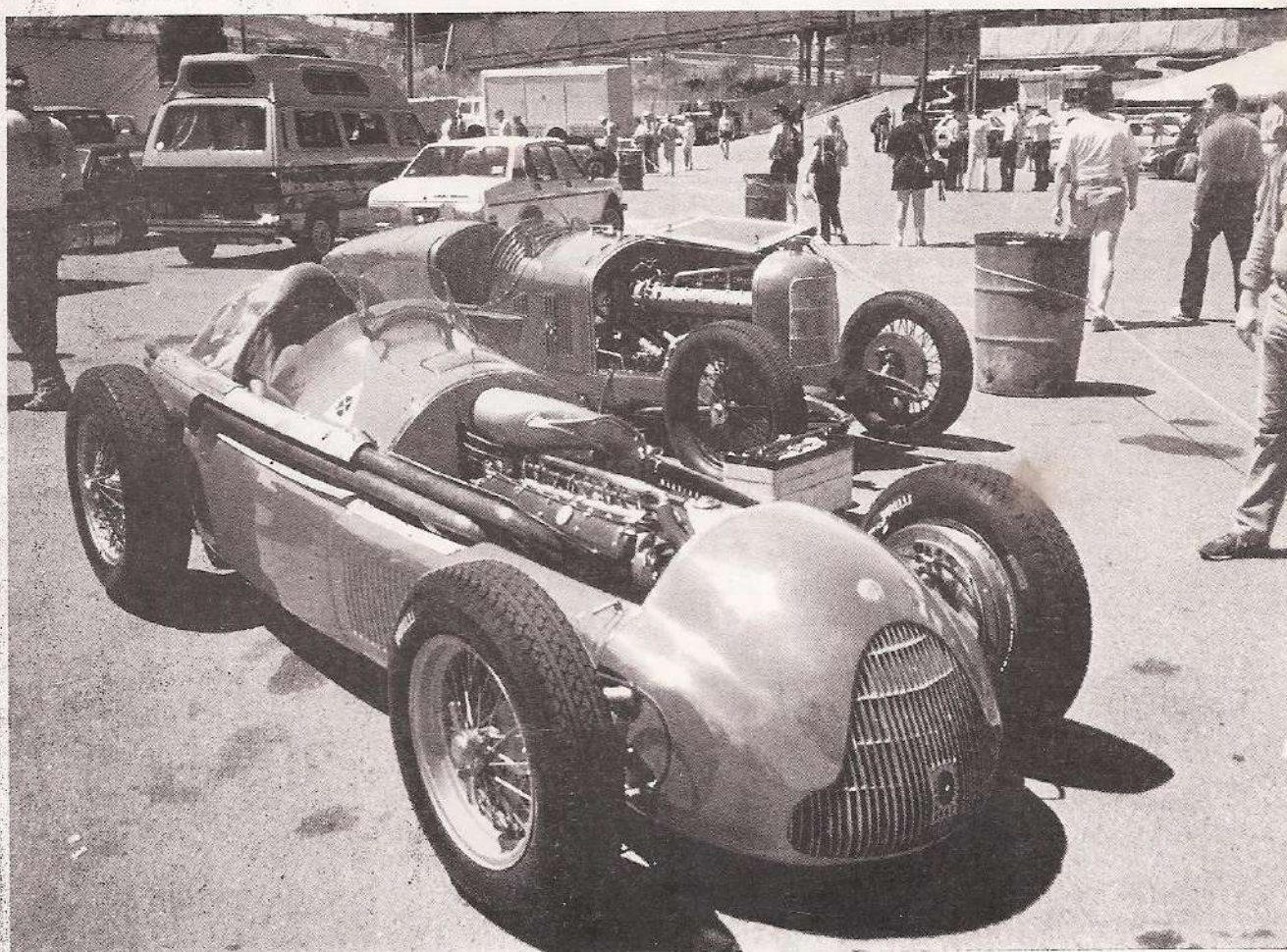


# ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



1/86



# AlFacionada!

## ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

ALFACIONADA is the monthly publication of ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, a regional chapter of ALFA ROMEO OWNERS CLUB, INC. Subscriptions to this newsletter are included as part of the \$35.00 membership fee paid to AROC, Inc. Meetings are held monthly on the fourth Friday of the month at 8 P.M. at Alondra Park Clubhouse located at 3850 Manhattan Beach Blvd., Lawndale, Ca. Please send articles, letters, ads and black and white photographs to the newsletter editor by the first of the month for publication in that month's edition. Classified ads are available as a free service to members and at a nominal \$5 charge to non-members advertising Alfa items. This newsletter and its authors assume no liability for the accuracy or legality of any technical information appearing herein.

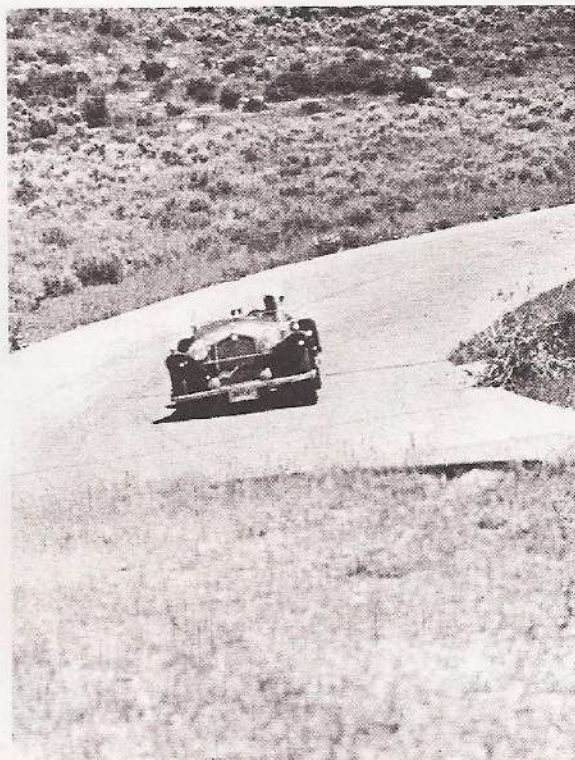
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### ♣ CALENDAR

# 1986

JANUARY	24	HAPPY NEW YEAR General Meeting at El Camino College Speaker: John Dinkel of Road & Track.
	26	TIME TRIAL #1 Riverside Raceway
FEBRUARY	28	GENERAL MEETING at Alondra Park "Y'all be there!"



### ♣ COMMERCIAL AD RATES

	HALF YEAR	FULL YEAR
1/8 Page:	\$ 45.00	\$ 75.00
1/4 Page:	\$ 90.00	\$150.00
1/2 Page:	\$180.00	\$300.00

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JAN CALIFORNIA 86

**ALFAS GO**

by Joel Hoffman

Armies travel on their stomachs according to the old expression and that was certainly true at the swap meet, Xmas party and all of the regular meetings. Chuck and Jan Cline had the most unsung job on the AROSC board last year, but perhaps should be the most commended for preparing and hauling all the great refreshments. Bravo!!!

On Sunday evening, November 17th, I answered the phone to hear Father Guido Sarducci calling to offer the traditional congratulatory message from Milan. A couple of weeks later while the Pope and the bishops were meeting in Rome, the Alfa Romeo Electoral College met in Milan and officially elected me and the AROSC board. I consider it an honor to be the president again this year. My State of the AROSC speech will be on the 24th.

The swap meet was financially successful for many people and our treasury as we had a small admission fee. The people's choice concours drew about 15 entrants while the sellers, including Alfa of Santa Monica, vied for the \$\$\$ of the 200 who attended. As no one seemed to be swapping parts I suppose the next one should be called a flea market or garage sale.

