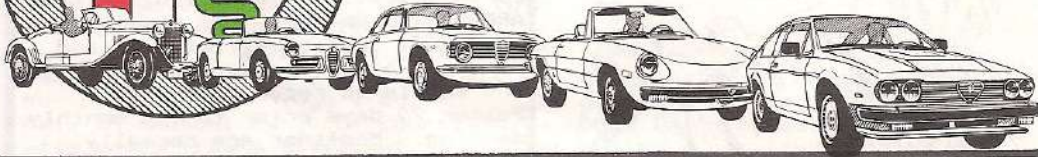




ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

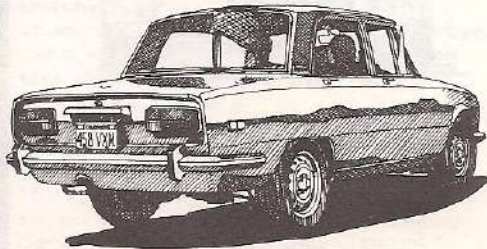


VOLUME 21 NO. 2 FEBRUARY 1982 P.O. BOX 261 LOS ALAMITOS, CA. 90720

ALSALFA

With the annual "BIG" Alfa meeting just concluded, we shouldn't let it go down in history without proper credits being given.

Many thanks to those who displayed their cars: Chuck Hodgson, (Fantastic red Alfetta GT), Ed Cacciotti, (Rare, ex-Angie Dickinson 1961 2000 2+2 coupe by Vignale; one of six built), Bill Biggs, who drove up from San Diego (Giulietta Sprint Zagato), Walter Meyer, (69 Duetto, beautifully restored), and Onorio Marsella, (Super nice silver 1971 GTV 1750).



Actually, the cars on display covered many years: (1953-1982) and clearly showed the evolutionary design changes that characterize the Alfa Romeo marque.

CONTINUED ON PG. 5

CALENDAR OF EVENTS

- FEB 26th - General Meeting at the Alondra Park Clubhouse. See BLURB on page two.
- 27th-28th- AROSC Time Trial # 1 w/VARA at Willow Springs Raceway. See page 12.
- 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
- APR 1,2,3,4 - Long Beach Grand Prix
See ticket form on pg.4
- 23rd - General Meeting at the Alondra Park Clubhouse.
- 27th - Board Meeting - TBA



Ernest Carpenter and Ernelyn Gail announce their Wedding to take place on the Sixth Day of March 1982 at 10:00 AM Saturday Morning at Whittier Area Baptist Fellowship on 8175 Villaverde Drive corner Colima in Whittier. Reception Immediatly Following Downstairs. ALL ARE WELCOME!!!

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BLURBLURBLURBLURBL

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 Blvd., 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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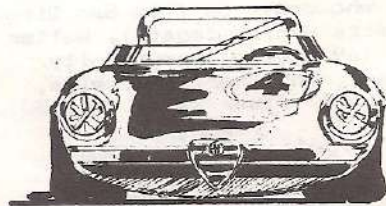


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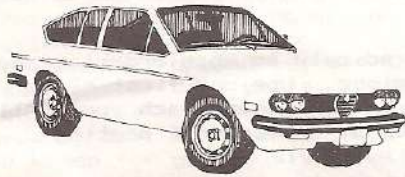
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ALFACIONADA

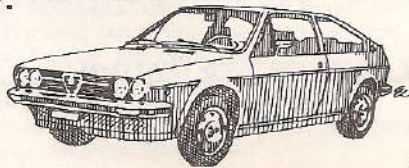
My Alfa My Wife

BY SCOTT CARTER

Having just arrived back from one of our typical whirlwind driving to ski vacations, I'm mystified as usual, with my wife. She just cannot understand why anyone would put up with the things I do, to have an unusual car. Of course, my wife comes from a different background - she's the daughter of a Chrysler Corporation Executive - so she can't fathom someone being infatuated with Italian Automobiles, sleek looking or not.



