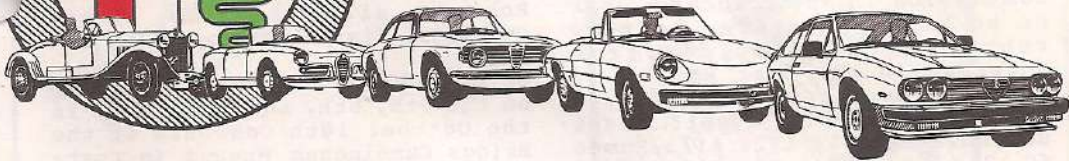




# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



*Alfa Romeo*

SEP CALIFORNIA 1985

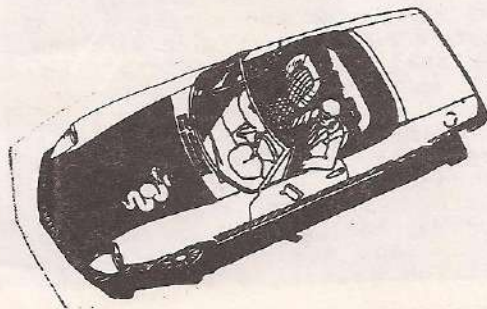
**ALFAS GO**

By Joel Hoffman

Thursday the 22nd at 8:15 as I was driving up the 101 to the rendezvous in Santa Barbara, I noticed a red '67 GTV and an ivory '78 Sprint Veloce in my mirror. The two car caravan grew to three and soon we were at J.K. Frimble's for breakfast. Another 9 Alfas showed up, the Alfisti ate, gassed up and then reformed a few miles ahead. Passing in formation and dicing a bit we looked and felt terrific. Friday morning we all headed for the Alfa Parade parking at the track. 330 Alfas had pre-registered but about double that number showed up. What a great collection was there...TZs, SZs, Ss, Spiders, GTVs, GTAs, 1900s, Montreals, GTV-6s, Giulias, Giuliettas, 33TT12s. What a sight! WOW!! Then there were the P2s and P3 racers from the Museo Storico, England and Japan. Phil Hill and Juan Manuel Fangio graciously signed posters and programs and drove the Tipo 159. Saturday, ARI had a hospitality tent where the champagne flowed.

Two Alfa fanatics were married there. Among the AROSC members racing, Peter Becronis and his 1900CSS placed 6th in his class. In group 5A Mike Sperry took pole position in his TZ but lost a rod and had his engine seize while leading by three car lengths. Scott Gray's GTA retired with body damage. Charley Thieriot's GTA placed 4th and Jerry Rosenstock's TZ placed 5th.

V.P. Dan Ritter and I had the tough job on Saturday night of representing this chapter at ARI's cocktail party honoring Phil Hill and Juan Manuel Fangio. Probably the highlight of the weekend was Saturday's Alfa parade. It lasted just one lap (Sunday's was three laps) but to see and be part of 600 Alfas parading and then parking side by side on the track was something that all of us will remember forever. A few final



## Alfa Romeo

notes on this fabulous weekend: Being there and being a part of it all was important to at least 60 AROSC members that I saw. Randy and Lisa Van Daalen Wetters had their '74 GTV put out of commission in an accident a week or so before Monterey so they rented an Alfa Spider from Showcase Rental Cars at LAX in order to be there. I would have done the same thing myself. Jack Becronis had his 1928 Alfa Romeo 6C 1750 (which won Best of Class a couple of years ago) and his 1939 Type 57 Bugatti Cabriolet entered in the Pebble Beach Concours on Sunday. The Bugatti won BEST OF SHOW. Congratulations Jack! Let's mark our calendars for August, 2010 when Alfa Romeo will be honored at Monterey on its 100th anniversary. Rumors were swirling at Monterey that the 1986 Spider (which looked great up there) will be sporting 3 valves per cylinder in the future. A Costa Mesa outfit is selling video tapes of the weekend. More information at September's meeting. A big hand is due to the Monterey organizers, Pat Braden, Craig Morningstar, the Delta Sierra chapter, ARA Nor Cal, AROC and Alfa Romeo. BRAVO!!