Alfa Romeo was well represented at the Nov. 30 - Dec. 1 Palm Springs races organized by VARA. On the first day Al Leake's Giulietta Spider easily took his class. In the group with Lotus, Porsche, etc. were 3 AROSC members in GTAs. Al Cortes had some bad luck in

practice and didn't get to start the race and Charlie Thieriot had a little accident. Dave Vegher was in 4th place most of the race but passed the leader on the final lap to take the checkered flag in his GTA. On Sunday, Mike Sperry took the pole position in his TZ but spun and couldn't make up the time in a short race.

Almost 40 people were at the annual Xmas party at Charlie Thieriot's. While no one jumped in the pool nor floated on his inflatable alligator, we all had a great time. Everyone went home with a gift whether it was a set of wiper blades, a key fob, or a 6 pack of Alfa beer from Holland. The happiest probably was Bill Pringle who won the free entry at a Time Trial event.

The January 24th meeting will be at El Camino College. As is customary, ARI will be supporting us with a representative, refreshments, Alfa Romeo calendars, umbrellas and other such stuff. The highlight of the evening will be a question and answer session with John Dinkel, editor of ROAD & TRACK magazine. The '85 year-end prizes will be awarded for the Concours and Time Trial events. There'll be many raffle prizes including a Time Trial entry. Bring your checkbooks with you as you'll be able to order some newly designed Alfa Romeo jackets. Late membership dues checks will be taken. John Ireland, 1986 Program Chairman, will be handing out questionnaires on what type of



continued next page



# Alfa Romeo

programs you'd like for the rest of the year. For the February 28th meeting back at Alondra Park we're expecting to have a representative from XKSS in Thousand Oaks who'll be covering an Alfa Seat with the material they manufacture and of course, sell.

Two days after the meeting comes the first of 5 or 6 time trials. This one at Riverside will be on Sunday, yes SUNDAY the 26th. Wives, girl friends and mothers should be very happy because this event will free them from Super Bowl Sunday mania. So tune up your Alfa, inflate the tires and get yourself prepared to have the most fun available except with your clothes off. (Taking a bath is more fun?! ed.) Double the Double Nickel on the straightaway. Tach it up, tach it up, buddy you're going to have a ball. There'll be instructors for the first time entrants and novices in the \$35 group and ministers, priests and rabbis for the \$75 speed crazed maniacs. Set your VCR to record the Super Bowl and come on out to Riverside.

AUTOWEEK has confirmed, I'm sad to relate, the "Alfa Romeo has decided to undertake a 12 month development program for its new 4 cylinder engine and chassis with hope of returning to Formula One competition in 1987." What a bummer. Hey, Alfa Romeo S.p.A. get those CAD-CAM machine working overtime. We want the cars back SOON and we want a WINNER! For that matter, we want the same in a new Spider Veloce.

Let's welcome Circle Porsche Audi Alfa at 4400 East Los Coyotes Boulevard in Long Beach as the newest Alfa dealer. Rusnak is no longer a dealer but look for a new dealer soon on Robertson Blvd. in Beverly Hills. The J.C. Whitney catalog now includes dash covers for Alfas for \$20. Steve Treece, longtime Alfa Romeo paint and auto

