

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 20 No.9 Sept.1981 PO Box261 Los Alamitos Ca.90720

conversations on the **faith**

by Jack Becronis

The National AROC Convention that was held in Detroit during the first part of August, has honored AROSC by inviting our chapter to host the National Convention in 1982. This is an opportunity for the many talented members within our chapter to do meaningful work in the areas of their primary interests. The National Convention activities are; Credentials and Registration, Housing, Meeting Facilities and Agenda, Road Rallye, Time Trial, Banquet, Social/Bar-B-Que, and Concours. Now that may seem overwhelming until it is broken down into smaller individual jobs with specific individuals taking care of specific tasks and events.

I hereby volunteer to take over the Concours...the Time Trial Director will be responsible for the Time Trial...so that leaves just five areas to be taken over by other members. The National Convention epitomizes everything that affiliation with the Alfa Club is meant to be...that incredible feeling of association with others that view life as you do, with respect and goodwill. Now is the time for all

Continued on page 3.

CALENDAR OF EVENTS

SEPTEMBER

- 13th Concours 3 at San Antonio Winery.
19th AROSC Time Trial #5 at RIR
24th See entry form inside and article on page 15. NEW COURSE!!!
25th General Meeting at Alondra Park. 8:00 pm SHARP!
29th Board Meeting - Becronis'

OCTOBER

- 23rd General Meeting at Alondra Park. 8:00 pm SHARP!
27th Board Meeting - TBA

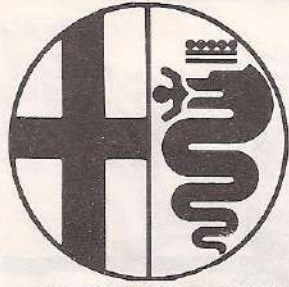
NOVEMBER

- 1st "The Last Hollywood Hills Mille Miglia" Rallye. See entry form inside and article on page 15.
27th General Meeting with The White Turkey Sale and Board of Directors Election. Don't miss this one. Alondra Park. 8:00 pm SHARP!

DECEMBER

- 1st Board Meeting - TBA
5th AROSC CHRISTMAS PARTY

Alfa Romeo



SEPTEMBER

ANDY'S GANG PREZENTS

BEEYOUTEEFOOLL PIXTOURS UFF

THEE MONTA-RAY HYSTOORIK MOTORE RACES 'N PEBBLE BEECH CONCORES DEE ELAGANCE. EFF U MISSED THEM - DUNT MISS THISS. EFF U WRRR THAIR - RELIVE THEE MEMORXERYS AT THEE SEPTE MBRRR MEATEN AT ATE PM SHARP!!!!!!

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

Subscriptions to this newsletter are included as part of the \$30.00 per year AROSC membership fee. For membership information, write: AROSC, P.O. Box 261, Los Alamitos, 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

Alfa Romeo

AUTO RACES

If you enjoy Vintage Auto Racing, get ready to experience CONTEMPORARY AUTO RACING. This is a new club that starts where the Vintage years leave off, and you can see them in their glory when they hold an Historic CAN AM Race on October 4th...just before the Pro CAM AM Race at Riverside International Raceway. You'll see AROSC's own Joe DiLoreto in his 1975 World Champion of Makes Alfa Romeo 33TT12 going off in wheel to wheel racing with Lolas, Ferraris, Porsches, and McLarens from the same era. Will Alfa win again? Don't miss this outstanding event and a chance to cheer one of our own.

Don't miss it. October 4th 1981 at Riverside International Raceway! (SEE THIS MONTH'S CENTERFOLD!!!!!!)

CONVERSATIONS CONTINUED

good Alfiste to come to the aid of the cause. If you want the 1982 National Convention to be hosted by our Chapter and in our area of the country, it will take your support and effort to make it happen.

I most usually like to linger and wish to prolong savory moments as are usually provided by the great Monterey Historic and Pebble Beach Concours annual activities. This year I have to admit I'm glad they are over with. You see, as an entrant in both these events with my 1928 6C 1500 Zagato spider, I had every anticipation of realizing one of my life's high goals...to run in the Monterey Historic, and show in the Pebble Beach Concours. So much work and effort had gone into achieving this end. But it was not to be. Tragedy struck!