Back on the home front, the Teamsters strike is now over and the '86 Spiders and GTV-6s are at the dealers. Don't forget the Sunday, November 3rd AROSC tour from Alondra Park to Beach Imports in Newport Beach for test drives and some wine and cheese. This month's events start with the Carlsbad Time Trial on the 15th. Next up on the 27th is the General Meeting focusing on the Time Trial program. All the raffle prizes mentioned last month plus some others from Monterey will be awarded. The following day, Saturday the 28th, 15 members who aren't the do-it-yourself type will be getting a look at the

underside of their cars, learn how the components work and have a safety check. The time for this event is 10-3 at 7019 Laurel Canyon Blvd. #2 in North Hollywood. AROSC member Steve Robinson will be hosting at his Universal Fiat/Alfa shop.

October brings the Pan Am Rallye on the 5th, 6th, and 7th. Next is the October 10th Concours at the Briggs Cunningham Museum in Costa Mesa and the October 26th Time Trial at Riverside. November finds Alfa parts hoarders and seekers meeting on Sunday the 17th at the annual Swap Meet. If you missed Monterey you have a chance to see Alfas and others in VARA's races through the streets of Palm Springs on November 30th and December 1st.

The pre-Monterey response to a Sunday, October 20th club swimming and/or "BYO" barbeque was underwhelming. Hopefully the post Monterey "up" feeling will bring this event to life. Call me. I hope the excitement and pride of ownership we felt in Monterey translate to increased involvement and enjoyment for all 325 + members at our meetings, events and daily driving.

The Alfa Recycler, (818) 786-8666 has moved to 6020 Hazeltine Avenue, Van Nuys. October's meeting will feature a slide show of the Monterey weekend. To do justice to this event we need more slides. Terri Wood at 75 N. Oakleaf Ave. Agoura, Ca. 91301 is collating them. Please send them to her. As usual it's Alondra Park. Let's all be there on September 27th.

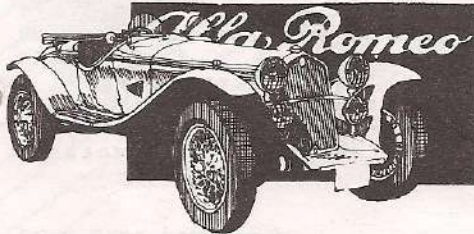
Joel



*Alfa Romeo*

**1985  
calendar  
of events**

- September 15 Time Trial  
Carlsbad
- 27 General Meeting
- October 5,6,7  
Pan Am Rallye
- 13 Concours  
Briggs Cunningham  
Museum
- 25 General Meeting
- 26 Time Trial  
Riverside Raceway
- November TBA Warm up for  
Starlight Rallye
- 17 Swap Meet
- 22 General Meeting
- December 6,7,8  
Starlight Rallye
- 14 Christmas Party  
(No General Meeting  
this month)



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EDITOR'S DESK



LUST! ENVY! AVARICE!

The Historic Automobile Races at Laguna Seca this year brought out all my baser instincts. It was an Alfa orgy of unbelievable magnitude and I just about.....no I guess I can't say that here.....well, anyway I was going nuts!

There ought to be some kind of rule or something that would prevent people from preying on all the hapless droolers in the crowd by offering any sort of vehicle for sale at an event of this kind. Particularly if it happens to be the very car you've dreamt about for years. Yup! There it was! Glistening in the sunlight in near perfection (It wasn't red, but I could overlook that one flaw) and flaunting that @#\*%\$#@ For Sale sign! Sort of like reading Playboy; look-don't-touch, out of reach, too rich for your blood buddy! Temptation reared its' ugly head. So did bankruptcy! Susan reared her pretty one and one of those "foolish boy!" looks brought me back to reality; mortgages, eating - stuff like that - but only temporarily. I am still filled with lust (you ain't the only one Jimmuh!) and temptation, and abstinence does make the heart grow fonder, but I must be strong

and make do with our ordinary Alfas. ORDINARY Alfas!? Everyone should be as lucky as I. FOOLISH BOY!!