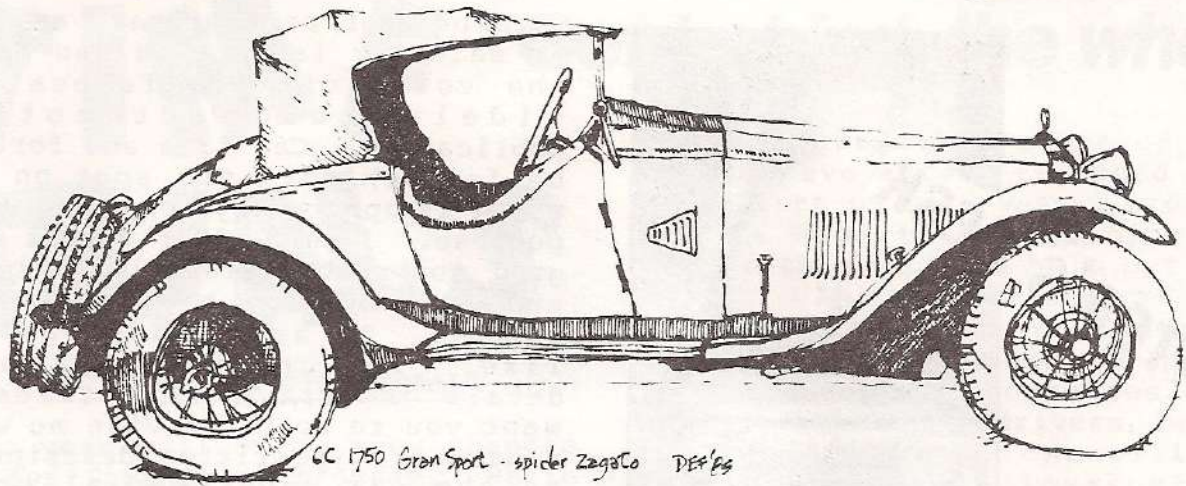
body specialist and AROSC supporter, has changed the name of his shop from Scott's Auto Body to Evan and Jose's Place (818) 786-3169. It, and his Alfa Plus, and independent Alfa service shop, and the Alfa Recycler both (818) 786-8666 are at 6020 Hazeltine in Van Nuys.

Even though 1986 has just arrived some members are already making plans for a Spring or Summer trip to Italy. ARI has an overseas delivery plan, but if you're only looking to rent a car why settle for just a car when you can rent an Alfa Romeo. In '84 I made arrangements here to rent a 1600 Giulietta over there. Alfasuds, 33s and GTV-6s were also available. Check with a travel agent or Avis before you go. I'm willing to share what I learned about both renting here and driving over there if you want to call me.

Our membership passed 360 last month and will continue to climb especially with the arrival in April of the Milano Sedan. This year I'm expecting that we'll have a series of Saturday Tech Sessions and demonstrations at the dealers and independent shops. We'll be back in the Rallye business too, but not in Slaloms unless someone volunteers to join the board and organize some. Our new look newsletter is a harbinger of good things to come for AROSC in '86. Happy New Year and I'll see you on the 24th. Ciao.