While I was growing up in Los Angeles, son of an auto-repair shop owner and spending all my childhood in a succession of father-son backyard built dune buggies, go-karts, and minibikes, she was in Detroit living in a family who often traded-in new company-leased family cars on a monthly basis. Her father was in charge of doling out cars to be tested by the Press, smashed up by Hollywood film studios, or rebuilt by the Pettys. Cars were cheap to her and came by the dozen. By the time she'd married me she'd "owned" eight Dusters, Volares, Aspens and Sapporos and had not ever racked up more than 10,000 miles on any of them, before they were traded back in on next year's company lease car.



ALFA ROMEO

The concept of repair on a car is new to her.

Maintenance, of course, is the Middle Name of an Alfa M. Romeo. By having a new car each year she'd avoided learning about such things as waxing a car, and getting new tires, brakes, clutch and wipers.

But now she's learning.

My Alfetta GT has passed 73,000 miles. At least I think it has, as the speedometer cable just broke for the second time. We were three hours south of Salt Lake City, speeding along in a snowstorm - not paying much attention to the bleak scenery outside since my windshield washer doesn't work (nor for that matter does the rear window de-fogger) when there was this little "plink" and I noticed the needle fall to zero on the speedo.



"we seem to be going awfully fast for zero", she said observantly. "nothing to fear", I said, "I'll watch the tach". It was the only thing I could see. Besides, it sounded authoritative.

I've never spent much time correlating the tach speed to actual speed in any gear but cruise. So I paced myself with other traffic.

Gosh its interesting to drive that Alfa.

Those 2,000 miles in five days went typically for us:

CONTINUED ON PG. 8

IT'S COMING APRIL 2,3,& 4!

1982 LONG BEACH GRAND PRIX TICKET ORDER FORM

Time is running out...Order now and be assured of the best possible seats for this once a year classic. Use this form for the fastest and most accurate record of your order!!!! SEATING IS LIMITED, REALLY!!

All tickets are in grandstand #2...The top ten rows. Price - \$50.00 per ticket providing general admission on friday and reserved seating on saturday and sunday.

Garage passes are not available through AROSC and AROSC does not arrange for RV spaces or parking or hotel reservations. Payment for all tickets must be made in full at the time you order. Seating is on a first come, first serve basis.

Checks returned to AROSC for insufficient funds will be returned to the sender and their order will not be accepted until re-submitted with a POSTAL MONEY ORDER. NO EXCEPTIONS!!! Your canceled check will be your receipt.

If you want your tickets mailed to you, indicate so when ordering and include a self addressed and stamped envelope. Use one first class stamp for every three tickets ordered to be sure they reach you. All other orders for tickets must be picked up at the general meeting preceeding the LBGP.

The 10% discount AROSC receives for it's block ticket purchase is not refundable to individual ticket holders, but is used by AROSC 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.

Name _____ Phone () _____

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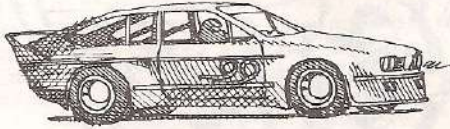
LBGP DATES: April 2,3,4.

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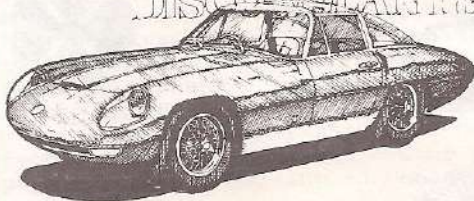
ALFALFA CONTINUED

Special thanks should go to Tom Bryant of Road & Track, who made the trek from Orange County to be with us. The road test movie bears out why Road & Track magazine is the leader in road test reporting. Unfortunately, the lack of a P.A. system (ordered by Alfa but not delivered), hindered Tom's presentation. All in all, the program was well received.



Many thanks to Craig Morningstar and Alfa Romeo Inc. for providing the facilities, refreshments, brochures, and the framed poster door prize, outgoing President Jack Becronis for his company, Bill Wynne Shops For Men and Women for graciously donating some beautiful items such as blazer buttons engraved with the Alfa logo, grille badges, man's belt with Alfa buckle plus other niceties -- Many Thanks!

DISCO VOLANTE



Of all the accessory type companies I approached for door prizes, only M. G. Mitten was motivated to support us. They donated key fobs, a T-shirt, an Alfa cap, and a racing calendar. Bob Apodaca of M. G. Mitten informed me that discounts are available to card-carrying club members, so if you want high quality accessories plus a discount, give them the business. Many Thanks Bob!!!!