Friday, the night before the Monterey Historic, I was making good on a promise to give Bill Biggs (from ARO San Diego) a ride, and at the same time, put some "break in miles" on the newly rebuild engine. Winding through some of the hilly backroads around Lagune Seca, all of a sudden, the carburetor began to backfire. I pulled over to the side of the road, got out and started to lift the hood in an effort to discover what was wrong. Suddenly, FIRE! The entire engine compartment was ablaze. I grabbed the fire extinguisher from within the cockpit and emptied it into the fire. Nothing! The fire kept raging. Now it was being fed by gasoline coming from the fire wall scuddle tank and now way to turn it off.

Five or six cars finally came by and resulted in two more fire extinguishers being emptied into the fire...but the fire continued and continued and continued to burn and burn and burn. I was going crazy. What a helpless, frustrating feel-

ing, standing and holding an empty fire bottle and watching something you love very much, burn. "Get back! Get back! She's going to blow up" someone kept screaming. I walked backwards and started to cry. Someone put their hand on my shoulder and I sat down on the ground. The night was dark, the flames were bright, and then came the welcome sound of sirens. The Salinas Rural Fire Department. God Bless them! They had the fire out in seconds.

"What seems impossible the night of a tragedy, starts to become possible with the dawning of a new day", said Phil Hill on the telephone, trying to sound assuring. My wife, Barbara and son Peter were in shock and could say nothing. I tried to say assuring and positive things to them by quoting Phil. It was a long and sleepless night. Every time I started to drift off into sleep, I would wake with the mental images of flames.

The next morning I went to the car parked on it's trailer, and lifted the cover. All that lovely red paint was bubbly and black. Not very pretty! O.K., what was beyond repair or irreplaceable? Really nothing. One gigantic cosmetic mess, but that was all. I put my head into the cockpit and looked at the dashboard: the instruments were perfect, not a mark. All of a sudden I became aware of a ticking sound: it was the clock on the dashboard..."Oh thank God, you're alive Alfa...I hear your heart beat, and with the help of the Hill and Vaughn Shops, and a little Insurance Company financial aid, you will be with us again at the National Convention Concours...I'm willing to bet."

See you all at the September 25 meeting, Alondra Park, 8:00 pm sharp!

1982 LONG BEACH GRAND PRIX

TICKET ORDER FORM

All tickets are in Grandstand #2.
All tickets are \$50.00 each.
All tickets are 3 day tickets providing a General Admission on Friday,
and reserved seating on Saturday and Sunday.

GARAGE PASSES ARE NOT AVAILABLE THROUGH AROSC.

Your canceled check is your receipt. IF YOU WANT YOUR TICKETS MAILED to
you, indicate so when ordering and include a self addressed and stamped
envelope...use two first class stamps if ordering more than four tickets
to be sure they reach you. All other tickets must be picked up at the
General Meeting preceeding the LBGP.

AROSC DOES NOT ARRANGE FOR RV SPACES OR PARKING OR HOTEL RESERVATIONS.

CHECKS RETURNED TO AROSC FOR INSUFFICIENT FUNDS WILL BE RETURNED TO THE
SENDER AND THEIR ORDER WILL NOT BE ACCEPTED UNTIL IT IS RE-SUBMITTED
WITH A POSTAL MONEY ORDER.

The 10% discount AROSC receives for it's block ticket purchase is not
refundable to individual ticket holders, but is used to provide ticket
holders with a Friday Night (after Practice) party. Food is free, the
bar is NO HOST. Non-ticket holding guests must pay \$5.00 per person at
the door.

PAYMENT FOR ALL TICKETS MUST BE IN FULL AT THE TIME YOU ORDER.
SEATING IS FIRST COME, FIRST SERVE.

Name _____ . Phone () _____

Address _____

City _____ State _____ Zip _____

Number of tickets _____ . Pick-up _____ Mail _____
Check one of above

Amount of check enclosed _____ Check # _____ .

