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Alfa Romeo

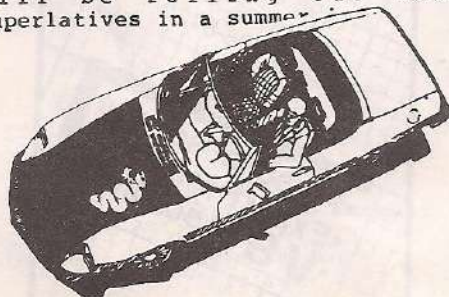
MAY CALIFORNIA 1985

ALFAS GO

By Joel Hoffman

Lincoln is known as "The Great Emancipator", Nixon "The Big Liar", and Dave Vegher "The Big Success". A large turnout heard Dave expound on his long-term passion....Alfas. Tires, suspension, engine and driving tips kept pouring out. Thanks again Dave.

Those of you who couldn't make it to the April meeting missed out on picking up a four page brochure on the Calloway engineered GTV-6 Twin Turbo. About 30 remain for Mays' meeting. The May 6, 1985 issue of Autoweek reported on its' enormous acceleration capabilities. Road & Track is currently testing one and will be rolling out the superlatives in a summer.



Another conversation with ARI Public Relations Director Craig Morningstar didn't reveal a release date for it. However, I can now pass along the news that ARI will be air shipping the P2, P3, 1924/25 Torpedo, and the Alfetta Tipo 159 for the Monterey Historic Auto Races in August. In addition, Scuderia Portelo, which has been mentioned several times in the Alfa Owner, will be there with an SZ and a TZ.

I hope to be seeing many of you at the Lutheran High School Car Show and AROSC Concours in Burbank on the 18th. Come out, exhibit your Alfa, relive fond memories of the cars from the 50's and 60's and enjoy the even older cars.

Bill Pringle of Mille Miglia Motors in Pasadena has postponed his presentation (along with Mike "GTA" Sperry) of high performance tuning and modification of the GTV-6 until July in order to get in more dyno time. Instead, Mike will have a slide show on the 4 and 6 cylinder heads and describe what he does to them at his Sperry Valve Works shop in Torrance. The 308 Quattrovalvole began the

Continued next page

Alfa Romeo

current interest in cylinder heads. Mike, our resident expert, won't end it, but will explain it all on May 31st.

Steeve Treece, owner of the Alfa Recycler and Scott's Auto Body, both in Van Nuys, will be the speaker at the June 28th Meeting. Steve, who has owned many Alfas, will hold forth on current and older Alfa parts availability, painting, waxing and body repair. Sounds like yet another great meeting.

Look forward to June's Rallye on the 8th and the Time Trial on the 23rd at Carlsbad. I last raced in 1976 at the Alfa National Convention in Lime Rock, a track without any imposing walls like Riverside's. Last April 13th I was determined not to let them, the walls, scare me off. Joining in the Novice Class I kept increasing my speed and came to realize it was easy not to scrape a wall with my Spider. Having had a fantastic time, but remembering that there's nothing as boring as a reformed sinner, these few words will suffice....give it a whirl.

Unfortunately, we've all seen cracked and/or discolored Alfa dashboards. The Spring-Summer Reliable Motoring Accessories catalog arrived in the mail from Riverside this week. A new product, Dashguard, caught my eye. It is a custom fit leather-like vinyl that is attached to the dashboard with Velcro. I've seen one dashboard cover made of cotton and another of what looked like indoor-outdoor carpeting. This Dashguard does NOT cover the radio, just the top of the dashboard. Available for Spiders (\$29.95) and GTVs (\$44.95) in black and 8 other colors it might just be an alternative to Armour-All type protectants or be a preventative measure.

A month or so ago newspapers and TV were reporting that a few of President Reagan's staff had bought BMWs at huge discounts while doing such a bang up job in advance of his trip. President Reagan, not wanting to repeat his mistakes and "misspeakings" concerning Germany, has decided to strengthen America's ties with Italy. Already, in advance, he has paid list price and reserved for Nancy the very first 1986 U.S.A. spec Alfa Romeo sedan. After the economic summit is over he will venture here to California to pay a courtesy call on Charles Manson and the whole Manson family.

May 31st. Alondra Park Clubhouse. Let's all be there this time.