ALFA ROMEO

This year promises to be a full one for those Alfisti who participate in the club activities. Our usual activities will be augmented by the National Meeting scheduled for the weekend of June 17, 18, 19 and 20. The biggest help required will be the registration desk. This requires volunteers to sit at the registration table, usually set up in the lobby of the meeting place hotel for the purpose of receiving the incoming Alfa Club people and passing out the registration materials. If enough volunteers are found, then the job will become easy for everyone to share the duties. If you are interested, please contact Tom Suter, 17332 Avalon Lane, Huntington Beach, CA. 92647 (letters only please).

The national Meeting will feature the usual automotive-activities such as a rally, time-trial, and concours d' elegance. With our club's usual strong showings in these activities, heightened by the participation of others from throughout the country, it should make for an exciting time. Be sure to attend! Plan your vacation around it!!!!!!

CONTINUED PG. 12

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ALFACIONADA

PAGE 6



THE MIDNIGHT GRAND PRIX

CHAPTER TEN: "The real End"

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The Pacific Coast Highway was all Johnny's. Fifth gear, foot to the floor, six thousand rpm. Dawn was getting ready to arrive. The radio stations were still interrupting their broadcasts with new updates on the race, but none of the reports could agree on how many cars were still in the running. Police had closed off all roads leading to the coast highway, and were keeping tabs on the racers via helicopters. Everyone agreed, the end was near.

The glow of the Alfetta's battery light told Johnny the end was indeed near. He killed his headlights to save what electricity he could, for the ignition. At the crest of a hill he could see Falona's headlights behind him, and the tail lights of the Mini Cooper ahead of him. Looking back at Falona, Johnny smiled with admiration. Half her car was gone, bald tires, no brakes, and still she was driving to win. And both the Porsche 924 and the Alfetta were quickly closing in on the Mini. The long uphill grade just south of Pirates Cove was where they caught the quick little box from Britton. Both the Mini's front tires were flat. The driver smiled bravely and wave for them to keep going and not stop. Johnny knew he was lucky that the Mini had pulled to the road side. Without his headlights, Johnny never would have seen the car in time to stop.

Johnny eased off the gas and let Falona catch up. She looked surprised that she had caught him, but when he tucked in behind her and she could see his dead lights, she understood. At the intersection of Sunset Blvd. and the coast highway, they saw the '63 Vette twisted into a cocoon of hurricane mess fence. The driver was jumping into the passenger seat of the 427 Cobra which had stopped to help. Johnny and Falona flew past them, but Johnny watched his rearview mirror and could only shake his head in awe as the Cobra accelerated from a standing start and caught them in a half a mile. But it didn't pass...instead, falling in behind Johnny's Alfetta.

The cliffs of the Pacific Palisades loomed up on the left, it was the perfect spot if the cops were looking to set up a road block. No sooner had the thought occurred to Johnny, when he saw flashing red lights up ahead. Falona waved for Johnny to pull beside her, and he passed it along to the Cobra. Three abreast, they slowed to 90 mph. The flashing lights didn't appear to be the normal police units, and as they got closer they could see it was the Turbo Carrera, the Ghibli SS and the Ferrari GTO. The drivers were out of their cars and waving for the approaching three to stop. And stop they did, when Falona hit her brakes and the 924's right front tire exploded. The Cobra spun to the right, the Alfetta spun to the left.

Continued on page 10.

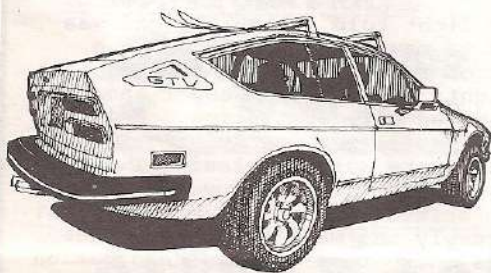
MY ALFA, MY WIFE CONTINUED

(Pulling out of a gas station)

"Why didn't you buy any gas?", she asks. "Too low an octane," I said, "Got to get the highest octane possible for this car - this is high class machinery". "But it's 10 PM in the middle of the desert", she points out. The fuel gauge warning light comes on as I pull into another station and refuel.