I understand and agree to all the terms herein.
signature _____

ENCLOSE YOUR CHECK, PAYABLE TO A.R.O.S.C. AND MAIL THIS FORM TO:

Diane Alfvn
AROSCLBGP
1718 Herrin
Redondo Beach, California 90278

LBGP DATES: April 2,3,&4.

SEATING IS LIMITED, ORDER NOW!

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

print name here

ENTRY FORM FOR TIME TRIAL #5

Date: SEPT. ²⁴~~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()

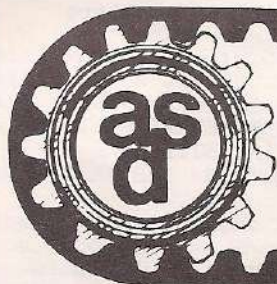
I understand that my entry fee is NOT REFUNDABLE and I will abide by the rules of the AROSC Competition Code.

Driver #1. _____ Driver #2. _____

Date _____ Date _____

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

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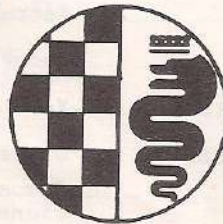
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"THE MIDNIGHT GRAND PRIX"

by JOHN IRELAND

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CHAPTER FIVE: "MG-R.I.P."



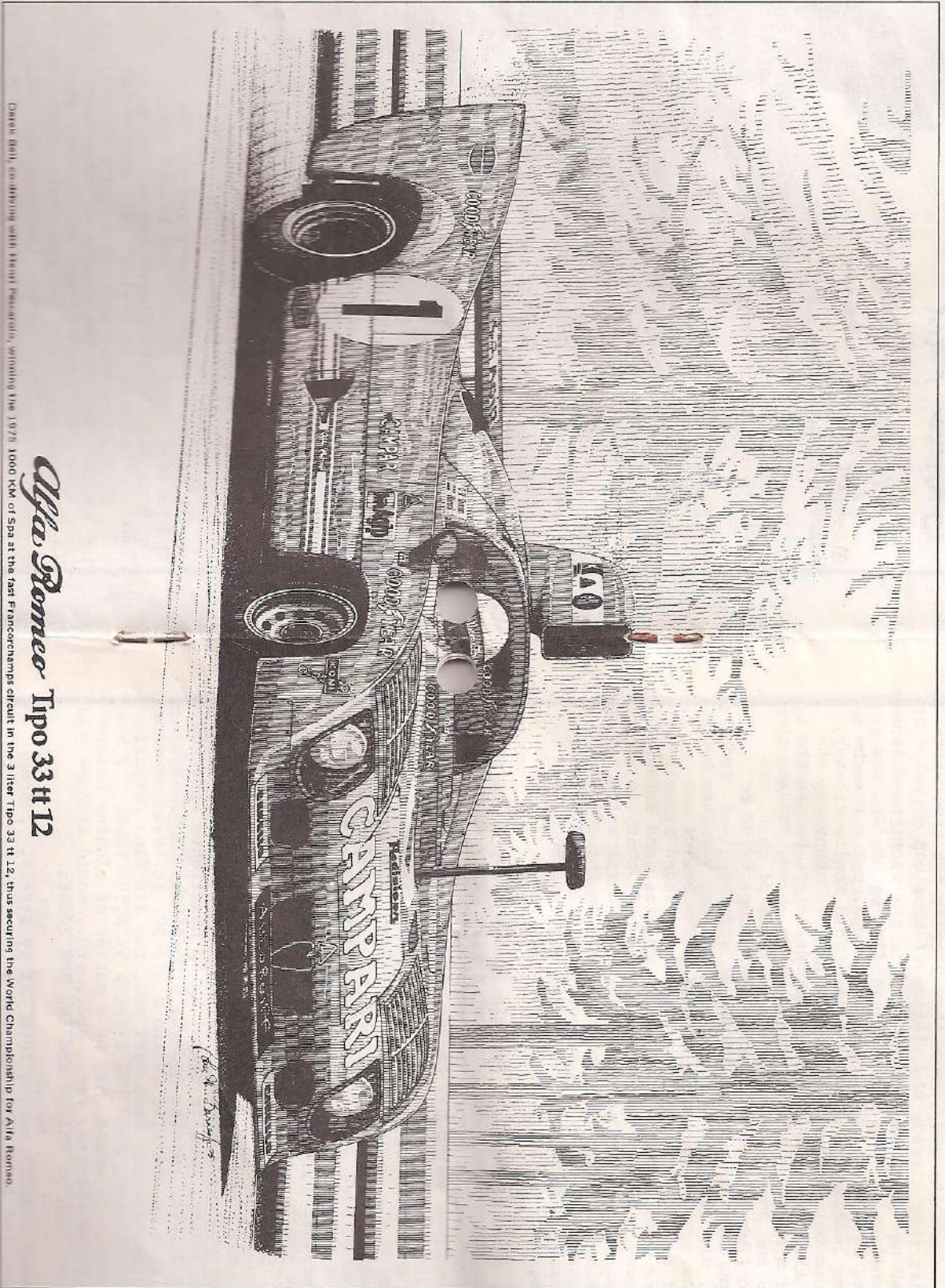
Johnny's race plan was simple...stay at 5,500 rpm and then go for it during the final miles. Hopefully mechanical failure and stupidity would thin out the competition.