Joel



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**calendar
of events**

May	31	General Meeting
June	8	Rallye or dinner rallye
	15	Tech Inspection for June 23 time trial
	23	Time Trial Carlsbad
	28	General Meeting
July	14	Concours Location - TBA
	26	General Meeting
August	3	Rallye or dinner rallye
	23, 24, 25	Historic Auto Races at Laguna Seca. Alfa Romeo to be honored marque. Club rallye here to there. Don't miss! (No General Meeting this month)
September	15	Time Trial Carlsbad
	27	General Meeting
October	5, 6, 7	Pan Am Rallye
	13	Concours Location - TBA
	25	General Meeting
	26	Time Trial Riverside Raceway
November	TBA	Warm up for Starlight Rallye
	17	Swap Meet





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	22	General Meeting
December	6, 7, 8	Starlight Rallye
	14	Christmas Party (No General Meeting this month)

EDITOR'S DESK



Bill Pringle is right when he suggests in this month's V-6 corner article that checking belts and hoses each time you change the oil is a good habit to get into! If you recall, last month I mentioned that the A/C belt on my GTV-6, like prepubescent boys at cotillion, went flying in all directions with the immediate result that the car would barely run. After a week long effort to trace down the electrical problem that was most certainly causing the trouble (on the theory that the hurtling bits of belt must have damaged some electrical component) it became apparent that something other than an electrical problem was amiss. Based on results it seems that the most logical explanation of what happened is that a bit of the notorious belt somehow made it through the rather small holes in the plastic cover shrouding the timing belt and jammed in one of the pulleys momentarily. Long enough, however, to cause the timing belt to jump a tooth on the distributor drive (which retarded the bejeesus out of the timing and caused the car to quit right now!) and a tooth on one camshaft. Easy enough to retune the belt, but we're not through yet. In the

course of the diagnostic procedures which were performed on the car to sort the whole thing out it was discovered that the compression was way down in one of the cylinders on which the camshaft timing had been disrupted. You guessed it! A bent valve! A most freakish chain of events! So, Alfisti, driveway mechanics all, as the man says, don't just love your Alfa, get to know it, intimately, pamper it, don't be niggardly, buy it those little baubles, those hoses, those BELTS, and be rewarded with devotion.

Be sure you make it to the May 31 General Meeting. In conjunction with his discourse on 4 and 6 cylinder Alfas, Mike Sperry has donated a set of Big Valves (intakes) to be raffled off at the meeting.

I know it's still early, but we still need a place for the annual Christmas party. If anyone has the requisite space and is willing please let us know now so we can all stop fretting about it.

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TIME TRIAL ARE YOU A *Winning* DRIVER?

This should be a fun event, with milder weather than at Riverside - so y'all come down - remember it's a Sunday for a change - not Saturday. SCCA runs regionals the preceding weekend if anyone wants to come down and look it over ahead of time.

ENTRY FEES: \$65 One car/one driver
 \$100 One car/two drivers
 \$25 Special Intro. Sess.
 \$7 General Admission

TECH INSPECTION: Will be held on Saturday, June 15, at Sperry Valve Works from 11 a.m. to 3 p.m.. If you cannot make this date please call Mike Sperry to make other arrangements. (213) 325-7549.

TIME TRIAL NUMBER 4

SUNDAY JUNE 23

CARLSBAD RACEWAY

Our fourth event will be at a new site for AROSC - Carlsbad Raceway, near Carlsbad, Ca. in north coastal San Diego County. The San Diego Alfa Owners will join in this event since it's about half way between the two clubs. To get there, take I-5 south past Oceanside, thru Carlsbad, to Mt. Palomar Airport Road. Go east on this road about five miles to the track entrance at the base of the foothills.

The Carlsbad track is quite different from Riverside, since it was originated as a drag strip. The course is about a mile in length, using the drag strip and return roads which wind up and down hill. We will have a mandatory training session for ALL drivers who are not familiar with the track, and SCCA instructors are being sought from the San Diego region to help. We will also have a Special Introductory Session for the non-competitors to get a chance to try a new course.

Because of the short track length, lap times will be about half that at Riverside, and we will limit the number of cars on the track at one time to about ten. If we have enough volunteer workers for the corners so that drivers won't have to flag, we will be able to hold an open practice for all, rather than two shorter sessions. In this way, drivers can run a while and stop to rest a while, and run some more. Re-entry and start-finish will control the number of cars out, and will flag off those who are out a long time if others are waiting to get on the track.