I dutifully check the oil, although it's 5 degrees out.

The gas station attendant looks on.



"is this a Datsun?", he inquires. "no...", I answer. One of the joys of this car is sustaining the mystery. That's why I keep the car spotless - at its attractive best - while having removed all identification decals and badges. My greatest satisfaction comes from passing cars on the freeway who quickly change speed to gape at the front end and find out what it is. "Gol-lee Mabel, what IS that dang thing?"

A supposedly perceptive architect/racing magazine illustrator friend of mine thought it was a Plymouth Arrow. Aaarruggghhhh.

"...it's not."

We pull out of the gas station. "we're two quarts low", I mention. "oh", my wife ponders, "Why didn't you put some in at the gas station?" (The concept of putting

oil in a car is new to her). "They don't carry GTX, I'll drive into town and get some at a market". "You buy oil at a market?" "Have to, its 10 pm." "Why don't you bring your own?" "Used it up." I normally keep one quart in the trunk where it stains and fouls everthing. My wife just doesn't understand that this is high class machinery.

We are on the road again. I hold it at 4000 rpm in fifth, now that the way is clearing up.

The fact that the car would not start three of the four mornings in Salt Lake City was nearly forgotten. Fortunately, I have a handy tow rope I keep in the back seat and flagged down successively a Saab Turbo, Jeep and Cadillac for tow starts.

"heh heh, guess I'd better get a Saab (Jeep or Caddie) next time", I thanked them. ("you turkeys")

Getting the engine started is really not one of the cars strong points. My wife notes this often.

But THIS is an Alfa - high class machinery.

Underway, there's little that will stop it. And the faster you drive the more willing the little four cylinder engine seems to be. On a recent trip back from San Francisco with my wife, dog, and luggage - we got 30.7 mpg averaging 70 mph.



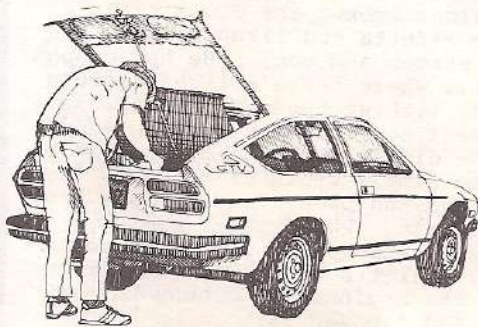
We finally pass Las Vegas, onward to L.A. I've been in the driver's seat now for nine hours including, four hours on snowbound roads. Four more to go.

The car is very comfortable on long drives. I usually arrive with energy to spare. I once drove from L.A. to Berkeley, to L.A. in two days with my wife and dog (again) and admitted to her near the end, that I could easily keep this up for hours more. She and the dog were not speaking - having succumbed to glazed comitose forward stares hours earlier.

Las Vegas to the California border is a typical speeders section, through the desert, where white-buckled high rollers in Caddies put their foot in it and aim westward. I hung onto one of these rocketing blimps down Interstate 15. 5000 rpm on the tach. I love to look non-chalant, so as we pick up a growing trail of co-speeders, I maintain speed but pulled over into the slow lane to let a shaking Toyota Celica inch past. I'm eating corn chips.

I catch up with the Celica again at a rise and drop it into fourth and dart ahead.

I like cruising fast and smooth. I once drove the length of Nevada from Idaho to Bishop, CA., in three hours flat. 298 miles, including one fuel stop.



ALFACIONADA

The Alfa loving this speed, is rock steady and quiet. Outside, on the rack, our skis are struggling to stay in one piece. It will take one week in the closet before they stop vibrating.

Entering California I try to slow the pace down, for the sake of Eric Estrada, but still hover around 4000 rpm in fifth. One eye stays on the tach, another on the rear view mirror and the last on the open road ahead.

My wife doesn't appreciate the automotive ballet now performing: taut suspension, revving twin cams and sleek airflow. The steering wheel is tracking straight and feeding me good road feel, the brakes are ready for a quick draw down. I'm daydreaming about this wonderful choreography. Next to me, my wife dreams of Maui.