"Overland...Overland..."the name raced through Johnny's mind. Get to Overland Blvd., and he might be able to catch up with Falona and the BMW. Up ahead, Motor Avenue T boned into Washington Blvd. And the intersection was marked by a ball of fire and flashing red lights. The Alfetta slowed to the legal limit and Johnny saw the burning wreckage of an MG, the driver being assisted by two CHP officers to a waiting ambulance. Turning right toward Overland, Johnny quickly picked up speed. But when he got to overland, the only tail lights were heading south. It had to be them, Johnny decided as he took off in pursuit.

He caught the TR-2 and his heart beat faster with recognition. It lead Johnny down Overland, west on Culver, south on Purdue, and onto the southbound San Diego Freeway. Johnny could now see the Bugatti, and it became his next mark. Then it hit Johnny...he had caught them too soon...he must have by-passed some of the course and ended up in front of Falona, the BMW, the Porsche Speedster, the Mazadas, the 912, and the Mini Cooper. They were behind him. Suddenly there was no point in passing the Bugatti, he needed it to stay on course until he reached Sunset Blvd. And that could be minutes or miles away. Tucking behind the Bugatti, they held a steady 90 mph, even after leaving the 405 and heading west on Imperial Highway, then north on Sepulveda to Lincoln Blvd. Johnny was sure the Bugatti would finish the race at this speed, and he wished he had a faster leader to follow. As if in answer to his "prayer", three sets of head lights appeared in his mirror. By the time they reached Santa Monica Blvd., he could see it was the Mini Cooper making a move on the Alfa 1900 SS and the XK-120 Jag. Traffic signals ment nothing at this point...there wasn't any traffic to worry about.

The Mini passed Johnny and the Bug as they took the ramp down to the Pacific Coast Highway and headed north. Now Johnny tucked in behind the Mini and the two played cat and mouse at 100 mph as they flew up the coast. "Think Mille Miglia" said Johnny out loud, "think 5,500 rpms". More headlights were gaining as they turned east on Sunset. Now Johnny was on the part of the course he memorized. He let the Mini Cooper pull away and slowed to see who the hot shoe was behind him. It was the Porsche Speedster and the RX-2...both running a sprint that was sure to prove fatal before the race was half over. They passed Johnny with engines screaming as they drifted over all for lanes. The danger was that they would draw the cops before the cars had a chance to spread out. Three more sets of headlights appeared in Johnny's mirror. A quarter of a mile before they reached the 405, the Porsche 912, the Lotus Elite, and the RX7 all passed Johnny.

Continued on page 10.



Chris Bull, combining with Henri Pescarolo, winning the 1976 1000 KM of Spa at the last Francorchamps circuit in the 3 liter Tipo 33 t12, thus securing the World Championship for Alfa Romeo.