See what happens when you get involved with these crazy Alfa cars? Well, like I said, I went nuts. And it really was an Alfa shoppers paradise. There was, it seems, at least one of every Alfa even remotely available in this country for the past thirty years for sale. Enough to make even the most stoic among us verde with envy for those who can afford the 30 thou for an SZ or the 40 grand or so for a TZ. I really think I could spend every waking minute, and a lot of dream time too, fooling around with Alfas; but then I wouldn't be working and there's that thing I mentioned about eating..... Ah! Well. It's great that we can all dream, and that's really what it's all about anyway. If we couldn't dream, and lust and envy and strive and get frustrated and enjoy our own triumphs (Alfas really) then half the fun would be gone and we'd all be driving Reliant K's.

Watching Al Leake demolish his competition in his Giulietta Spider, going berserk as smoke belched from the side pipes of Mike Sperry's TZ and feeling sort of surrealistic and dreamy as the older cars thundered by sliding from turn to turn was enough to bend my mind. Standing out there at the rail baking like a salmon and beginning to look about the same I dreamt that it was me snarling down off the "corkscrew" in abject terror and joy! Wouldn't it be wonderful! I think I'll start going to time trials again! As a matter of fact a friend of mine has this old shell of an ex Giulietta racer just sitting around in his garage! HMMMMM!!

continued next page

*Alfa Romeo*

What a weekend!! Something like this sure does wonders to renew enthusiasm for the marque and the club and all the great people who participate in this kind of stuff to make it all possible. My hat's off to all of 'em; the racers, the organizers and dreamers, and anyone who just showed up to have fun and make it special!

That's it for the stream of consciousness for this month folks, but I've got to fill up this pub somehow!

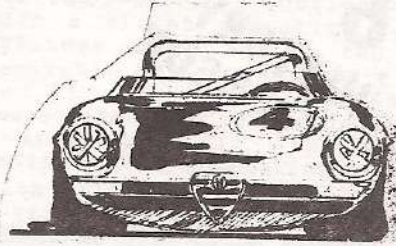


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## V-6 HISTORY LESSON

My recent experience at the Monterey Historic Car Races was like a pilgrimage back to our roots - back to the golden age of the sporting car! In keeping with this sense of nostalgia I am devoting this month's article to the past - featuring the history of the V-6 engine, from its post-war beginnings up to the present. Its story cannot begin without the mention of names like Lancia, Ferrari and other famous marques along the way, so have patience with me and prepare thyself for a brief history lesson.

Even the most basic study of automotive development would be grossly incomplete without the mention of Lancia. Vincenzo Lancia, a self-taught genius in automotive engineering and design, produced his first car at the age of 27. (I've got some catching up to do!) Ironically, this first car was named the Lancia Alfa! (named after the first letter in the Greek alphabet, which the Italians spelled phonetically) As far back as 1918, he took out patents on V-4, V-8 and V-12 engines. In 1922 Lancia produced one of the most innovative creations in automotive history, the brilliant Lancia Lambda. It incorporated the first V-4 engine, the first monocoque chassis construction and was the first large car with independent front suspension - all in one car! In 1937 another equally innovative car, the Lancia Aprilia, was built. It sported another V-4

engine, independent rear suspension along with the first use of inboard rear brakes (to reduce unsprung weight) and the first aerodynamic fastback body. (I'll probably get an argument from you Airflow fans!)

After World War II and the death of Vincenzo Lancia, the technical director Giuseppe Vaccarino began to revive an old Vincenzo Lancia project for a V-6 engine. He employed the talents of one Vittorio Jano, who had left Alfa Romeo to become chief of Lancia's research department. (If you have to ask who Vittorio Jano is, go buy a Nissan) With the help of Francesco de Virgilio, the young head of the Lancia Patent and Planning Office, they drew up the engine with its cylinder banks at 60 degrees, inclined valves and hemispherical combustion chambers. The valves were angled to the front and rear of the head (rather than side-to-side, as is commonly done) using "L" shaped rocker arms actuated by pushrods from a single camshaft in the block. This engine made its debut in the Lancia Aurelia of 1950. With a bore and stroke of 70mm and 76mm respectively, it displaced 1754cc and developed 56hp at 4,000rpm. (Hardly a neck snapper!)