"What time is it?", she inquires. My watch says 11:30, while the car clock's digital face reads 5:43 (the car is perpetually in another time warp).

"I don't know. Could be 11:30, or then again it could be 5:43".

"oh", she says, getting used to this Alfanatic.

We had been in San Francisco that weekend a while back, for a reunion of a group of people with whom I had spent a college year studying in Italy. That's where I had originally began to love Alfas. I drove then, a new VW "SuperBug" which allowed me to roll-up 24,000 miles, cruising at 85 mph on European highways and Italian Autostradas. I rarely saw much of Alfas on the road as they'd usually pass my VW like it was parked.

The Police, young professionals and gigolos drove Alfas. You would see them everywhere in town - usually sedans, because they were more practical - and usually the 1300 cc. "Juniors" since they were taxed less.

THE MIDNIGHT GRAND PRIX - continued.

The Alfetta stopped spinning at the bottom of the ramp leading up to Santa Monica Blvd. The Cobra and Falona's Porsche came to a halt an inch from the GTO and Ghibli. Everyone met in the center of the intersection. There were now five cars left in the running. The drivers looked at each other. "Anybody think it would be like this?" asked the Cobra driver. The Ferrari driver laughed and rattled off something in Italian. Falona translated, "He says he's only been in America 12 hours, and he praises our liberal traffic laws." The Turbo driver reminded everyone that they had only two roads to choose from... up the ramp or straight ahead. But before a discussion could begin on which way to go, the happy burble of a 1300 duel overhead came engine with twin Webers, gave them the answer. Down the ramp leading to Santa Monica, came the little old man in the little old spider Veloce. He waved to the group as he motored north up the Pacific Coast.

"Correction," laughed Johnny, "we've got three choices, and I think that old man give us the best one...back the way we came from." And Johnny was right...it was the one direction that the cops weren't concerned with...they were all waiting up ahead. Falona looked at Johnny, kissed him deeply. "Good luck," she sighed, "I'd love to join you but my car has had it." "How's the battery?" asked Johnny, "Mine's cracked and going fast." "What's mine is yours," she said with a sad little smile. The other drivers were already running back to their cars. The Italian started yelling and Falona shouted a translation... "He wants to know where everyone is going?" The Cobra driver yelled, "Tell him it's follow-the-leader, who ever is in front sets the course." Falona explained to the Italian while Johnny put her battery into the Alfetta. The Turbo Carrera and the Cobra began a drag race back up the coast highway. The Ghibli driver held the flashlight for Johnny, and surprised Johnny with a thick Texas drawl... "Yal know whirr I kin git sum dissent gass? 'M plumb dreye!" Johnny yelled to Falona, "Hey, can this guy use the gas left in your tank?" Falona nodded as she continued talking to the GTO Italian. Johnny's mouth dropped open when he saw the GTO driver run around to the passenger's seat and get in, while Falona climbed behind the steering wheel of the Ferrari.

"Hey!", shouted Johnny, "I was gonna offer you a ride with me!" "Thanks, but I'd rather drive." was Falona's answer. "The terms are still the same, beat me to the finish line, and I'm yours." Johnny didn't have a chance to answer back, Falona smoked the GTO's tires as she headed north. Johnny jumped in the Alfetta and fired it up. The gauges showed that the car was running strong and cool. He had enough fuel to get to Oxnard. His tires...well, where there's tread there's hope. He had tools and emergency spares...three hundred in cash, several credit cards, no job...and if he left now, he's be running in front of a Maserati Ghibli SS! True, he didn't know where he would be going, but the answer to that lay in the simple truth of being in the lead. The front runner set the course and the pace. A rose is a rose is a race. Yes Virginia, there is a Gestalt. Philosophy, biology, psychology, ideology, aerodynamics, the inverse cube law, Picasso, fifth gear at six thousand rpm in a 1977 Alfetta Sedan, the sun is rising, a woman is waiting, the end is the beginning. Johnny turned on the radio, shifted into first gear, and floored it.

BLOOD
SPORT
BY
JOHN
IRELAND (and Sigmund Freud)

Friday January 22nd was the first big meeting of the year and Saturday the 23rd was the first Formula One Grand Prix of the year. Alfa Romeo did better on Friday than on Saturday, as the 1981 year end competition results show.

