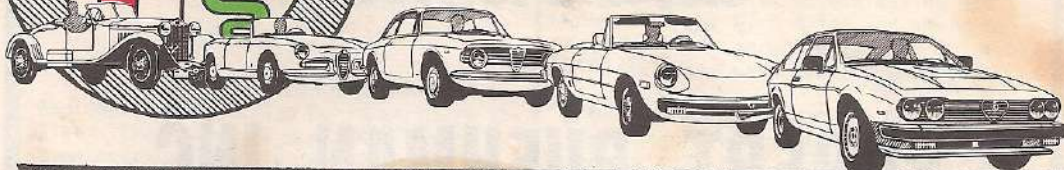




ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 22 No. 7

JULY 1983

P.O. BOX 261, LOS ALAMITOS, CA 90720

The SONG of the ALFA

by John Ireland

DATELINE: ROME 5/31/83

Beg, borrow, or steal the money, but come to Italy. You will see more Alfas in one hour than at all the AROC National Conventions ever held. Alana and I have lots of pictures, including the unveiling of the new Alfasud based sedan, the Alfa 33, a little beauty named after the 1975 World Champion of Makes Alfa.

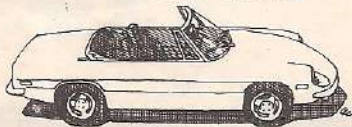
Drive when you come to Italy...but only on the highways and in small cities...Milano and Rome are like the Twilight Zone...you can't win and you can't get there from here. I couldn't find a major Auto rental firm that rented Alfas...but in New York is a company that claims they do (for a big price I'll bet)...Maiellano Tours, (212) 877-2798. But Hertz gave us a very good deal on a Fiat Ritmo and we didn't find a better price anywhere.

The Autostradas are great, we were doing 60 mph and were in the slowest 10% of all the traffic...at 70 mph we were in the slow 30%, and at 75 mph, we were still in the slow 50% of traffic. We saw the cops but they were all in the fast 10% so it never seemed a problem. I did get a ticket, for parking...but it seems you don't pay them, you just leave them on your car so you don't get another. And since it is common to park three deep in Italy, trying to tow cars away is completely impractical.

continued on page 7

Calendar of Events

- July
- 22nd - General Meeting (see page 3)
 - 23rd - Briggs Cunningham Concours/Box Luncheon/Museum (see pages 10 - 15. Entry Form on page 15)
 - 24th - Board Meeting at Dave Crowley's
 - 30/31 - Italia Nor'West (see page 3)
- August
- 9th - Lotus West Malibu Grand Prix Challenge (see pg 3)
 - 19th - General Meeting (note that this is the 3rd Friday)
 - 27/28 - Laguna Seca Races and Pebble Beach Concours
- September
- 17 - Time Trial
 - 23rd - General Meeting
 - 24th - Concours
- October
- 7/9 - Pan Am XXII Rallye (12 hour rallye to San Diego)
 - 15th - Concours
 - 28th - General Meeting



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PAGE 2



Alfa Romeo

ITALIA NOR'WEST

JULY 30 - 31, 1983

Northwest Alfa Romeo Club will host a Regional Event, Italia Nor'West, July 30-31st. The weekend's schedule include a time trial at Seattle International Raceway, dinner and Italian Car Concours. Reservations can be made at the Sheraton Renton prior to July 20th.

The fees involved are:

Registration	\$	5.00
Track		25.00
Dinner (per person)		15.00
Room - 1 or 2		45.00
3 or 4		53.00
Concours		10.00

For limited but local information you can call Jim or Teri Wood (213) 991-3754 or contact President Dexter Baker in the hosting club (206) 392-4277.

JULY MEETING

In July, we will be having the movie "Speed Merchants". This professional film highlights grand prix racing and gives special attention to Alfas. It is not only informative but a very interesting way to become familiar with Alfas and their racing history. Don't forget the usual Buy & Sell Tech Talk, home made goodies and more.

Be sure to note that our August meeting has been moved up a week so as not to interfere with the Laguna Seca Races and Pebble Beach Concours. For our August meeting we will be privileged to have our very own John Ireland woosh his way through Italy and other parts of Europe based on his recent two week stint. He has a number of slides to share and, of course, John always makes an evening interesting. Who knows, we might even be able to persuade him to share his home made movie commercials, AKA "Alfisti and his love", AKA "How to enjoy the most reliable car in the world" AKA "The only way to go, buy an Alfa and you won't be sorry".

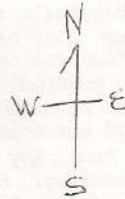
See you at the next meeting,
Dave Skora, Program Chairman



2nd MALIBU GRAND PRIX
TUESDAY NIGHT CHALLENGE!