This engine was eventually developed for sports racing use by enlarging it to 2962cc and adding twin cam heads so that it put out 217hp at 7,000rpm. In different forms it powered factory racing cars in the mid-fifties. For the 1954 season, a Lancia D24 won the Targa Florio and, with Alberto Ascari behind the wheel, a victory in that year's Mille Miglia. (Say Mee-lay Meel-ya!) In the late fifties a 2775cc version of the milder pushrod engine was used in production Lancia Flammia cars until the early 1960's. (A rear-mounted transaxle, complete with clutch and inboard drum brakes, was used on all Flammias.)

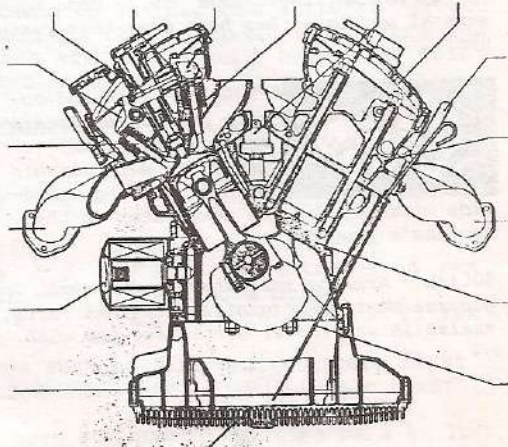
By 1956 Lancia could no longer afford to field a "works" racing team and so handed over all of their competition department (complete with Vittorio Jano as designer) to Ferrari. Ferrari had been using a 60 degree V-12 engine in his cars since 1947, so a 60 degree V-6 would seem to have been a natural development. In fact, a 65 degree V-6 was introduced in 1956. Designed by Jano, it had a bore of 85mm and a stroke of 71mm along with double overhead cams, twin ignition and three dual throat downdraft Weber carbs. Displacing 2417cc it powered the 1958 Ferrari Dino 246 Formula One car with up to 280hp at 8500rpm. In 1961, under the 1 1/2 litre formula, Ferrari changed the V-6 to 120 degrees in an effort to lower the cars' center of gravity. With a bore of 73mm and a stroke of 58.8mm displacement was decreased to 1500cc. Still, maximum horsepower was 190 at 9,500rpm and Phil Hill drove the car to his World Championship. Detuned versions of the 65 degree V-6 engine were used to power road going Ferrari and Fiat 206 and 246 Dino sportscars from 1967 to 1974. The 246 engine utilized single plug ignition and a bore and stroke of 92mm and 60mm respectively. Power output was 195hp at 7,600rpm with a 0-60 time of 7.1 seconds.

Citroen and Maserati figure prominently in V-6 engine history also with the joint venture introduction of the Citroen SM. The engine was built by Maserati and was a double overhead cam 90 degree V-6 displacing 3 litres. Its triple 2-barrel Weber downdraft carburetors enabled this engine to crank out a formidable 220hp at 6,500rpm. Maserati also used this engine in their Merak.

The Alfa Romeo GTV-6 engine is the latest interpretation of the Italian V-6 for production cars - with a slight variation. With cylinder banks set at the more desirable 60 degrees, and a bore and stroke of 88mm and 68.8mm respectively, it is traditionally oversquare. It also sports hemispherical combustion chambers with valves actuated by a single overhead camshaft per cylinder bank. As most of us already know, the intake valve is directly acted upon by the cam lobe while the exhaust valve is opened via a short follower/pushrod affair. Ingenious.

Oh all right! I agree twin cam heads would be outasight along with a four valve head, but 154hp from 152 cubes ain't no slouch! Also, I think it would be reasonable predict that we will see some development on this engine in the near future, with and increase in displacement to 3.0 litres most likely. Skeptics keep in mind that the Giulietta 1300 was in production seven years until Alfa made a major change to 1600cc. Look at how that engine evolved!

By Bill Pringle



**YOU** are needed to fill a position so we can keep our club functioning next year! Which satisfying position will you take? If you have any questions or would like to volunteer please call Joel Hoffman.



**PRESIDENT** - maintains communication with the National Owners Club; coordinates the activities of the AROSC board; chairs the general meetings and board meetings.