V-6 CORNER

Subject: Routine Maintenance of the GTV-6.

Prerequisite: You have read the "maintainence" section of the owners manual, understand it, have a good fundamental knowledge of auto mechanics and possess the necessary hand tools to perform the following services. At no point in this or subsequent articles does this author assume that the reader, being of mechanically "bankrupt" mind, will miraculously gain newfound powers and abilities simply by reading this article. Lacking the above prerequisites, let a qualified professional do the work. It also goes without saying that the proper enthusiasm and love of the machine is mandatory!

Objectives: Initially I will cover routine maintainence procedures such as oil and filter changes as they require no specialized tools or knowledge to perform. Due to space limitations, I can only cover one item at a time, so bear with me if this article seems rather elementary, but we have to start at ground zero and progress from there.

Over the past ten or fifteen years automobile manufacturers have extended routine oil/filter changes from 3 and 5 thousand up to 10 and even 15 thousand miles. The recommended oil/filter change for a Nissan Maxima SE is every 7,500/15,000 miles! Who cares? Right! Drive it straight into the ground! The point is that the secret to a happy Alfa Romeo is and always will be frequent oil and filter changes. I say every

3,000 miles regardless of what the owners manual says. As Mr. Goodwrench says, "You can pay me now, or you can pay me later."

Aside from being just plain preventative, frequent oil change intervals allow you to become more familiar with your car. If you called your girlfriend only once a year or 15,000 miles, you'd soon be spending some very cold nights alone! The same can be true of your Alfa -- my shop is constantly full of emotionally neglected machines. (Author's note: While it is not my intention to appear sexist, I encourage female readers to substitute the following words where applicable - "he" for "she", "him" for "her", etc.) (Come to think of it, any single women out there doing their own maintainence please inquire at my shop as we are always looking for talented mechanics!)

Procedure: Change the engine oil and filter every 3,000 miles! Like the four cylinder cars, the drain plug uses the same 27mm socket. The oil filter is the same spin-on type as the 2000 - a Fram PH-7 or genuine Alfa Romeo brand. The oil filter is located on the passenger side of the engine block below the distributor, between the air conditioning compressor and the exhaust manifold (careful - it's hot!). Removal is up through the top, requiring removal of the air cleaner housing. To do so, release the five clips securing the air cleaner cover and loosen the clamp which connects the air flow sensor to the flexible black rubber air duct. After unplugging the main electrical connector to the air flow sensor (it's O.K. to unplug - just don't manhandle it) lift the air cleaner/air flow sensor off to gain access to the filter. At this point some may find it easier still to remove the air cleaner lower half which is secured to the fender well by three 13mm hex bolts.

Apply some new oil to the oil filter gasket, tighten the filter with light hand pressure and then snug it 1/4 turn with a filter wrench. (When removing the old filter from the car you will find that using the filter wrench from beneath the car saves a lot of frustration, i.e., you won't turn the air in the neighborhood quite as blue!) Recommended oil is Castrol GTX, Valvoline Racing, or Kendall GT-1 20/50 weight. For sustained high speed or extreme high temperatures I suggest using straight 40 or 50 weight.

As you are refilling the oil, check the hydraulic fluids and coolant level as well as the condition of the belts and hoses. (Quite a few of these - eleven in all.) Also check for oil leaks - unusually large amounts can indicate bad head gaskets or belt tensioner seals.

At the rear of the car check for oil leaking from the transaxle and check the condition of the CV joint boots. Some owners may wish to change their own transaxle oil - which is fine, but usually requires that the car be raised. Be careful when using jack stands to support a car. Also, the job is made much easier with a high quality gear oil pump (available at most good parts stores or automotive tool shops) rather than the flimsy plastic type sold by Sta-Lube. 5.6 pints of a good 80w/90HD gear oil with an API rating of GL-S is required.

Before reinstalling the air cleaner assembly check the air filter. If dust can be shaken from it, or if it's older than 6,000 miles, I recommend replacing it. The fuel injection system is based on the movement of air into the engine - a good clean filter will keep it working efficiently. Be sure to install the new one

with the arrows in the up position.