CC 1750 Gran Sport - spider Zagato DEC '68

# GENERAL MEETING

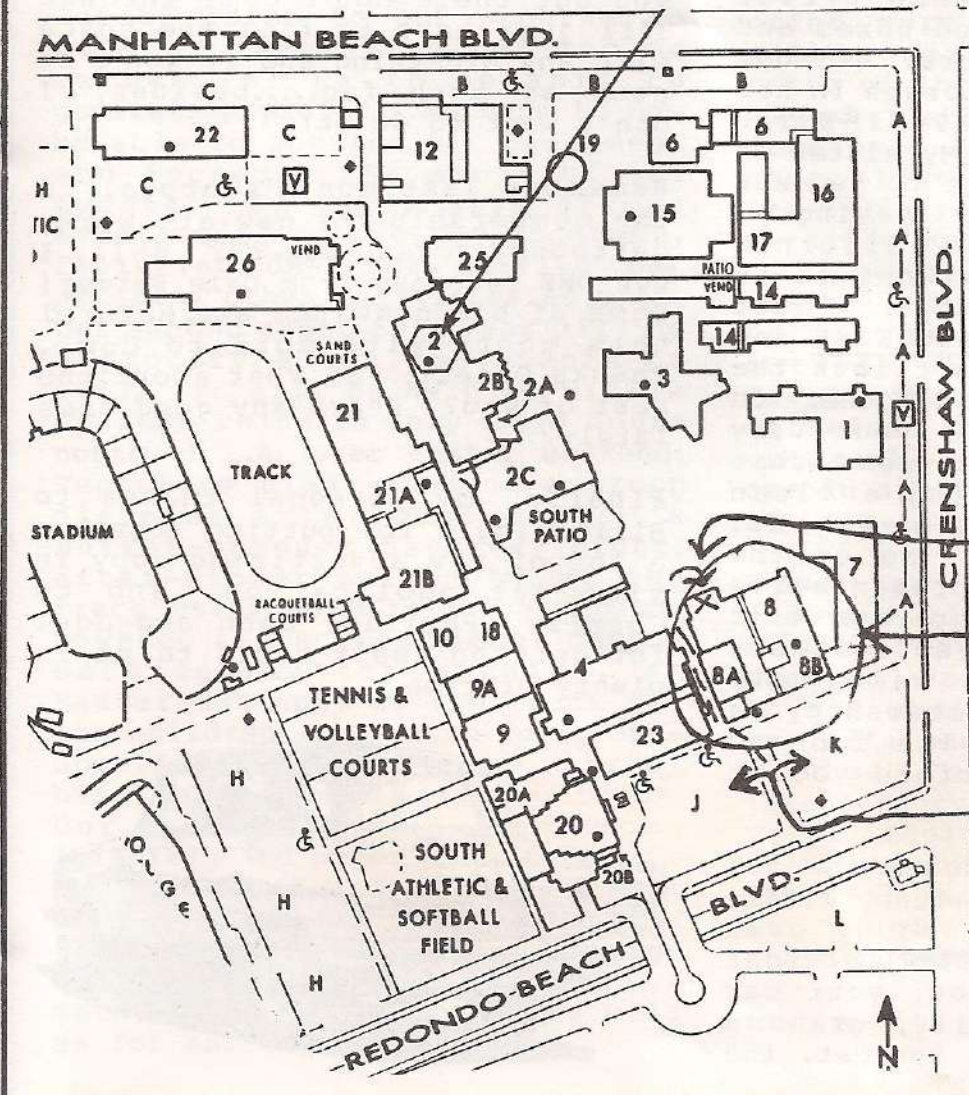
*January*

## 24th

ENTER MUSIC #7  
HERE

MUSIC #7 IS IN  
THIS BLDG.

ENTER PARKING LOT  
HERE AND FOLLOW  
BROKEN LINE TO  
MUSIC #7 ENTRANCE





## EDITOR'S DESK



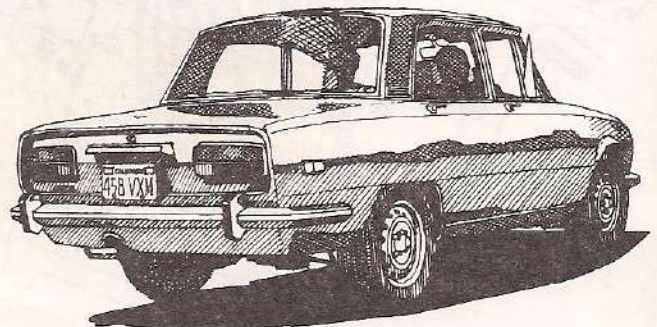
Something tells me this is going to be a year of changes. I am writing this on my FORTIETH! birthday sitting at a table in the middle of my BRAND NEW office surrounded by unpacked boxes and disassembled furniture. Across the room with a paintbrush in her hand is my NEW EXPERIMENTAL PARTNER in business. My sister is moving to the Midwest to be near the rest of my family leaving me to sweat it out in California alone. Ricky Nelson went on to bigger and better things. I just got my new copy of AUTOWEEK and Good Golly!! it doesn't look the same anymore! And so it goes. Oh yes, and then there's your very own newsletter!! It seems that everything is getting a clean sweep to start this new year. Hope you like it!!! We on the board think it is representative of our revitalized, more energetic and enthusiastic club environment and trust that it will help motivate you, the membership, to join more often in the fun and creativity spread before you on the club table.

