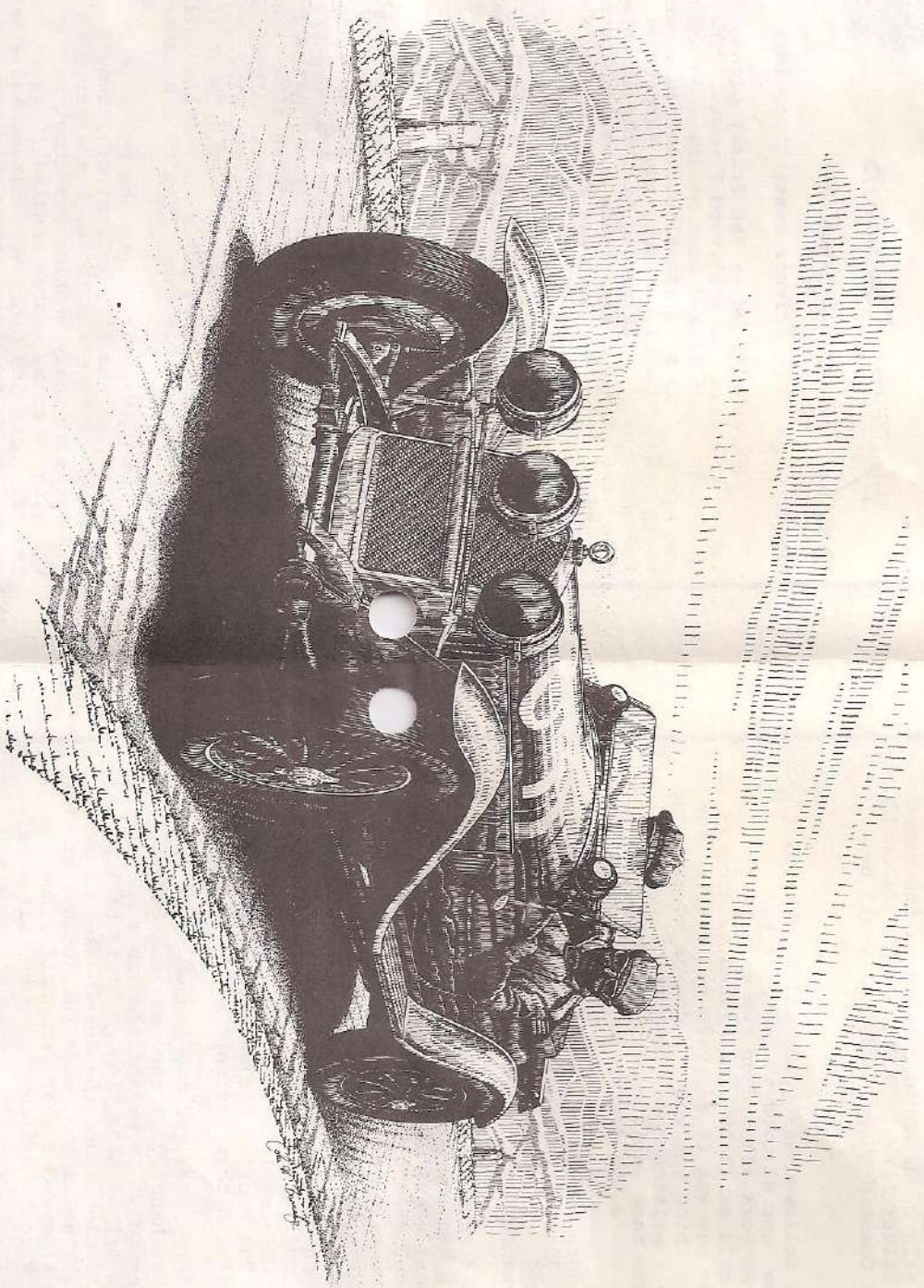
It would take 15 workers to just run the starting grid during the one hour needed to release the cars. 15 more would have to cut the chains and open the gates to Griffith Park, then controll cross traffic. 30 workers would be responsible for restraining traffic on cross streets along Mulholland Drive. 36 would work the cross

Continued on page 10.