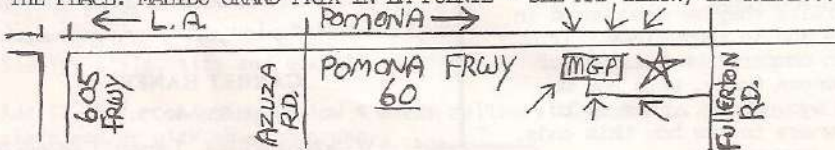
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vs
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Club Times Will Be Averaged/Mens and Womens Classes/INFO (213) 508-8661
TUESDAY AUGUST 9th - 7:00 to 11:00 PM / SPECIAL PRICE \$1.25 per lap!!!
NOTE: AROSC MEMBER WHO WANTS TO BE TEAM CAPTAIN, CALL JOHN IRELAND AT (213) 841-8939 evenings.

THE PLACE: MALIBU GRAND PRIX IN LA PUENTE - SEE MAP BELOW, BE THERE!!!



Under the President's Hood
or "50,000 Mile Report"

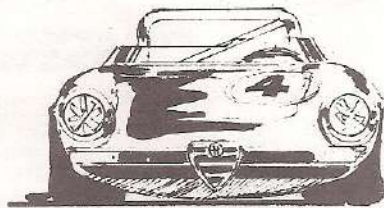
The June/July mid year mark is a good time to look at the club and where it is going, and how well it's getting there. As President for this year, I am very lucky to have a hard working Board of Directors supporting the club's events and programs. But considering the trouble we have each year in finding people to serve on the Board, I get the feeling that many of you over estimate how hard we do work. So, for the next couple of months, we will be publishing the minutes of our and your Board of Directors meetings. I hope it will inspire a few of you to join us on next year's Board and discover all these is to offer in AROSC.

The membership in AROSC seems to be going through a change. My '77 Alfetta is no longer the new kid on the block, and the two liter motor is really a new motor, and a different motor than the one we all used to know. The V6 is also a new generation of Alfa, and the days of doing it yourself maintenance appears to be disappearing. And while I'd love to consider buying the new Zagato V6 (if and when it comes out), I also feel there is a place for low cost, do-it-yourself autos like the "old" 1974 GTV. In fact, if the EPA would allow it, someone could make a killing if they built a car that needed servicing every 2500 miles, but was so easy to work on, you could do it yourself and save hundreds of dollars a year. Instead of high tech, high bucks cars, we would see a whole new generation of low tech, low buck transportation alternatives. Sould like a 1300 GTJr...or the famous Fiat 500...or the VW Beetle....sound like common sense? The point behind all this is that it would be interesting hearing from owners of the new generation Alfas, how they like the performance, how the car stacks up to others they've owned and what traits they've discovered in their Alfas and in themselves. It might be to compare the feelings of new Alfa owners today, with how we felt years ago. Well...it's up to you, the owners to see how this ends.

JOHNNY ALFA.

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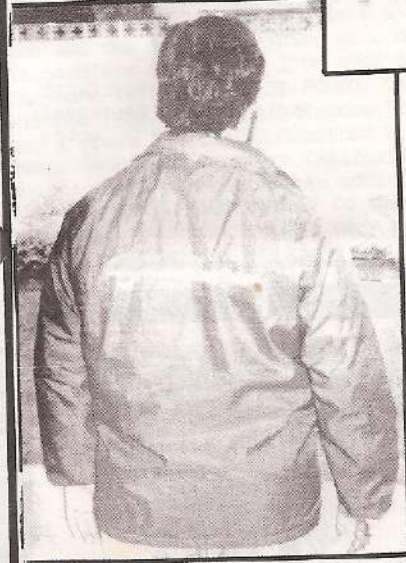


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CLUB JACKETS



AROSC is now offering CLUB JACKETS. As shown, there are two types being offered. Both styles will be available for viewing with one of each style and size for choosing just the right one(s) at the JUNE and JULY General Meetings. Both jackets are red with white silk screened *ALEA ROMEO* script on the back. Sizes range from Extra Small to Extra/Extra Large.

COACHES JACKET (modeled by Jim Wood) - is a nylon taffeta, 3/4 length jacket with raglan shoulders, snap front, slash pockets, bottom draw string and elastic sleeve cuffs. Price \$15.00

SAILING JACKET (modeled by Teri Wood) - is a unique cotton/polyester blend sail cloth. It has knit collar, cuffs and waistband, slash pockets, an envelop pocket on the left sleeve. Price \$29.00

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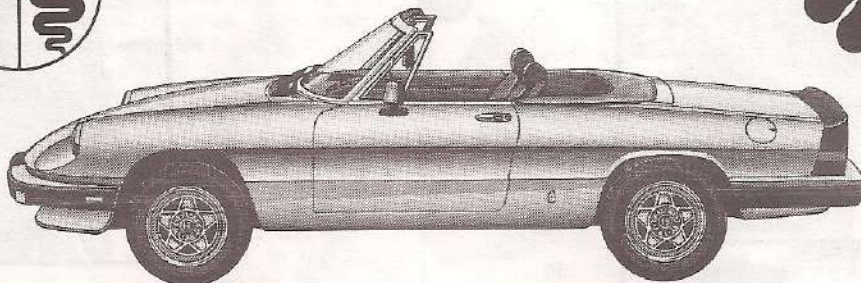
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SONG OF THE ALFA

continued from page 1



and so it all seems a ritual...everybody parks where and when they want, and the police give out tickets that have no way of being enforced.