Rallye results for 1981 were:

- FIRST PLACE - Tom Lipkis and Ed Bott
SECOND PLACE - Richard and Jerry Bost
THIRD PLACE - Peter Becronis
FOURTH PLACE - Chuck and Carolyn Bartholomew
FIFTH PLACE - David and Richard Hanley.

Concours results for 1981 were:

- FIRST PLACE (tie)
Chuck Hodgson and John Mitchel
SECOND PLACE - Diane Alfvin
THIRD PLACE - Sten Lindgren
FOURTH PLACE - Al Cortes
FIFTH PLACE - Mike Sperry
SIXTH PLACE (4 way tie)
Andy Steben
Tom Stoner
Joe DiLoretto
Jim Wood

Time Trial results for 1981 were:

- FIRST PLACE - Phil Giural
SECOND PLACE (tie)
Mike Sperry and Dave Vegher
FOURTH - Phylis Gaylard
FIFTH - Andy Steben
SIXTH - Dan Bernstein
SEVENTH (tie)
Dino Crescentini and Pete Stader
NINTH (3 way tie)
Jack Becronis, Larry Kolisnyki and Karl Rudolf

Because of ties there were no 3rd or 8th place awards.

Overall winners for 1981 were:

- FIRST PLACE - Mike Sperry
SECOND PLACE - Andy Steben
THIRD PLACE - John Mitchel

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They have continually supported AROSC...I hope you will give them your support.

The Willow Springs event with VARA is shaping up to be a dandy...and a week later we'll be scorching the earth at RIR. Support us by praying for NO RAIN!

If anyone has questions about any of the AROSC Competition events, call me at home in the evenings between 8:00 and 9:00.. (213) 841-8939

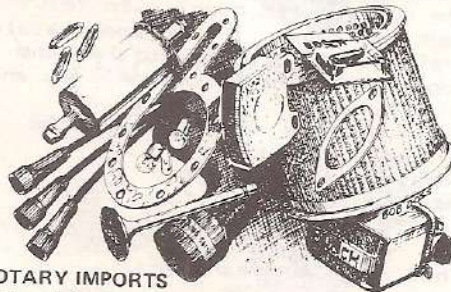
Year end winners who did not pick up their trophies at the January meeting, call me to arrange getting them.

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**MY ALFA, MY WIFE
CONTINUED**

Actually I didn't become infatuated with Alfas until after my Porsche era (two years, two blown engines), and was living in Boston. Alfas were correctly performance oriented, odd-looking and subtle. I really wanted a car that was sophisticated and a dark horse. So in 1975, I began looking at the newly introduced Alfetta Sedan. Now there was a CAR!! Fast, Italian (I could read some of the little signs on the engine), and unidentifiable.

Then the GT came out. Should I get it? It cost 1500 dollars more. The driver's seat went up and down. Man-alive it was good looking.

Every time I passed an Alfa showroom I darted in. Looked in awe. Crawled into the back seat, slid under the rear end, opened the trunk, and kicked the tires. I got brochures and clipped pictures for my wall. I loved the car, and I loved the way it looked as well as the other virtues I'd found in the Sedan. I was star struck.

Alfa Romeo

Then one day, I said, "what the hell", and ordered one. My then fiancée was with me, and to my astonishment, on cue, up drove a truckload of spanking new Alfas and one curious red coupe with "GTV" vent markings. I knew immediately that the "GTV" distinguished the top of the line European Alfas and so I climbed on the truck and claimed it as mine. My fiancée looked on in disbelief and considered dumping me. "Who could get excited by a new car?"

That was four years ago.

Its been a love affair ever since.

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ALSALFA CONTINUED

As President this year, I would like to help provide you with the kind of club that serves your needs, therefore I invite all of you to drop me a line at 14310 Mansel Ave., Lawndale, CA. 90260. Write me your vibes, comments, complaints etc. concerning what you would like to see the Alfa Club provide its members. We're always open to suggestions for programs and activities. So if you think the club could be better or doesn't do enough to suit you, let it be known!