**VICE-PRESIDENT** - fills the duties of the president in his/her absence; takes on special tasks for the club; assists the board members when needed.

**TREASURER** - maintains financial records for the club; works with the Membership Chairman on "dues splits"; deposit checks and write checks as needed on AROSC checking account.



**MEMBERSHIP** - keep an up-to-date record of all club members, answer any inquiries about the club and membership; handle club renewals.

**NEWSLETTER EDITOR** - obtain articles from the board members and any other interested parties; type copy; paste-up the newsletter; take to printers and stick on labels for mailing. This can be done by several people as has been done this past year.

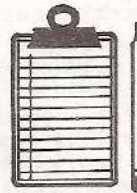


**PROGRAM** - plan and ob-  
some form of entertain-  
ment (film, speaker,  
etc.) for each month's  
General Meeting. Pro-  
vide write-up for the newsletter on the  
meeting's program.

**SOCIAL** - arrange refreshments for each  
general meeting; organize Christmas Party,  
assist in any social events for the club.



**SECRETARY** - take minutes at  
the board meetings; send per-  
tinent information to "Pit  
Stops" of L.A. Times; work  
with president re: ARI Jan-  
uary Meeting.



**COMPETITION DIRECTOR** - oversees all  
competition events; chairs the Time Trial  
Committee; approves any competition code  
changes.

**TIME TRIAL DIRECTOR** - directs all Time  
Trial activities; works with Time Trial  
Committee; communicates with Newsletter  
Editor on upcoming events and results.



**CONCOURS** - arrange for two or more  
concours during the year and over-  
sees all the necessary arrangements;  
makes suggestions for changes to  
Competition Director; communicates  
necessary information to Newsletter  
Editor.

**SLALOM** - encourage and promote slalom  
activities within our club, and/or en-  
courage participation in SCCSCC events;  
serve as clubs representative and attend  
monthly SCCSCC meetings, clear all events  
with Competition Director; notify Newslet-  
ter Editor of upcoming events.

**RALLYE** - arrange for two or more rallyes  
during the year. The rallyes can be done  
by others and overseen by this chairman,  
make recommendations for changes of the  
Rallye Competition Code.

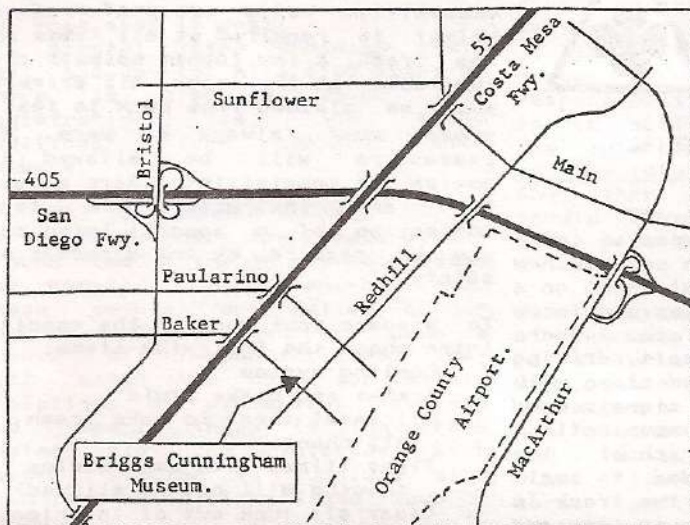
**RAFFLE** - pursue prizes, provide tickets,  
sell tickets at General Meeting breaks and  
oversee the raffle and prize distribution.

**PUBLICITY** - arrange for club events to be  
listed in various publications, assist in  
creating art work to publicize events.



## OCTOBER CONCOURS

SPECIAL CATEGORY FOR FIRST-TIME ENTRANTS ... SEE BELOW ↓



**DATE:**  
Sunday, Oct. 13, 1985

**PLACE:**  
Briggs Cunningham  
Automotive Museum,  
250 Baker Street  
(corner Redhill),  
Costa Mesa.

**TIME:**  
Set up 9 - 10 a.m.  
Judging starts 10 a.m.

**ENTRY DETAILS:**  
See entry form in this  
issue for details.

**QUESTIONS ?????**  
Pat Hayes  
(714) 833 8830 work.  
(714) 830 5273 home.

**BLURB .. BLURB .. BLURB:** Our final concours for 1985 will be held at the Briggs Cunningham Automotive Museum in Costa Mesa. If you have never visited it before, plan on allowing some time to tour the museum (between bouts of admiring the Alfas in the parking lot) - it contains some of the rarest and most valuable cars in the world. Bring a picnic lunch, as we will have use of the museum's private picnic area.