I was shocked to find almost no 105 series cars anywhere in Italy. Only the Super still lives as the survivor of that generation of Alfas. Also, Italy is sedan nuts, very few coupes (except Alfasuds) and even fewer convertibles...but all drivers in Italy (except tourists) drive fast, VERY fast. In fact, it may be safe to say that if there is a heaven for cars, it is Italy and Italians are the guardian angels. And while Alana and I never got to the Alfa factory or museum, we did visit a dealer who was the most impressive auto dealer (regardless of marque) I've ever seen. The name is ROTONDI ALFA ROMEO Via Larga 9 Milano. The salesman who spoke English the way I speak Italian, understood by my Alfa Romeo Owners of Southern California Tee shirt, why I was there. In addition to inviting me to help myself to the sales material, which included a very nice series of commissioned works by famous modern artists, the salesman also made me a gift of a special bottle of Asti Spumante Wine

by Cinzano...a bottle bearing the Alfa Romeo emblem. It was a gesture of friendship that I will always remember...as I will the elegance that seemed to be a signature of the Rotondi dealership. The salesmen where all dressed in the best Italian style suits, and the man who befriended Alana and I, looked like Tom Selleck of Magnum P.I. The dealership was immaculate, the cars beautifully presented and to top it off, they also sponsor a race car...I hope the color photo will reproduce well enough to print it. I'll save the rest for the evening Alana and I do a slide show based on our trip.

DATELINE: LOS ANGELES 6/27/83

Obviously my letter from Rome was too late for last month's newsletter. In getting everything up to date, let me say that the third Time Trial of the year was not as heavily attended as normal because of a two day VARA event at Willow Springs that drew away some of the cars we usually see at Riverside. Marcello also spent the day at rest, now officially retired from active Time Trial Competition as I turn my attention to the little red GIV and preparing the car for it's debute in September.

This June's event saw AROSC joined by a group of Morgan owners, and it was fun to

continued on page 9



ROTONDI

Alfa Romeo

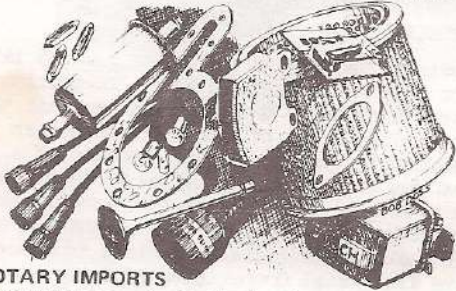
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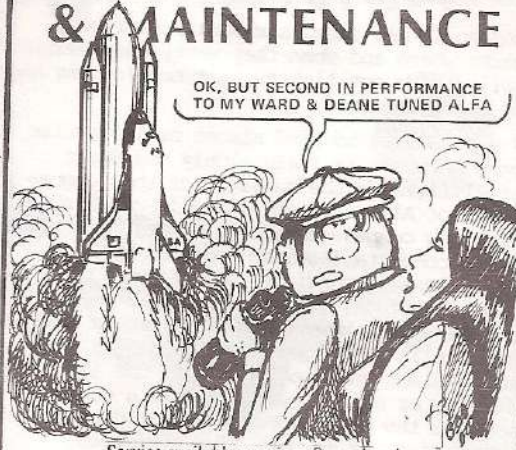


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watch the Alfas and the Mogs chase each other. It was also good to see Dino Crescentini and his GTA back at the track and it looks as if he has it running the way it should. Henry Riggs returned and this time his fly wheel didn't come loose and spoilt his timed laps. Henry is also an ex Alfetta racer and I'm eager to compare notes regarding how our 105 series cars stack up to the newer models. Phyllis Gaylard made it to the winner's circle, as did John Samson, who also claimed Pop Time of Day. Andy Stebens new engine moved him to within 3/10 of a second of Alan Ward, and everyone else had a swell time if not the fastest. The scores are elsewhere in the newsletter, as well as thanks to all those who helped on the corners.



The two cars from AROSC that entered The Great San Francisco Rallye have made me wonder if it might not be a good idea for AROSC to field more teams in other club's events, and not always try to stage our own activities. I would like to hear some feedback from the membership on this, either at a meeting, or write me car of the newsletter or at home. I mention this because it appears we have a lot of people who enjoy running rallyes, but not enough who enjoy writing them. That's okay with me, but I would like to see having that kind of event, either as a group in another club's event, or in our own. The Time Trial Program is having great success in letting cars from other clubs run in our events. It's keeps the cost per car down, and it also is fun to see how we stack up against other marques. Dave Crowley, our SCCSCC representative and AROSC Slalom Director, has been beating the bushes for Alfa drivers who want to compete...all you need is stock seat belts in good working condition, a mechanically sound car with tires that are in good condition. Loaner helmets are available at the event.