After putting a new seal on the drain plug, (\$1.98 Alfa list price), and refilling with 7 quarts of oil, refit the air cleaner/air flow sensor assembly. Check that the clamp securing it to the flexible black duct is snug and that **THE MAIN ELECTRICAL PLUG IS CONNECTED TO THE AIR FLOW SENSOR BEFORE ATTEMPTING TO START THE CAR!** Start the car and let it idle only while checking for possible leaks (If you feet have a tendency to slip out from under you as you lean over the fender, then you have a problem). Switch the car off if all is well, top up the oil as necessary, clean up any spills under the hood, make a note of the mileage....and finally, drive the car!

By Bill Pringle

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TIME TRIAL REPORT MARCH 30-31, 1985

A small band of hardy souls trekked to the high desert for the weekend of March 30-31 to run with VARA. Many of our regular entrants were missing, either having to work that day, or opting for Riverside two weeks later, rather than running two events so close together. Luckily, the weather was great -- mild and sunny with a cool breeze -- not the usual brisk gale we know so well. With temperatures from 65 to 75, it seemed a good omen for the weekend. However, not for Mike Winiarski, who found that an Alfetta GT is not a good dirt car. Practice was cut a bit short as Mike explored the dirt on both sides of the exit of turn 9, from all possible vantage points, and found it not to his liking.

Pablo Mobius kept busy alternating between his Berlina with a Ward & Deane spring kit, and his wife's Alfetta GT, while Dave Brunette muttered about the shortcomings of his Shankle suspended GTV-6, and Skip Farnsworth used up his new Yokohama tires at an alarming rate. Yours truly threatened to disqualify anyone who sprayed gravel on the freshly painted GTV (fully restored to better-than-new after last November at Riverside). I got their attention, and everyone behaved, but I got a full complement of bugs stuck on the paint instead. At least they washed off, mostly.

VARA kept on schedule all weekend, for a change, until time for our timed runs. A sudden red flag near the end of our warm-up practice had us frantically counting (car) noses, as the ambulance headed for turn 4 and the tow truck headed for turn 9!

MARCH 30-31, 1985 RESULTS

CLASS C

Mike Sperry	GTA	1:47.20
David Brunette	GTV-6	1:52.10

CLASS D

Allen Werner	Jr. Zagato	1:49.49
Phyllis Gaylard	GTV	2:02.34
Pablo Mobius	Alfetta GT	2:05.83

CLASS E

Pablo Mobius	Berlina	2:07.58
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CLASS F

Skip Farnsworth	GTV	1:55.57
Bill Skelton	GTV	1:59.13
Harold Rich	Alfetta GT	1:59.86
Anne Skelton	GTV	2:07.58

CLASS M

Anthony Lewis	Fiat Spider	2:00.12
Jim Busby, Jr.	Renault Alliance	DNR

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It seems some idiot fell off his motorcycle into a ditch near the top of the hill, and cut his leg nicely. The amazing thing was that after standing around a while, VARA sent us out for timed laps with the ambulance still at the outside of turn 4, and the tow truck still at the inside of 9, loading up Mike's car.

Many thanks to Mike Winiarski, who organized and oversaw a stopwatch timing team when we were unable to get the timing lights aligned in the brief lunch break, and to his sister, and the wives who worked the watches. We sure missed Tom Lipkis, and no one there had ever set the timing system up - better luck next time.

There were two prize quotes of the weekend:

Allen Werner: "I'm not going to drive fast out here, it's not worth bending the car," before he ran 5 seconds faster than last year and only 2 seconds behind Mike Sperry.

Mike Winiarski: "I want to leave my car fairly stock so it will be more reliable." (He may now be inclined to try a suspension kit.)

TIME TRIAL REPORT

APRIL 13, 1985

It was a small but dedicated group that went to Riverside Roastway April 13, forgoing the LBGP qualifying sessions and last minute income tax preparation. We ran the long course, which allowed a team of Renault Alliances to practice for their first race of '85 on the IMSA program, April 28. We also had a showroom stock racer bring his Datsun 300ZX Turbo out for practice, as well as a "vintage" Lola T-70. You could hear it coming half a lap away. The Corvettes Limited group came out for our Special Intro, and

expressed thanks to Sampson for his great training program, and also thanks to the AROSC people for making them feel welcome, unlike their reception from other marques such as the P-----s. I thank the troops as well, because we need these satisfied repeat attendees to help pay the bills. Without the guests, our program would have to be cancelled because of a lack of interest.