Need a hint?! You, dear demented owner of one of those funny little Italian cars that nobody ever heard of, car be a STAR!!! Your car, your car and you, your car and you and the family, grandma and grandpa, the dog, the cat, the

perambulator or whatever, as long as said car is an Alfa can adorn the cover of this famous and widely read automotive publication. Can fame and fortune be far behind? The spot on the cover is open every month for this purpose. I need clear photos with good contrast preferably in black and white since they reproduce better. Be as creative as you like. Feature your car or a detail of it..... what I really want you to do is provide me with a hand or typewritten description of the car, any special work, restoration efforts, or history that would be of interest to the rest of us. Human interest stuff about you and the car and your experiences would be great! See!! The idea is to feature a member and his or her car each month. If you out there don't come through I'll just have to fill the space with any old thing and it won't be near as much fun.....besides, I don't want to do it!

Remember last month's appeal to the membership for new art work, cartoons, jokes, etc.??? Well, I got ONE response from Dale Farmer! Some of his drawings are featured this month with more to come. Thanks Dale!!! So what about the rest of you? Heard any good ones lately?

Finally, my personal thanks to Bill Pringle for putting together a lot of new advertising copy in time for publication, and to Charlie, Phyllis, John and Joel for getting their stuff to me in plenty of time.





# TIME TRIALS

## Get behind the wheel

### EXCITING NEW TIME TRIALS

This year will bring many changes to our Time Trial program. While some of these changes are necessary responses to past problems, most are quite positive and exciting. Perhaps the most visible change in our program is the larger participation by non-A.R.O.S.C. entrants in a large variety of cars. This has added a lot of color to our program as well as increasing our income enough for us to be able to generate a profit. We hope to now be able to upgrade our equipment and increase the scope of our events. By 1987, most of our events will be two-day programs, featuring on-track driving but offering other activities as well. Our second event this year will be a prototype for the events of 1987. It will be held at Willow Springs which is only 1 1/4 hours north of L.A. over Easter weekend. Tentative plans include a group discount at a local hotel, a buffet-banquet Saturday night, after-dinner astronomy at the track using some relatively high-powered telescopes, local church services Easter morning, an Easter-egg hunt at the track for the children (and maybe for grown-ups if you're good), and a great breakfast cooked at the track. Our schedule will be more leisurely and offer much more time on the track. The high desert should be pretty at this time of year, and this weekend will be an interesting and inexpensive getaway for non-entrants as well as for entrants.

Most importantly, a lot of good people have agreed to spend time and effort on this year's program. And we hope to be training new people this year to help out next year. In all areas of our program, revisions and upgrades are planned, which will be phased in as the year progresses. We will again license drivers, but to tighter standards. We will now train and license instructors. Drivers will be preassigned to work turns on a system of rotation. Registration procedures will be clarified and streamlined. We hope to successfully computerize our timer to speed up and simplify obtaining everyone's lap times. Our Time Trial Novice School will offer more formalized training with a maximum student/teacher ratio of three-to-one. A computer based mailing list is being developed in order to facilitate communications between events. Pre-registration will be required at all events, which will enable us to be far more organized at the track. A maximum will be imposed on the number of entrants, so entries will be accepted on a first-come first-accepted basis. Therefore you are encouraged to enter all events as early as you can in order to assure acceptance of your entry.

I am very hopeful that these changes will result in a much better and more interesting program for everyone involved. Anyone who enjoys driving his or her Alfa should consider entering a Time Trial, either in our introductory group or in the Time Trial itself. You will be amazed at how much fun you will have, and you will learn a lot about driving and about your car without spending much money.

Charlie Thieriot



HAPPY NEW YEAR!

Dear Time Trial Enthusiast:

Our 1986 Time Trial program is taking shape, and it starts in less than a month. We will run at least 5 events, at three tracks, and 1 or 2 events may be added later. We will run some Saturdays, some Sundays, and a 2-day event.