As at last year's event, we will have a special class for people who have never competed in a concours before. Clean up that trusty old everyday Alfa, bring it along and see how it stacks up against it's sisters! If you are entering for the first time, just check the box on the entry form and I'll put you in the novice class. Cars are scored on a basic 200 point plus bonus system, with points allocated as follows:

<b>Exterior:</b>	<b>Interior and trunk:</b>	<b>Chassis:</b>
Condition - 50	Condition - 24	Condition - 20
Cleanliness - 15	Cleanliness - 8	Cleanliness - 5
Authenticity - 15	Authenticity - 8	Authenticity - 5
<b>Engine:</b>	<b>Operational functions:</b>	<b>Bonus points:</b>
Condition - 24	Engine start/run - 3	Functional extras - 5 max
Cleanliness - 8	Lights, horn, etc - 7	(see note below)
Authenticity - 8		Age (1 point/year) - 25 max

Note: Functional extras are items such as fire extinguisher, first aid kit, tool kit, flares, owner manual, etc. - don't forget them!

If you are thinking of entering and have any questions, give me a call.

# TIME TRIAL



## WHAT IS A TIME TRIAL Part 2

### What is "special intro"?

The AROSC time trial special intro is a program to teach novices how to drive safely and at speed on a race track. The special intro begins with a ground school where proper track fast, safe driving techniques are discussed along with the various flags and signals used on the track for communication. After the ground school the participants are divided to small groups and driven are the track in a van or truck. The proper line and technique for each corner is described and dimenstrated for several laps.

The participants then line up in their run groups with the instructor in the lead. On the track the instructor will control the speed of the group as well as any passing or changes in position. The instructor will gradually increase speed as the group builds confidence. Speeds will be held down in the special intro section because of the limited safety equipment required. All time trial participants who have not driven a particular track before or who have been in less than 3 time trials will be required to participate in the morning special intro session.

There are usually two intro driving sessions. One in the morning and one in the afternoon. During the afternoon session faster drivers and slower drivers will be put in separate groups.

### What is required?

To run the special intro you must have a car in good, safe working condition. Seatbelts must be worn at all times on the track, factory seatbelts are adequate, but competition belts are preferred. A helmet is required at all times on the track. A few loaner helmets are available at the track. All drivers must be clothed from neck to feet, shoes must always be worn. No passengers will be allowed in novice or special intro cars except for an instructor. A tech inspection of a special intro car may be required by the director of safety.

To prepare your car for the special intro check the following items:

- Cooling system
- Brakes and brake fluid
- Oil level (best to have fresh oil change)
- Tires (tires with wear strips showing will not be allowed)
- Clear all junk out of interior and trunk
- Battery holddowns

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If these items are in good shape your car should be able to perform well in the special intro training program.

## What does it cost?

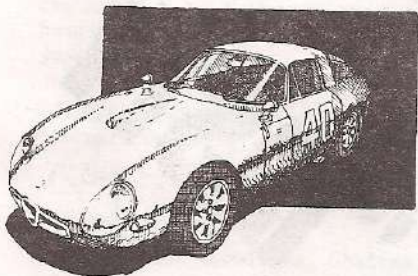
The special intro training costs just \$35.00 for Alfa club members. There is also a \$5.00 late registration fee, and \$5.00 additional for non-Alfa club members.

## WHAT IS A CORNER WORKER?

For safety there are people placed around the track at key to observe and monitor the cars on the track. These people are called corner workers. Corner workers have a number of responsibilities. They must watch the cars for safety violations or mechanical problems and report these to the track master via the intercom. Each corner station is supplied also with fire extinguishers and flags.