We have gained some new competitors this year: Bill Pringle and Dave Brunette in GTV-6's; Pablo Mobius in either/or a Berlina and an Alfetta GT; Randy Bent in a GTV; and Rex Chalmers in a Guilia TI. There has been attrition in the ranks of the old guard, so there is no net gain in Alfa competitors. One of the side problems of low participation was the shortage of corner workers that plagued us Saturday. Many thanks to the Special Intro people, and particularly the Corvette contingent, for manning the flags, especially after some TT competitors left at lunch.

When we finally got down to timed runs, the breeze picked up to a brisk cross wind, and it started to cool off, so the later runs were favored with much more tolerable temperatures and air density, thus more horsepower (that's my story and I'm sticking to it). Andy Steben ran well, as he continues to adjust to his Ward & Deane suspension, while Skip Farnsworth still had some tread left on his Yokohamas, and went fast again. Raul Perez turned in some good times, and Alan Zimmerman surprised some by taking second in F with his Guilletta Spider, as did Rex Chalmers who had his Guilia TI working hard for third. Allen Werner put slicks on his Junior Zagato to move up to class C (where I've been trying to stick him for a year, and good riddance!). He's still giving Mike Sperry a good chase, although Mike was all alone in class B.

Not realizing that Allen Werner had moved up a class, I gave away first place by letting Alan Ward run my GTV when his Renault clutch oiled up. The Renaults of Jim Busby, Jr. and Mark Mitchell ran close, but Busby had the old stickier tires, which are clearly better, so he beat Mitchell by over a second, while Mike Martin was learning his way around in his first time in the car, or on the track. Leo Weber turned in a very good time in his Datsun, only 2 seconds off Allen Werner, despite

the Datsun voice reminding him he was running out of fuel. A hard luck award should go to Peter Becronis, who had electrical failure on the freeway coming to Riverside; he got it running eventually, but the car just didn't feel right, and Peter's concentration was shot, so he wisely dropped out and went home early. Another hard luck nod to Jim Dean, whose GTV-6 had been modified quite a bit, but a transmission bearing started to go, and he dropped out after one slow lap of timed runs. Better luck next time.

APRIL 13, 1985 RESULTS

CLASS B

Mike Sperry	GTA	2:14.06
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CLASS C

Allen Werner	Jr. Zagato	2:16.75
Jim Dean	GTV-6	2:51.36

CLASS D

Alan Ward	GTV	2:27.36
Phyllis Gaylard	GTV	2:34.98
Bill Pringle	GTV-6	2:40.66
Pablo Mobius	Alfetta GT	2:43.62

CLASS E

Andy Steben	GTV	2:30.99
Raul Perez	GTV	2:35.94

CLASS F

Skip Farnsworth	GTV	2:32.62
Alan Zimmerman	1300 Spider	2:33.13
Rex Chalmers	TI	2:35.11
Harold Rich	Alfetta GT	2:35.85
Randy Bent	GTV	2:44.90

CLASS M

Leo Weber	Datsun 300ZX T	2:18.93
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CLASS R

Jim Busby, Jr.	Renault Alliance	2:34.26
Mark Mitchell	Renault Alliance	2:35.69
Mike Martin	Renault Alliance	2:45.08

(Reprinted with permission of Alfa of Santa Monica)

The increasing desire for high performance strikes deep at the heart of today's sports car buyer. Alfa Romeo, in anticipation of this growing market, conceived an aggressive rear wheel drive, turbocharged vehicle, that based on the existing GTV-6, would deliver the performance buyer the fine character of a true Italian sports car coupled with legitimate American horsepower.

Alfa Romeo contacted the major turbosystems manufacturers in the United States with the idea of developing a state-of-the-art twin turbosystem that would answer this performance concept. Callaway Turbosystems, with deep rooted experience in manufacturing and engineering emerged as the clear choice for this research and development contract.

In a period of four short months, Callaway embarked on and completed an extensive R&D program that involved numerous vehicles, dyno testing and track testing to culminate in a twin turbo, twin inter-aftercooled, turbosystem for the Alfa Romeo GTV-6 that developed an impressive 230 horsepower.