Sunday, January 26	Riverside Raceway
Sat. & Sun. March 29-30	Willow Springs
Sunday, TBS May/June	Carlsbad Raceway
Saturday, August 9	Riverside Raceway
Saturday, November 8	Riverside Raceway

All events in 1986 will include our complete program of Time Trials, novice training, and the Special Intro to acquaint the uninitiated with the joys of running on a race track, before requiring the investment in full safety equipment. Our 2-day event will be our first, and we plan to provide plenty of training, practice, and competition for all, as well as a Saturday nite get-together.

#### TIME TRIAL #1 -- RIVERSIDE RACEWAY, SHORT COURSE

January 26 is not far off -- sorry it's so soon, but that's what Riverside gave us. We know it's Super Bowl Sunday; don't be a couch potato, bring your radio or TV if you must, or set up your VCR and watch it later. It's a lot more fun to play than to watch. We have an early deadline for this event, January 11, so we can be sure enough people have their cars together and are coming. We also have several tech inspection locations for your convenience. As a result of our over-whelming entry field at our last event, we will limit entries to 50 for the time trial, 30 for the Special Intro, and 10 novice time trial drivers, to provide enough practice and instruction time, without overcrowding on the course. Obviously, early paid entries will be more assured of acceptance, and late entries will not. In fact, we will not accept track-side late entries at all, so please send in the enclosed form as soon as possible.

#### RIVERSIDE ENTRY FEES:

Time Trial and Novice TT:	\$75, pre-tech, AROC member
	120, " " ", 2 drivers
	5, non-AROC member
	10, track-side tech inspection
Special Intro:	35, all entries

ENTRY DEADLINE: Saturday, January 11, 1986, mailed to:  
Charlie Thieriot  
2500 Roscomare Road  
Los Angeles, CA 90077