ALFACIONADA

Delores Hodgson, the AROSC Concours Director, is doing an outstanding job...I hope to have the little red GIV's paint job repaired in time to joining the July 23rd Concours at Briggs Cunningham's Automotive Museum in Costa Mesa. If you haven't been there, it is a trip worth the drive, even if you don't enter the Concours. So join us on July 23rd, and come out to the meetings and have a pizza and beer with us afterwards.

Caio,

John, Alana, Bruno, Millie, Marcello, & the little red GIV!

CAN YOU IDENTIFY THIS DOCUMENT? DON'T MISS THE TRANSLATION IN NEXT MONTH'S NEWSLETTER.



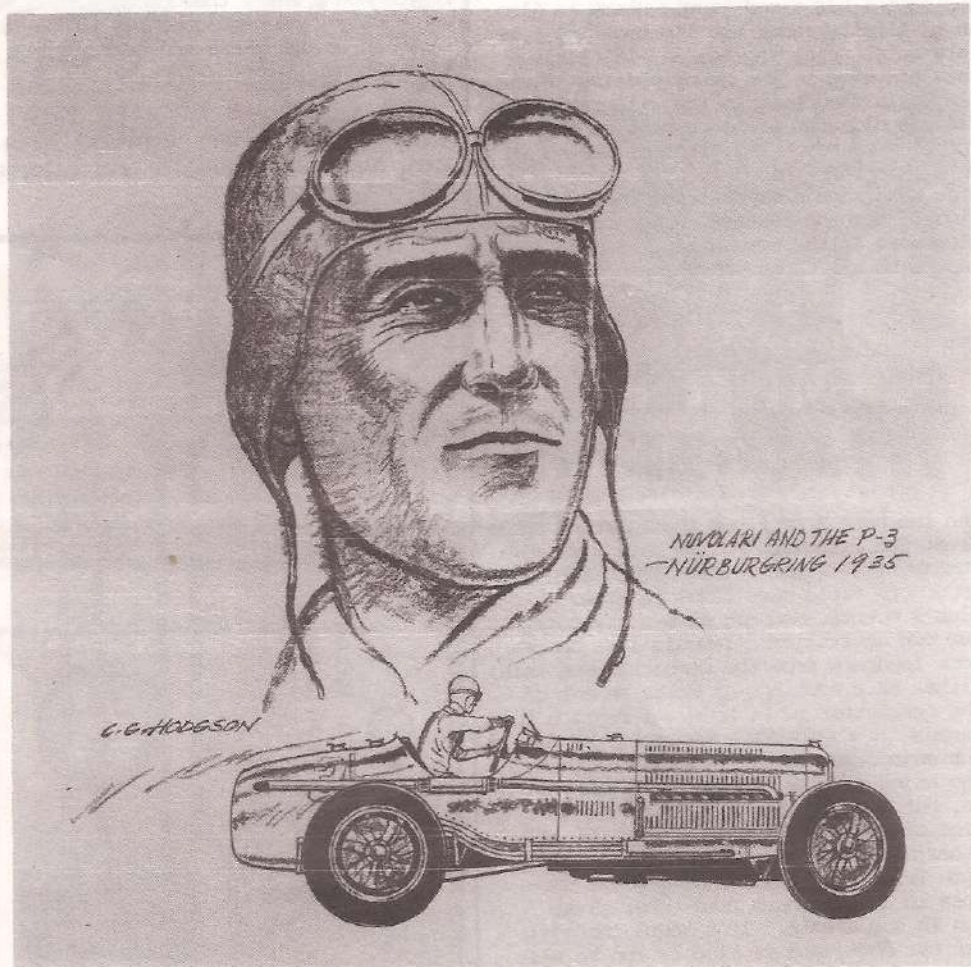
COMUNE DI MILANO
CORPO VIGILI URBANI

Egregio Signore,

il Suo veicolo è stato lasciato in questa località in violazione delle vigenti norme che disciplinano la sosta.

Pertanto, nei termini prescritti, Le verranno notificati gli estremi dell'accertamento, ai sensi di legge.

Progr. 6367 - 10.5415 - TIPOGR. COMUNALE



NOVOLARI AND THE P-3
- NÜRBURGRING 1935

C. G. HODGSON

ALFA ROMEO TYPE B (P3) SINGLE SEAT GRAND PRIX CAR
(The legend that has come to town)

by Jack Becronis

The prestigious Christie's Auction Company is known the world over for staging sales of some of the world's rarest and most revered fine art and antiquities. Some of this great art was auctioned recently at the L.A. Convention Center. It was an exclusive sale of vintage and classic racing, sports and touring automobiles. Such names as Duesenberg, Packard, Mercedes, Bugatti, Marmon, Ferrari and McLaren could be found in the auction catalogue. It would be rather difficult for any one car to stand out in this aristocratic company. Certainly difficult, but not impossible. To the truly cognizant there was one car, a precious jewel, that was beyond comparison. A work of art. The legendary single seater Alfa Romeo Type B (P3) Monoposto in its 1935 supercharged straight-eight form.