In the Callaway Twin Turbo, phenomenal turbo response is accomplished with the use of twin IHI RHB5 turbochargers mounted on individual runner stainless steel exhaust headers. Noted for quick response, the IHI turbos use integral wastegate control to control 10 PSI manifold pressure.

Boosted air is ducted through twin radiators designed to reduce the high compressed air temperatures inherent in turbocharged engines. Known as air-to-air aftercoolers, they are mounted on top of the engine and are fed outside air through a functional hood scoop. This location is ideal for maximum turbine response due to very short ducting from turbo to engine.

One of the most critical aspects of a well engineered turbosystem is fuel enrichment. A proper air fuel ratio is maintained in the Alfa Romeo with the Callaway Microfueler. The Microfueler system is, in fact, a discrete fuel injection system that senses engine speed and manifold pressure generated by the turbocharger. These two inputs are received by the microprocessor in the Microfueler, and the output of the circuit drives dual fuel injectors to deliver the required amount of auxiliary fuel.

Other features of the Callaway Twin Turbo are competition stainless steel oil feed and drain lines for turbo lubrication, pod mounted calibrated manifold pressure gauge, boost sensitive ignition control and retention of all stock Alfa Romeo fuel injection and emission controls.

With 0-60 mph specs in the low six (6) second range, the Callaway Twin Turbo's 134 mph gear limited top speed is not only easily obtainable, but represents the best handling, best accelerating sports car available in any United States new car showroom in 1985.

Alfa Romeo

well but we sure had fun.

The Equinox Rally was a rally for the most professional, prepared teams around. This was a rally for the hard core experts with very few novices. For the first time I was the navigator (with a broken heel I would have been a "toadying, balloon-footed driver"). Our rally car is an RX-7 which had a complete suspension installed the day before the rally. Shocks, springs, sway bars, Monte Carlo bar, etc. The front sway bar was installed upside down. At the start it didn't feel right. As time went by the bumps, thumps and metallic noises got more frequent and louder. Not good when you're trying to make time. (Isn't that what's supposed to happen while making time in an automobile?) Ed. In the dirt of Simi Valley we dismantled the front suspension, turned the sway bar right side up and reinstalled the suspension. This cost us 1 hour 44 minutes in time, a course control, two check points - 1500 points in penalties, dinner, gas break and we still have 9 check points to go. Now we're dirty, tired, hungry and have some broken knuckles. Are we having fun yet? We run real hard to the next check point and are late. (Those of you who ran the last Alfa rally will remember leg 3 on Plaserita Canyon Road/Sand Canyon - same check point). With a 2000 point penalty against us at this point, it's easy to be discouraged and tempted to just give up. We press on. This is the first time I've navigated a rally. Drivers out there should try the hot seat some time just so you know what it's like to plot your course, avoid traps, keep track of where you are at on the map/on the road, keep track of time, set the clock and keep your head down looking at the maps while the driver is just flying down this canyon road trying to make up time because you didn't

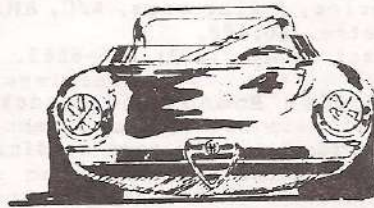
pick the right route the first time. Yes, we are having fun now.

We placed 24th overall with an error of over 22 minutes. Two other teams from AROSC were out for the fun and games. We heard that GTV-6 wound out tight....

The next upcoming event is the June 8th rally. Many members fondly recall dinner rallies from the past (repast?) and would like to do this again. Sounds like fun and food to me. There have also been suggestions that these rallies have always been more northern than southern. Well, how about covering our Southern California area with a progressive dinner rally? This will be a low pressure gimmick and poker rally with checkpoints located at members' homes for each part of our progressive dinner.

August 3rd is our next scheduled rally.

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RALLYE CORNER

by G. P. Peterson

"A rallye is a contest performed in an automobile. It is a trip to a destination you do not know, by a route told to you in dribs and drabs, and you must be on time all the time. The difference between a rallyist and a bus driver is that the bus driver knows where he is going." (The Complete Rally Book)

Where the above quote is true to a large extent of the most common form of rally held in our area, the TSD, it is not true of a map type Monte Carlo rally.