Flags are used to signal the drivers about various items. The primary ones we use are:

- Stationary Yellow - Proceed with caution (no passing)
- Waving Yellow - Proceed with utmost caution, prepare to stop (no passing)
- Black - Proceed to pits, driver infraction (see track master)



Black with Orange ball - Proceed to pits, mechanical problem  
Black & White check - Session over proceed to pits

Some other flags might be used, check at ground school or drivers meeting.

If there is an accident near a corner station the first responsibility of the corner workers is to notify the track master over the intercom and remain in contact on the intercom until help arrives. Any other workers at the station should take the fire extinguisher and provide assistance to the driver.

Now that the mundane things are out of the way. I think corner working is a lot of fun. I frequently take my camera and get great shots. It is also a terrific time to watch how others are driving the course and its a good time to talk to other time trial fans. To make corner working more fun, a folding chair, a cool drink (no alcohol), and some munchies help, as long as they are not too distracting.

## WHAT'S NEW AT THE TRIALS

We will be trying several new things in the time trial program. One of the most obvious is the fees for late registration, late tech, and non-Alfa club members. These fees are to enable the program to be administered better.

We will also be attempting to pair experienced drivers with novice drivers at each time trial. These pairs will be encouraged to work corners together and discuss driving techniques. Hopefully this program will help time trial participants to get to know one another better.

We hope that you will enjoy the time trial program and invite your friends to join us also.

Jim Wood

Alfa Romeo



**UNA ZAGATO  
FATTA A MANO**

L'Alfa «Zeta 6» è l'ultima proposta della Zagato; la Casa intende commercializzarla in piccola serie, particolarmente curata nelle rifiniture e costruita pressoché artigianalmente. Il pianale e la meccanica sono quelli della Alfa Romeo «GTV6»: le uniche modifiche riguardano le sospensioni e le carreggiate che sono state sensibilmente allargate. La carrozzeria è in alluminio e gli interni in pelle. La linea è caratterizzata da due «cupole» sul tetto: tra gli optional, il condizionatore d'aria e un set completo di valigie e borse appositamente studiato per un migliore sfruttamento dello spazio a disposizione nel bagagliaio. Le bombature sulle fiancate permettono l'uso di cerchi in lega per pneumatici a larga sezione.

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replacement !!!  
Ed.*

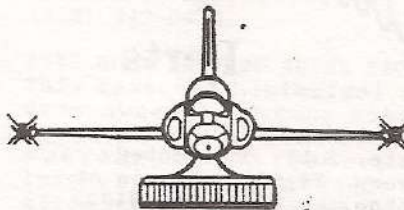
**"TASTY"**

*Alfa Romeo*

## NORTHROP

27 August 1985

Teri Wood  
c/o ALFA ROMEO OWNERS CLUB  
75 Oakleaf Avenue  
Agoura Hills, California 91301



Dear Teri,

In reference to our telecon this p.m., here are a few more details about the 3rd Annual Northrop Charity Auto Show. It is sponsored by the Northrop ILS department to raise funds for local charities, needy families and senior citizens, even the vendors and food concessioners are giving to charity. The show will be held Saturday, the 19th of October at Northrop's West Complex parking lot located at 120th and Aviation Blvd., El Segundo. We have already received confirmation from the L.A. Dodgers (former pitcher Al Downing) and the Raiderettes to sign autographs and pose for photos, the Southern California Historical Aviation Foundation will provide a display, and there will be games held around noon- remove & replace spark plugs (timed event) etc..

If you or members of your club can join us, arrive at the showgrounds between 8:00am and 9:30am (complimentary coffee and donuts will be served). There is a \$5.00 donation entry fee to cover trophies and dash plaques. Trophies will be awarded in 14 public judged categories (see enclosure) and 3 panel judged categories (Best Original - restored, Most Unique - modified, and Judges "Best of Show"). You may make your own club announcements over the provided PA system or provide copy for the DJ.

To pre-register, just call me at the number below so we can get names and car numbers entered into the computer for balloting. I look forward to hearing from you, and if you need more information for your newsletter, just give a call.