In perhaps the greatest of all motor races that became legend through the years, Tazio Nuvolari won the German GP at the Nurburgring on rainy Sunday the 28th of July, 1935. Nuvolari and his 305 bhp P3 (a sister car to the one at this Christie's auction) was matched against the government sponsored brand new W25B Mercedes at 430 bhp and the V16B-Type Auto Union P Wagen producing 375 bhp. The race developed into a tremendous battle. Rudi Caracciola (the "Rainmeister") was always happy in the wet and led from the start in his Mercedes. He was followed by two more Mercedes drivers, Fagioli and Von Brauchitsch. Nuvolari in the P3 was fourth, followed by the Auto Unions of Rosemeyer, Stuck (Senior), and Varzi. The four lead cars came into the pits together for the routine half-distance stops. Von Brauchitsch got away first in only 47 seconds with full tanks and new tires, followed by Rosemeyer and Caracciola. The handle of the fuel pump in Nuvolari's pit broke, so the Alfa had to be refuelled from cans. Nuvolari got out of his driving seat and danced around in great frustration and frenzy, finally driving off after an eternity of 2min 14sec. Back in fifth position, Nuvolari instead of losing heart due to the slow pit stop was spurred on to one of the most storied come-from-behind driving performances. Nuvolari gradually gained ground, lap after 14-mile lap, and was soon back in second place. Von Brauchitsch had been going very fast, and put in a record lap of 80.73 mph, but then slowed down, thinking his lead was secure whilst Nuvolari gained by as much as 16 seconds a lap. On the final breathtaking laps he was still 35 seconds behind, so a victory for Von Brauchitsch and Mercedes seemed fairly certain, the only worry being a little white cord showing on the left rear tire. On the very last lap Nuvolari had moved up right behind the Mercedes and was pressing, particularly on the tighter portions of the course. Within a few miles of the checkered flag the inevitable happened, Von Brauchitsch's tire blew, and Nuvolari passed him to win at 75.25 mph. A race to which that much overworked adjective fantastic could truthfully be applied.

Nuvolari's virtuosity in this race has always been allowed to overshadow the merits of the car. Actually the Alfa Romeo P3 in its 1935 form proved itself a champion. Its generally lighter weight, excellent cornering, good brakes and reliability in the hands of a superior talent such as Nuvolari's was capable of running with any car in the world.

The auction was started. It is the policy of Christie's not to start any of the car engines. Golf carts are used to tow the cars to be auctioned into an

continued on page 12

open area between the auctioneers rostrum and the seated audience. A glance at the catalogue revealed that the Alfa would be the fourteenth car offered and the expected bid was \$200,000 - \$225,000. The Alfa entered and in the writer's view it was a pity that its appearance wasn't accompanied by the whoop-whoop of the open exhaust 3.2 liter dohc engine. Bidding opened at \$50,000, rising in no time and then holding fast at \$110,000. The auctioneer announced that this bid was insufficient to meet the reserve minimum price, and the Alfa was declared a "no sale". Subsequently it was learned that a negotiated sale for an undisclosed amount was consummated. And that the buyer was given four months to transact the financial arrangements. In the meantime the legendary P3 will be on display for all to appreciate in Southern California's renowned Briggs Cunningham Automotive Museum.

-0-

THE MACHINE IN THE MUSEUM - WHICH ONE IS IT ?

By Pat Hayes, with many thanks to John Burgess of the Cunningham Museum.

First appearing at the Italian Grand Prix of 1932, the Alfa Romeo Type B was the pioneer monoposto (single seater) in European Grand Prix racing. Although this Jano-designed car was strictly part of a new series of cars unrelated to the earlier P2, its immediate string of victories was so reminiscent of the P2's that it soon became popularly referred to as the P3. Six Type B cars were built in 1932, with 2.6 litre supercharged straight eight engines (essentially two blocks of four cylinders each, bolted together around a central camshaft drive) producing 215 bhp at 5600 rpm, semi-elliptic leaf springs with Hartford friction shocks front and rear, rod-operated mechanical brakes, and, of course, the famous "due alberi divergenti" - dual driveshafts branching in a 30 degree V from a differential mounted on the back of the gearbox to two sets of bevel gears on the rear axle, one for each wheel.

1933 was the year in which Alfa withdrew from Grand Prix racing, handing the banner over to Scuderia Ferrari. At first, Ferrari had to make do with the older Monzas, but later in the year Alfa relented and released the six Type Bs to him. Then, in 1934, Alfa went one better, constructing seven new Type Bs for Scuderia Ferrari. These second series cars had engines bored out to 2.9 litres giving 255 bhp at 5400 rpm, and because of the 1934 Grand Prix formula, the cockpit area was flared out to 33.5 inches to meet the new minimum width requirement. Several of the older 2.6 litre cars were also updated to the new specification.