Someone we all know and respect (even if he talks about painful truths) has summed up my feelings about TSD rallies in his article "The Great American Race". "The Great American Race may be great, certainly is American, but unfortunately it's not a race. It's a damn time-speed-distance rally is what it is, fit only for bookkeepers, lawyers, and those who made Mussolini's train run on time. TSD rallies appeal to those consummate pickers of nits, the navigators, and their toadying, balloon-footed drivers.

A TSD rally rewards those who follow instructions most closely; every lousy turn, speed change (all under the national speed limit), and pause. It smacks of Godless totalitarianism. It is not the American Way." Len Frank writes truth as well as he speaks it. (MT-April 1985)

When I'm out on the road in a rally, I'm not in a TSD rally. Although all the rallies are written to observe all the laws, including the national speed limit, some of the roads used are rather remote, seldom travelled,

and at 5 A.M..... For example, do you know that the road through Death Valley is a laser's pathway as far as the earth's curvature will let you see (flat and level in other words) and that the speed limit is 35 mph? Now I know that we didn't buy Alfas to be "toadying" down these kinds of roads with the cruise control set at 35 mph and the air conditioner on...

Some of the membership may have been wondering, where has the rallymaster been for the past few months? Well... There's a new addition to our family of a baby boy, G.P. Peterson, whose first word will be Varoom! There has been a change of professions for me from appraiser to stripper (of concrete surfaces). A death in the family (The Mazdatatti is the victim of a large muffler on the freeway). A very expensive, time-consuming Alfetta propeller shaft (Alfa Owner's article "Spring Donuts" arrived the day I finished!), bell housing, flywheel, ring gear and starter while down to our reliable Sport Sedan as our only car. So when we finally think that we're able to handle all of life's little surprises, I break my heel (bone). My apology to the AROSC membership for my lack of participation the last few months is offered here and now.

There have been two rallies, The Las Vegas Reunion and the Equinox. The Las Vegas Reunion is a two stage rally, first half TSD and last half Monte Carlo. We went to the start and left on our correct time. Then we went home for a steak dinner and some relaxation before driving to Barstow for the second half, the interesting half. We were car #55 so we added "We can't drive" above our number. With a 30 minute error for the first half we didn't place too

Alfa Romeo

Automobiles

Parts

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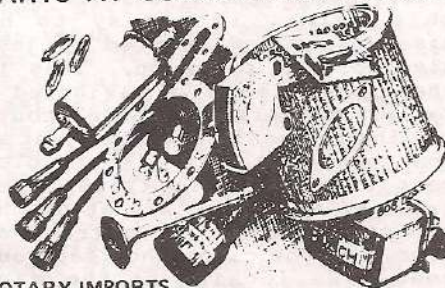
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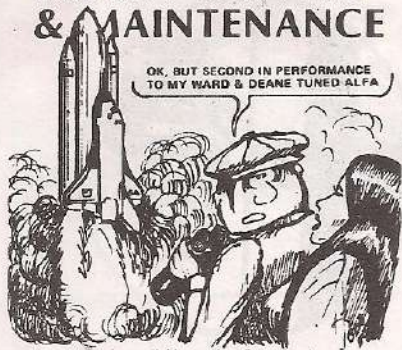
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You may also telephone your ads in to me at (714) 625-2876 or (714) 621-2137. No calls after 8 PM please! Ads are due by the first of each month for the newsletter published that month.

Alfa Romeo

ALFACIONADA is the monthly publication of the Alfa Owners of Southern California (AROSC).
PO Box 947 Lawndale, Ca. 90260-0947.

Subscriptions to this newsletter are included as part of the \$35.00 per year membership fee. Meetings are normally held on the 4th Friday of the month, 8 P.M. sharp, at the Alondra Park Clubhouse located at:

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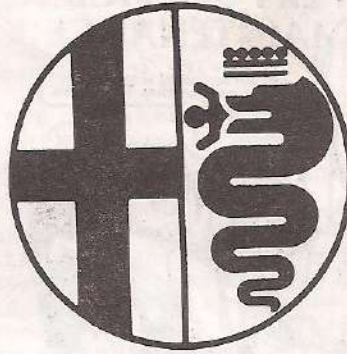
405 to Hawthorne exit, north a short block to Manhattan Beach Blvd., right about 1.5 miles.

For more information call:

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Send articles, letters, ads, etc., to the newsletter editor by the first of the month for publication.

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