The great Tazio Nuvolari and his mechanic Guidotti in the mountains during the 1930 Mille Miglia in their 6C 1750. Coming from behind, they won by seconds after 1000 miles of racing.

# Alfa Romeo 6C 1750



6-81

streets of Hollywood Blvd., 24 more would be covering downtown L.A., 18 would clear a portion of the Long Beach Grand Prix course that would be visited for a one lap salute, 32 would be manning the cross roads of the Malibu mountains, Silver Lake, and Echo Park. 24 would be spread out along the Pacific Coast Highway, and five would be waiting at the finish line.

The Drivers Meeting that followed was quick and to the point. Tech Inspection at 6:00 p.m., no one allowed to leave or use a phone after they were teched. No work allowed on the cars after 9:00 p.m., all cars at the pre-grid at 10:00 p.m., lined up according to their starting order. No one was to carry ID or registration, if the cops caught you, the only thing you were to do was to call the event's attorney...a number never written down, only memorized. And while everyone knew the roads the race would cover, not until thirty minutes before a car's release would the driver be given a copy of the course...again to memorize. However, unlike a rallye (or the great Mille Miglia), an exact course would be impossible because of the race's illegality. Or to quote General Instruction #21..."when you encounter a roadblock, improvise". The hotline number would be given each driver on a small zig zag paper (suitable for eating if caught).

The Sons of Italy squinted their way out into the noon sunlight. Johnny looked for Falona and found her talking to a tall, thin, handsome, blonde, rich looking guy in a Ferrari jacket. "What was that all about?" asked Johnny, when she finally joined him. But she didn't answer, instead slipping on her sunglasses and firing up the micro-bus. The mood change was obvious, and as she zipped through the streets, Johnny wondered who the man was and what power he had over Falona. She turned on the radio and the world outside the micro-bus became a silent mural, now narrated by a choir of English school boys singing the opening lyrics to the Rolling Stones hit, "You Can't Always Get What You Want". "It was true," thought Johnny, "coincidence is more profound than destiny".

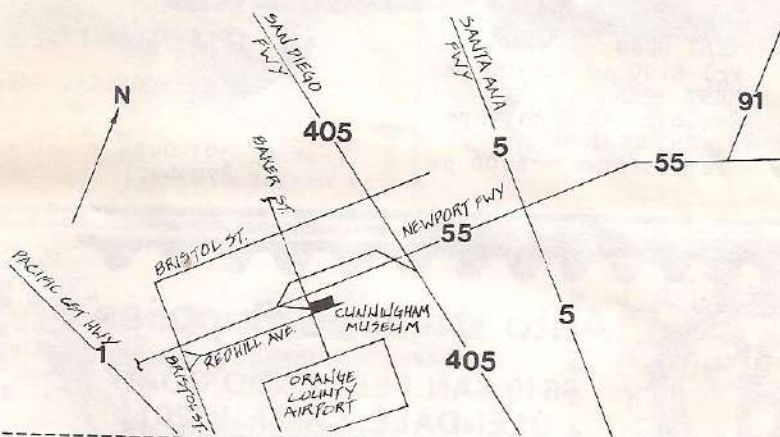
The music mixed with the city..."I saw her today at the reception"...a glass of wine in her hand"...I knew she was gonna meet her connection"...the voices built as we spiraled up a cloverleaf..."she was practiced at the art of deception, I could tell by her blood stained hands"...on the right rose the Revel-like concerto of modern Los Angeles, on the left and north, were the sensual green hills of Hollywood..."You can't always get what you want"...Los Angeles will be noted as the only real 20th Century city, all others will be listed as before or after..."You can't always get what you want"...or was it just age, did all middle age men walk around in a state of shock, as if they had been walking straight ahead for forty years, and only now looked back and realized where they had been..."You can't always get what you want"...pastel walls, faded ads for Dads Root Beer, all the neon signs in neon stores, shops selling sin and shops selling salvation, vice embracing virtue, Falona took Johnny's hand and squeezed it..."But if you try sometimes, you just might find, you get what you need".

NEXT MONTH: CHAPTER THREE: "Murder at the Pre-grid".