By 1935, the Germans were pressing hard, and this year saw continuous refinement. At least three cars were fitted with Dubonnet independent front suspension, Ariston hydraulic brakes, and reversed quarter-elliptic springs at the rear. Engines were bored out to 3.2 and then 3.8 litres, eventually producing as much as 330 bhp. In a final fling, two "Bi-motore" cars were built by Scuderia Ferrari for formula libre races and record breaking. These consisted of a lengthened Type B chassis with a second engine installed behind the driver. One, built for Nuvolari, had two 3.2 litre engines and the other, for Chiron, two 2.9's.

So, where in all of this does the machine currently in the Briggs Cunningham Museum fit? The answer is -- everywhere! While the early history of this car is not clear, the chassis number, 5002, makes it one of the first (1932) series - in fact the second one built. At some stage, however, the chassis has been updated to the very latest specifications including the wider body, Dubonnet

continued on page 14

BOARD OF DIRECTORS MEETING

Minutes of 5/31/83

8:35 pm - Start, pass on reading minutes from last meeting.

JACKETS: Presented jackets at Mtg 5/27/83. Next month, different sizes and get orders. Extra small thru extra large. Club should buy jacket's that Jack B. has purchased if club can afford it.

Keet jacket article/ad in newsletter, promote jackets to other clubs? Jack has offered to handle all mailings.

REPORTS:

May newsletter cost...\$195.00 print
20.00 pix
25.00 tele.

Billing for ads went out and is due June 12th, start policy to bill for ads at mid year. Teri will finish new membership form after June newsletter is out.

S.F. Rallye - Ed Bott to write article possibly.

SLALOM - April 17th 3 Alfas ran.
May 1st no one from AROSC ran.
June 5th and 23rd next dates.

MEMBERSHIP

38 new, 214 renewals, 3 Life...
Total is 255.

This is down 100 members from two years ago. Separate mailing to people who have not renewed. Put in how Board is trying to provide all different kinds of events. Lori to write ltr, submit new membership form. Plan to have membership application forms and newsletters at June 5th Swap Meet.

COMPETITION - Rallye in August? Check w/ Peter Becronis or John Ireland, both expressed willingness to write one. But will they?

CONCOURS - May...10 people, 3 spiders, 3 closed, 3 rare. Sold \$35 in Tee shirts. Profit - \$60.00 from \$95 total. We need more license plate concours forms. PIP \$16 for 50 w/ black ink, or \$31 for 50 in red ink. Ask Jack where he had them made and Woods will check their printer.

Concours cont.

July 23rd - Briggs Cunningham Museum. Box lunch Auction, Dave to auction, w/ minimum bid of \$1.00. Schedule to be 9:00 Arrival
10:00 Judging Begins.

Investigate Pepperdine for Champagne Brunch in September.

PROGRAM - Movie didn't make it...Rendezvous. Got another movie, rent projector \$26.00 Meguiar's wax people for June meeting.

SOCIAL - Ann Westfall did baking for the Meeting. \$15.00

SWAP MEET June 5th...All ready!
FORM 100 - Corporate form to Govm't sent 5/31/83.

SCCA cancelled next Solo 1 due to death at the last one.

NEW BUSINESS -

Pan Am Rallye Oct. 7th L.A. to San Diego Pump for club members to enter.

RAFFLE Does Peter need help? Will talk to him and find out.

AUGUST MEETING - Should we cancel meeting due to conflict with Leguna Seca...decide at June Board. We could move meeting up one week. Skora/Ireland to follow up and contact Wood.

TREASURE - Talk to Julio regarding balance and statements and other duties.

NEWSLETTER EDITOR - begin scouting for next year.

YEAR END AWARDS - Look toward cutting down cost for trophies at end of year. Talk to Andy Steben regarding competitive costs and alternative designs.

NEXT MEETING AT SKORA'S JUNE 28th - Dinner!! Close by in Glendora!!

Attended tonight: Lipkis, Alfvn, Crowley, Woods (2), Skoras (2), Hodgsons (2).
Absent: Ireland, Ramirez, Avrill.

front end, and reversed quarter elliptics at the rear. It is known that the car was sold to John Snow in Australia in 1938. After passing through several owners (and presumably some victories) "down under", it was finally acquired, without engine, by the Hon. Patrick Lindsay in 1966. Brought to England, it was fitted with the rear engine from the 2.9 litre Bi-motore and restored to raceworthy condition. The car as you see it today thus spans almost the entire history of the Type B, from almost the first to one of the very last cars ever built. It is also virtually identical to the car Nuvolari drove at the Nurburgring in 1935 (chassis number 50005, by the way) - the only major difference being that Nuvolari had one of the larger engines instead of a 2.9.