Alfa Romeo Tipo 33 t12

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THE MIDNIGHT GRAND PRIX - continued.

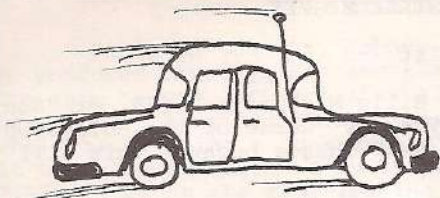
South on the 405, Johnny and his Alfetta were momentarily alone. He wondered about Falona and the BMW...were they playing the same waiting game he was, or were they already the victims of some cop or valve or bearing. Johnny killed his headlights and stayed in the right hand lane while maintaining a constant 105 mph. The 300 SL flew by at 130, and it was quickly followed by the Lotus Esprit, the Europa, and a Porsche 914-6. But on the ramp leading to the east bound Santa Monica Freeway, the Esprit lost its cam belt and sputtered to a halt. Johnny saw the driver pointing up at the sky as he passed. Seconds later, he saw the high intensity beam of a helicopter's search light up ahead, chasing the remaining Lotus Europa and Porsche 914-6. And in front of that, was a wall of flashing red lights...a road block. The Europa tried to squeeze between the cop cars and lost. The 300 SL and the 914-6 took the only other choice, did 180 spins and headed back the way they had come. Johnny didn't have to, he mashed his foot to the brakes and dove down the last off ramp before the road block. He found himself on LaCienega Blvd., and he drove south, plotting the quickest and safest way to the Harbor Freeway. Up above, the helicopter had Johnny in its beam. And Johnny knew it would be directing black and white units to intercept him. "Thank God for cowboys" smiled Johnny as the 300 SL flew by. The chopper gave up Johnny and pursued the gull wing Mercedes. The 914-6 driver was smarter and pulled in behind Johnny...both cars running without lights.

As the two cars climbed into the Baldwin Hills Johnny vowed never to laugh at people with CB radios again. About a mile back, Johnny could see red lights approaching fast. The Porsche did too and took off running. Johnny, without using his brakes slowed to a stop and pulled to the right hand side of the road, ducking down in his seat as the cop car flew by. Johnny counted to 30, and slowly started up. When he reached Stocker Road, he headed east to LaBrea, and south to El Segundo Blvd, and east to the Harbor Freeway. As soon as he hit the freeway and saw empty lanes, Johnny put his foot to the floor. If the Alfetta couldn't stand a few miles at 6,500 rpm, all was lost any way. One, two, five miles...Johnny felt great. He had a real lead now. And all the cops should be behind him. Still, he kept his lights out to be safe.

Suddenly, its engine screaming 8,000 rpms, the Mini Cooper flew by...the whole front of the car a mass of driving lights...all on high beam. "Damn", thought Johnny, "who is that?" More headlights appeared behind him. The 280ZX Turbos, running side by side like a team, raced by, followed moments later by the Alfa V6 and a 911 SC, followed moments later by an Esprit Turbo, a Hardy Beck 528i BMW, the 246 Dino Ferrari, and the Alfa TZ and GTA. Johnny held the Alfetta at 6,500 rpms, but his spirits were sinking fast. It would only be a matter of minutes before the Miura, Ghibli SS, Turbo Carrera, etc., etc., etc., would also be flying by. And still no sign of Falona and the BMW 2000ti.

The Harbor Freeway ended, turning into Gaffey Street. Johnny returned to his previous red line of 5,500, and decided to enjoy the drive. Over and over he repeated the hollow sounding words, "It's who is in front at the finish that counts." Then he saw the Speedster.

NEXT MONTH: Chapter Six: "Turbo Lag"



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(NOTE: If I screw up your ad, please call me. I will correct it and re-run the ad in the next issue. Such is the case with the first ad in this issue. Sorry Stan! Pictures can not be used in the classified section due to the cost of reproduction and printing.)