# Concours d'Elegance 2



THE DATE: Sunday, July 12, 1981. THE TIME: All cars in position by 10.  
 THE PLACE: Briggs Cunningham Automotive Museum 250 Baker St. Costa Mesa.  
 THE PRICE: \$5.00 per car for entries. Spectators are welcome free.  
 Fill out the entry form below and mail to John Mitchell 1225 Viscano Dr.  
 Glendale, Ca. 91207. For more information, call (213) 242-0269.



Owner: Last name \_\_\_\_\_ First \_\_\_\_\_ Initial \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone (day) \_\_\_\_\_ (evening) \_\_\_\_\_

Year and model Alfa \_\_\_\_\_ Body style \_\_\_\_\_

Year \_\_\_\_\_ Color \_\_\_\_\_ Modifacation (if any) \_\_\_\_\_

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# ALFA OF SANTA MONICA



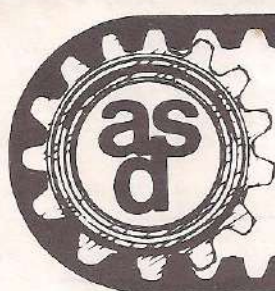
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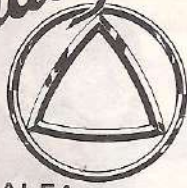
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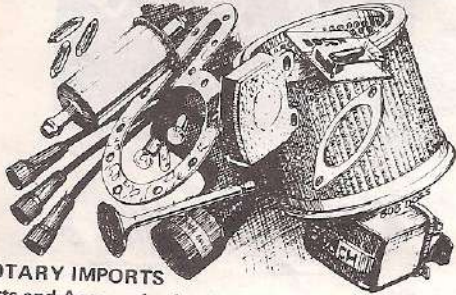
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ALFACIONADA



### FOR SALE

1967 - Giulia Super Location forces sale. Maroon ext. straight w/ good paint, interior good. New head gasket, starter & solinoid, will be in L.A. end of June w/ car. \$1,700 o.b.o. Contact Sally French 22 10th St. E. Kalispell, Montana 59901. Or call (406) 257-4763 or 755-6484

1969 - Duetto Spider easy to make a 100 point car. 45M orig miles, all put on by the orig owner. Good top, new battery, all service record available. Body in very good shape, only minor ding or two. Paint good. Engine good but runs rough since car not driven in 9 months. Illness forces sale. Best offer over \$5,000. Call Irene Hughes (213) 842-7830

1974 - Spider: MUST SELL. Garaged and meticulously maintained since showroom. 30,800 original sunshine miles. New original 3 ply top and Pirelli P3 185/70's installed 3/81. Int.(black), ext (red), engine, engine and trunk compartments, perfect. Orig. bra, personal steering wheel, skins and xtras. Car has hardly been driven. Rain or snow has been avoided. A fine collectors item car for the Alfa enthusiast Pictures w/ John Ireland, may be seen at June meet. SACRAFICE at \$6900 O.B.O. Call (503) 661-3457 after 6 pm and weekends, or (503) 666-1511 ext. 369 weekdays. PLEASE ASK FOR RANDY KOEHLER

# THE DOG



The new masthead for the newsletter has been promised for next month.

Race fans...you say you are fed up with the poor race coverage on television? Well, things are getting better. Locally, Channel 11, KTTV, has a new show called "Fast Company" on Saturday afternoons. I caught the first show, and it is very good. But even better, is the full race coverage of all the Grand Prix's that is provided by ESPN. I get ESPN over Theta Cable (without having to buy the Z Channel). It is great! If you've been considering Cable TV (or pay TV but without the cable), make sure they carry ESPN...the race coverage makes the networks (ABC, CBS, NBC) look sick. --*DOGGE*

1972 - Alfa Romeo 2600 Sprint.  
Near new engine. Trans and drive line rebuilt. Fresh silver metallic paint, chrome and headliner. Black cloth/vinal/leather int., AM-FM cass/stereo. Michelin tires & xtra wheel. \$6000 O.B.O. Contact S. Hinojos 5622 Elinora Lane. Cypress, Ca. 90630

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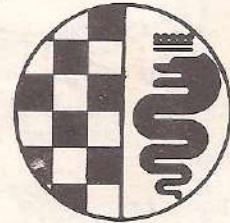


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