When you visit the museum, be sure to allow enough time to examine the finer points of the car. The engine, of course, is a work of art with its dual superchargers and updraft Webers. But don't overlook the Dubonnet front end which is another work of art all in itself. The controversial dual driveshaft is clearly visible on the inside of the cockpit - controversial because Jano never disclosed his logic for adopting this approach. Numerous theories exist: It lowers the drivers seat (but the seat isn't lowered). It reduces unsprung weight (but look at the size of the two bevel gears and wonder). It makes changing final drive ratio much easier (this one, at least, is undisputed). It has even been suggested that this was simply "something different" after the well known rear axle weakness of the Monza. No one will ever know what was really in Jano's mind.

And a final note on the car and the men that drove it: According to one account of the 1935 Nurburgring race, the Germans were so confident of victory that they didn't even bother to have a recording of the Italian national anthem on hand to play at the closing ceremony. However, it seems that Nuvolari was equally confident - he "just happened" to have brought along a copy of the record in his suitcase!

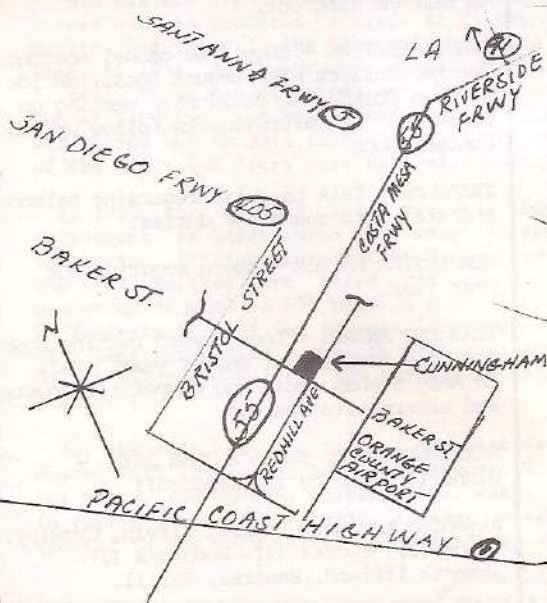
BRIGSS CUNNINGHAM

Saturday, July 23rd

CONCOURS - Cars should arrive by 9:00 a.m. Judging in the morning and awards immediately following lunch.

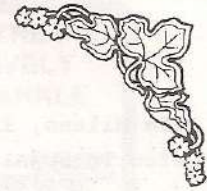
BOX LUNCH - Bring a box lunch to donate to the club. Ribbons will be awarded to exceptionally decorated boxes. Suggested categories: comic, beauty, floral, car related or whatever you like. Lunches will be auctioned off at 12:00 noon. Remember to bring a lunch for 1 or 2 people and appropriately mark the number somewhere on the box. And it's OK if you have to stop by the Kentucky Fried Chicken (or whatever) place. We'll take anything edible.

MUSEUM TOUR - Come and don't miss the opportunity to see the rare P-3 and other special automobiles at the museum. Club will tour at 2:00 p.m.





Alfa Romeo



BRIGGS CUNNINGHAM CONCOURS

Saturday, July 23rd

ENTRY FORM

Alfa Owner _____

Address _____ Ph _____

Alfa type & Model _____

Year of Alfa _____ Engine/Chassis Number _____

Restoration or modification work by owner, if any? _____

Restoration or modification work by professional, if any? _____

Prizes won & dates? _____

ENTRY FEE: \$5.00 POST ENTRY FEE (after July 16th, 1983): \$6.00

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John Ireland (213) 874-1445
Tom Lipkis (213) 446-3117

A.R.O.S.C. TIME TRIAL #3
 RIVERSIDE INTERNATIONAL RACEWAY -- JUNE 18, 1983
 SCCA COURSE

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Alfa Milano, Inc. Alfa of Santa Monica Veloce Motors West
 Jafco Turbo/Alfa Speciale Ward & Deane Racing Alfa-Ricambi

CLASS A

John Samson (TOP TIME OF DAY) '72 GTV 1:47:97
 Dino Crescentini GTA 1:49:26

CLASS B

Mike Sperry (Class C) '64 GTA 1:50:12
 Al Cortes '65 GTA 1:59:47

CLASS D

Phyllis Gaylard '73 GTV 2:03:72
 Gene Villano '74 GTV 2:16:54

CLASS E

Phil Guiral '74 GTV 2:01:32
 Dave DeRosier '69 GTV 2:06:71

CLASS F

Alan Ward '73 Berlina 1:59:16
 Andy Steben '73 GTV 1:59:40
 Tom Lipkis '67 GTV 2:01:86
 Henry Riggs '74 Spider 2:09:29
 Skip Farnsworth '74 GTV 2:10:13

RENAULT ALLIANCE

Alan Ward '83 Renault Alliance 2:08:45

Mechanical failures prevented Robert Hutchins, Jerry Wright and Peter Becronis from running in the event, but all showed up to help work the course. Also there when we needed them were Mark and Carol Samson, Paul DeRosier, some of Gene Villano's family of fans (I'll learn the names next time), all those in the Morgan Club who ran with us or just came to watch, and two lovely ladies of "the tower" who sat in the sun and squinted at the digital clock that clicked off our day, Ann Steben and Ann Westfall, and Andy Steben and Mike Sperry in the tech inspection line...etc, etc, etc...to all of you who helped, the Time Trial Program says "thanks" for making the day possible.