NORTHROP CORPORATION  
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Immaculate, fully documented.  
Light Ivory. \$6,500. Bonnie or  
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Black beauty, strong running gear,  
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miles! This has been a California  
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**'60 GIULIETTA SPRINT**

Very exceptional. Recent remanu-  
facture and update. CC'ed, blue-  
printed, big valve engine w/dual  
Webers. Arizona car. \$11,500.  
Would consider good, rust free  
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trade. John Locke  
8634 N. 52 St. Paradise Valley,  
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call info.)

**1974 ALFA SPIDER**

Excellent condition. 2 tops. New  
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and engine. 90,000 miles.  
Call Mike at (213) 274-7167  
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**1977 ALFETTA GTV**

Red/Black int., air cond.,  
excellent paint, interior and  
mech. cond., low mileage. \$4,200.  
Bo Pilz. 6420 Loma Ave. Temple  
City, Ca. 91780. (Again no phone  
number - so call info) Ed.

**FOR SALE**

New Robbins cloth top and new  
front center grille for '62 & '63  
Giulietta Spider. \$250. Both.  
(213) 850-6900. Carl Friberg.

**FOR SALE**

Spider hardtop black vinyl top for  
any 115 Spider. \$250.  
Jim Wood. (818) 991-3754.

**PARTING OUT**

1969 GTV. Damaged left door and  
rear quarter panel. Dave or Paul.  
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1949 ALFA 6C 2500 SPORT CABRIOLET  
5 passenger. Ground up restoration  
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(818) 342-0976.

1948 ALFA 6C 2500 SUPER SPORT  
This restored historical car was  
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awards. Red lacquer, beige  
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kilometers, about 250 in USA as  
car was stored from 1958 until  
1980 when restoration began. Also  
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**FREE**

To a good home, used parts for '74  
GTV: stock front and rear coil  
springs, rear anti-sway bar, stock  
front and rear Spax shock  
absorbers, air conditioning  
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excellent condition. (213) 560-  
3727. Leave message on machine.  
Severio Bono.

**1978 SPRINT VELOCE**

Metallic maroon with rose velour  
interior, air cond., turbine  
wheels. \$3,200. Leland Greydanus.  
(213) 637-8353 days.  
(213) 546-3670 eves.

**'76 ALFETTA GT**

Red/black upholstery; ported,  
polished, milled; headers; dual  
Webers; Shankle susp.; P-7s (195/50  
VRs); alloy wheels; custom  
exhaust; alarm; car cover and bra;  
immaculate! 49,000 miles. \$8,000.  
(213) 374-3060. Janet.

**1983 GTV-6**

Trans. rebuilt under warranty (new  
forks and 1st & 2nd synchros),  
valve job w/new SiAl Bronze guides  
is 1000 mi. old, water pump is 500  
mi. old, sheepskins, Blaupunkt,  
45K miles, very clean, runs very  
well, Anthracite w/gold  
pinstripes, beige leather  
interior, (very sharp). Must sell.  
\$10,500 OBO. Charles Crummer.  
(818) 960-5676h (213) 615-4362w.

wanted:

**WANTED**

1969 GTV. Running or not. Prefer  
straight body with no rust.  
Dave or Paul. (714) 892-0658.

Classified ads are available as a  
free service to AROSC members and  
at a nominal \$5 charge to non-  
members advertising Alfa items.  
To place an ad, type or print  
legibly your ad copy and your name  
and phone number. Mail to:

Gene Zettle  
ALFACIONADA  
1415 Via Zurita  
Claremont, California 91711

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:

3850 Manhattan Beach Blvd.  
Lawndale, California

Directions:

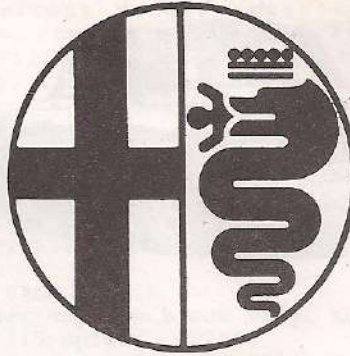
405 to Hawthorne exit, north a short block to Manhattan Beach Blvd., right about 1.5 miles.

For more information call:

Joel Hoffman - President  
(818) 994-4730

or

Jim Wood - Membership  
(818) 991-3754



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

Gene Zettle  
1415 Via Zurita  
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