- 1750 GTV purchased 3/72, garaged and pampered since new. Extras include Ansa exhaust BWA alloy wheels w/ Michelin XVS (1000 miles). Orig. owner & impeccably 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 (213) 428-1972 evenings. Asking only \$3,250.00
- 1961 2000 Spider. 3/4 restored. Complete engine overhaul, new interior (less seats) that still needs to be installed. New chrome. You can drive it right now. Paint is good, a little over two years old. The seats were semi-stolen (a long story) now using a temp. seat. Call Bill Clarkson (714) 884-2805 after 3:30 in the afternoon. Asking \$4,000.00 or best offer.

1977 Alfetta GT - for sale or trade. 38,000 miles. Champagne ext., black int. AM/FM Blaupunkt stereo. SHADOW sun shade. Very nice cond. I need a late modle small station wagon (Toyota, Colt, Datsun, etc., w/ air cond.) or I'll sell for \$5,300.00 Call Karl Blasius (213) 449-4955 (work) or 797-6339 at home.

1960 1300 normale Guilietta Spider. Restored. Red ext. black top and tonneau. AM/FM Cassette. \$4,200.00 Call Dave Gooley (213) 831-8211 or write c/o 7310 Adams St. East. Paramount, Ca. 90273

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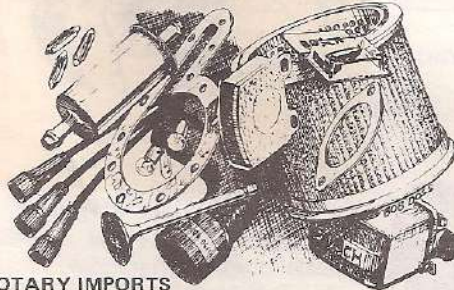
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ALFACIONADA

THE DOG



In November, our General Meeting will be the world famous White Turkey Sale and Board of Directors Election. The October issue will contain a list of the nominees as of that date. Your participation is not only invited, it is needed. It would be a sign that AROSC is healthy, if we could have more than one person running for each office. There are no losers in that kind of an election...those that don't get elected, can help the club organize many of the events that take place each year.

I will be running for Competition Director and Time Trial Director. These jobs will keep me busy and happy for 1982. If I am elected... others on the Time Trial Committee are expected to include Al Cortes and Andy Steben. I also hope that some of the more experienced racers in the club will join us. We need their help in time keeping, tech inspection, novice training, and course control. I expect to call a meeting of the Time Trial Committee in early December to coordinate plans, procedures, and responsibilities for the 1982 season.

November 1st is "The Last Hollywood Hills Mille Miglia" Rallye. It will be the hairiest, meanest, fastest, wildest yet - combining the best of the past plus a whole new bunch of tricks. Use the entry form and send it in now. And leave the whole day open. This Rallye will count toward year end points and trophies.

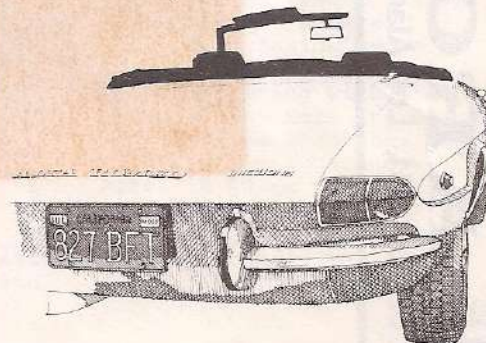
Next month's newsletter will contain both the Sept. 13 Concours and the Sept. 19 Time Trial results, PLUS, a special report on a new Autodelta cam made especially for fuel injected Alfas. It does require a European exhaust system to get it's true potential, and I will be driving with it at the 9/19 Riverside Time Trial. This T.T. will see all of us driving a new course. Lap times should be approximately 3 seconds over the short course times. Every class winner is a new AROSC Track Record, so be there for the action. Remember, spectating is also participating.

Those of you who missed Monterey, don't miss the September meeting. It will be almost as good as if you had gone...with fantastic pictures of the cars, the racing, the whole thing.

Final thought...use the Long Beach Grand Prix ticket order form in this newsletter. If you spend the money now, you won't be trying to scrape it together in April when IRS is always after it.

(Doggie returns next month...and John is filling in for her)

*Doggie's
DAD -*





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