"A Love Affair with Italian Wines"

A few years ago, when I visited Bologna and participated in Marcella Hazan's cooking courses, I was astounded by the vast knowledge that Victor Hazan displayed on the subject of Italian wine. His presentation, his carefully accumulated wine cellar and his intelligent descriptions made a very great impression on me. I looked forward every day to the combinations of food and wine that he put together. I also came away with the great desire to know more about them - there were so many that I knew little about or had neglected to taste.

Thus it was with a great deal of anticipation that I approached Victor Hazan's recently published book, "Italian Wine" (Knopf: \$17.95). I was not disappointed.

One of the nicest features of this book is to have someone of Victor's caliber cover the subject of matching wine and food. I can't say that his remarks are not prejudiced at times, but who wants a book of this kind that isn't prejudiced?

by James Beard

*Condensed from the L.A. Times
 March 31, 1983*

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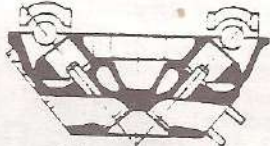
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Our vast inventory includes many spare parts for all the classic Alfa Romeos including 1900, 2000, 2600 and Giulietta models; the race-bred GTA and the luxurious Montreal. Of course we handle parts for all the modern Alfas including the very latest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

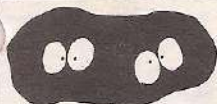
Thank you.

Giuliano Crescentini
Giuliano Crescentini

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PAGE 18

ALFACIONADA



For Sale



For Sale: 1957 Giulietta Spider, 86,000 m, new paint, excellent original car. \$4,600. Dave - evenings (213) 789-5707, days (213) 881-7003.

For Sale: 1974 GTV rebuilt engine and trans, Ward & Dean springs, Koni shocks, Blaupunkt, Cromodora alloys, new 60 series tires, sheep skins, fast, reliable and in excellent condition. You'll bring home the trophies with this one. \$6,500. Phil (213) 598-2700.

For Sale: 1974 Berlina, good shape but less engine. \$800. Phil (213) 598-2700.

For Sale from 1976 Alfetta GT: parts catalog shop manuals, thermostatic actuator, brake master cylinder, water pump, starter solenoid, drive shaft hanger, stainless steel catalytic converter test pipe, premium fuel filler neck, both chin spoilers. First \$100 takes all or make offers. Ken Swenson, 375-3873 evenings.

For Sale: 1965 Giulia Sprint Speciale SS Red with black interior. Runs excellent, new brakes, totally complete car. Lorie Skora (213) 914-5062. \$8500. Leave message.



**We'd Like
to Hear
From You!**

There are times in the newsletter that we would like to highlight club members cars. If you would like to share yourself and your car with the club, please send a picture of your car (it would be optional to include yourself but very nice) along with any information about the history of the car, anything unique about your car, any awards won, any special events your car has been apart of, etc.

I'm sure that we Alfisti would all enjoy getting to know more about Alfas and other club members so please let us hear from you

For Sale: Alfetta transaxle for '76 Alfetta GT. Trans part in great shape. Differential has bad spider gears. \$100 or best offer. Jim Wood (213) 991-3754.

For Sale: 1979 Alfetta Coupe, Veloce, Velocissima - kit, new in 9/80, 31,000 m, natural hides, perfect shape, Blaupunkt AM/FM. J. Winston Sapp, M.D. (714) 548-6656.

For Sale: 1967 GTV mechanically good, body straight, fair paint and interior, good driving car. \$2,000 or best offer. Ken Thomas, 3222 Fairman, Lakewood, CA 90712. Ph: (213) 421-0490.

For Sale: 750 series Giulietta Spider Body and drivetrain with suspension. X-racer, rear axle lockes, front discs, no engine, no interior, dash or instruments now windshield. Body very excellent. Has all exterior trim, Will not part out. Make offer. Gene Zettle, (714) 621-2137.

ALFACIONADA is the monthly publication of the Alfa Romeo Owners Club of Southern California (AROSC). Box 261, Los Alamitos,

Subscriptions to this newsletter are included as part of the \$35.00 per year membership fee. Meetings are normally held on the fourth Friday of the month, 8:00 p.m. sharp at the:

Alondra Park Clubhouse
3850 Manhattan Beach Blvd.
Lawndale, CA

Directions - 405 to Hawthorne exit, north short block to Manhattan Beach, right about 1.5 miles.

For more information call:
John Ireland (President)
(213) 841-8939
Joel Hoffman (Membership)
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Jim & Teri Wood (Editors)
75 N Oakleaf Ave.
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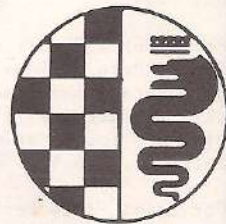
Send articles, letter, personal ads, etc. directly to the editors by the 1st of each month for publication.

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