The next big event is the two day time-trial to be held in conjunction with with the Vintage Auto Racing Association (VARA). The particulars can be found elsewhere in this newsletter. See you there!!!

Ciao

Al Cortes

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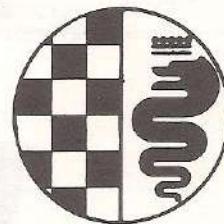


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1979 Sprint Veloce- Complete grey velour interior including front seats, rear seat, front & rear door panels. Best Offer. Call Doug Joseph (213) 823-0975 Days or (213) 348-3072 Eves.

1967 Duetto Spyder- Original Owner. Perfect mechanical condition. Immaculate interior and new top. 10w mirage. \$6,000.00/ offer. Call (805) 649-3287.

WANTED: Bumpers, front & rear for 1956 Giulietta Berlina and for 1964 Giulia Sprint (not GT). Also top dash piece for 1964 Giulia Sprint. Please call Allan Coie-(213) 736-3074.

1967 Duetto Spyder- Carmine red, black interior, 93,000 miles, very good condition, RHD, New hood. \$5,750.00 OBD. (213) 652-6285.

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We used to be known as AUTO DEALER SUPPLIES. You may or may not have heard of us before. In either case, we would like to take this opportunity to re-introduce ourselves as ALFA RICAMBI. Our new name and logo stand to identify our sole interest in a highly specialized field: Alfa Romeo replacement parts and accessories. We remain one of the first and finest Independent Alfa Romeo imported parts distributors for the United States and Canada.

Our vast inventory includes many spare parts for all the classic Alfa Romeos including 1900, 2000, 2600 and Giulietta models; the race-bred GTA and the luxurious Montreal. Of course we handle parts for all the modern Alfas including the very latest GTV/6.

Most of our parts are O.E.M. quality, supplied to us directly from the largest factories in Europe including Ansa, Ate, Borgo, Bosch, Marelli, Pirelli, Sachs, Spica, Vandervell and many more. We feature an easy to read illustrated Alfa Romeo parts catalog which will be sent to anyone upon request for the sum of \$3.50, refundable with a minimum purchase of \$10.00. Members of the Alfa Romeo Owners Club will receive a special 10% discount on all normally stocked parts. If a part you need is not presently in stock, or not listed in our catalog, it may be special ordered. Our direct contact with the best sources of Alfa Romeo parts in the world enable us to provide any available mechanical or body parts for any type, year, or model Alfa Romeo produced within the last 30 years. We accomplish all this for you with fair prices and what we believe to be the best service in the business.

Thank you.

Giuliano Crescentini
Giuliano Crescentini

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PAGE 14

PRINT NAME HERE

ENTRY FORM AROSC TIME TRIAL #2

Date: March 6, 1982 TRACK: RIR SCCA 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 - 9:45 Track Orientation
10:00 - 12:15 Practice
12:15 - 1:15 Lunch

1:15 - 5:00 Warm-up and TIMED RUNS (5 laps)
5:00 - Awards Presentation and CLEAN UP

Fee: \$45.00 per driver.

ENTRY DEADLINE: Midnight Monday March 1st, 1982 RECEIVED BY
AROSC TIME TRIAL DIRECTOR. 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 () _____ Work () _____

ALFA: Year and Model _____ Disp. _____
cc. _____

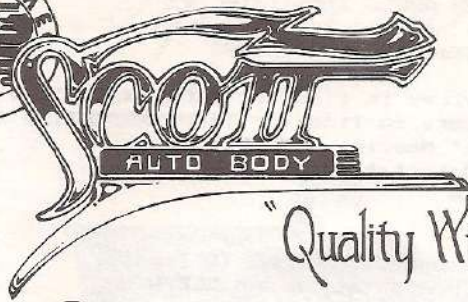
CLASS Class _____ Class Points _____ I must file a new
Class sheet because I have made modifications since complet-
ing the last form. YES() NO()

I understand that my entry fee is NON-REFUNDABLE and I will abide by
the rules of the A.R.O.S.C. Competition Code.

Driver #1 _____ Driver #2 _____

Date _____ Date _____

Make checks payable to AROSC. Return this form with entry fee to:
JOHN IRELAND 834 N. Reese Place, Burbank, CA. 91506



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