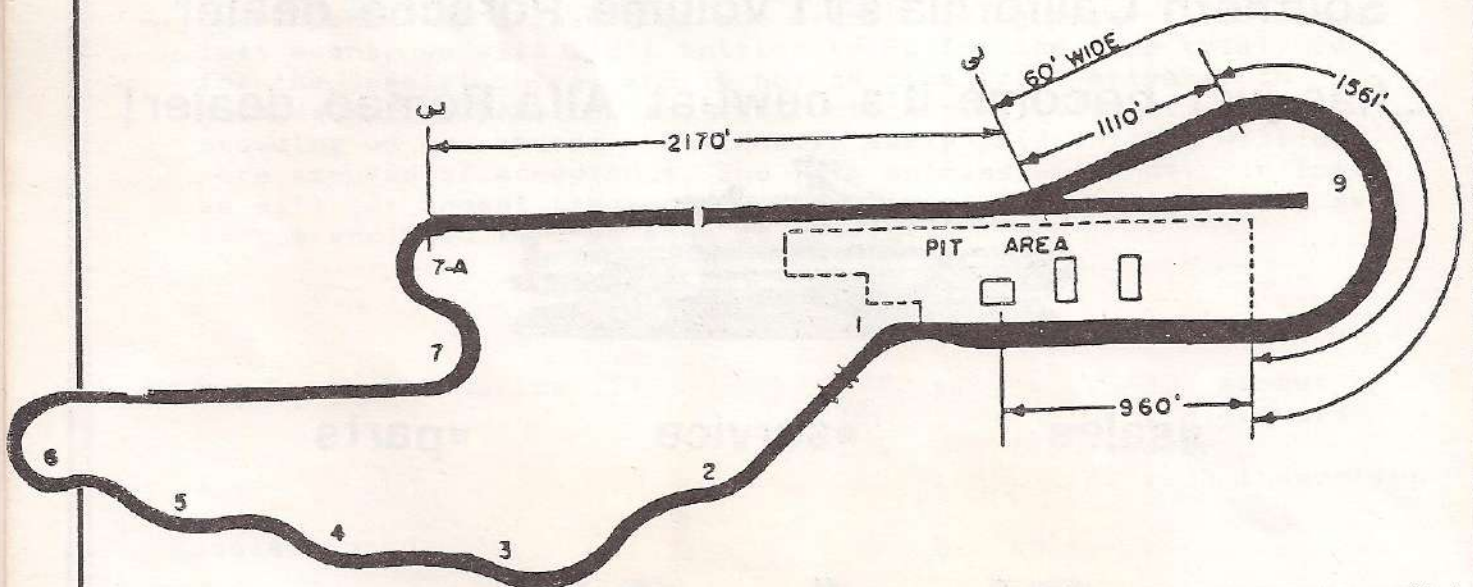






TIME	SPECIAL INTRO	TIME TRIAL	
		NOVICES	REGULAR
7:00	Registration ** -----		
7:30	Meet with Instructors		**
7:45	Track Orientation	Ground School	
8:15	Ground School	Track Orientation	
8:45	Driver's Meeting		
9:00	Slow Practice		
9:15	Ground School	Group 2 Drivers to work stations	
9:30		Group 1 Drivers Practice	
10:00			
10:30		Group 1 Drivers to work stations	
10:45		Group 2 Drivers Practice	
11:15			
11:45			
12:00	Practice, 2 Groups	LUNCH	
12:30			
1:00	WORK CORNERS	Driver's Meeting	
1:30		Warm-up Practice, Group 1 Drivers	
1:50		Timed Runs by Run Group	
2:20			
2:50			
3:10		Warm-up Practice, Group 2 Drivers	
3:30		Timed Runs by Run Group	
4:00			
4:30	-----CLEAN-UP-----		
5:00	Trophy Presentation		


\*\* TRACKSIDE TECH INSPECTION, IF PRE-ARRANGED AND FEE PAID



## RIVERSIDE INTERNATIONAL RACEWAY

Passing is allowed only on the straights: Between Turn 9 & Turn 1  
 Between Turn 6 & Turn 7  
 Between Turn 7A & Turn 9





# RALLYES & PROGRAMS

THE RETURN OF GIANNI ALFA

by John Ireland

The high beams cut through the night, picking out the deep ruts and potholes that now make Mulholland Drive a semi-off-road experience. The GTV-6's engine races to the red line, Gianni stabs the clutch and throws the transmission into fourth gear. Just as he does, it's time to jump back on the brakes and down shift into second gear, then back on the gas and power thru a right hand sweeper that will take the Alfa back up the gears without ever finding a straight piece of road.

Yes Virginia, there is a Mille Miglia ..... it is run every time someone fires up their Alfa Romeo. This year AROSC members will get many opportunities to discover just what they and their car are made of. I'll be out there with my GTV-6 at the time trials as a volunteer worker and as a participant. And I'll be back on the AROSC board, working to give you all a good time as your Program Director.... and I'll be putting together a special program as your Rallye Director.

As Program Director I am interested in hearing from all of you as to what topics and activities you would like to have take place at our monthly general meetings. This is a club for all the members (I'm sure you've read

that and heard it a million times) but those of us who work on the board are often at a loss as to what you want the club to do for you. In the past we've had surveys and questionnaires, etc., and rarely do we get enough responses to give us any more information than we had in the first place. So once again I'll ask... "Please give me your suggestions for what you would like the programs to be."

In the meantime, I'm going to proceed without your guidance and try and divide the subjects between those that may be more applicable to the older cars, and those that are designed for owners of the newer models. At this writing, I am hoping to have a specialist in reupholstering auto as the speaker at the February meeting. In March, I'd like to do a Rallye program designed with a specific goal in mind....the fielding of an AROSC Rallye Team entry in both the Pan Am Rallye next October and the Starlite in December. I know these are not for everyone, so the program will also focus on existing Rallyes that we as a club can enter....and membership on the Rallye Team will be limited to those who participate in at least two of these "other" Rallyes prior to entry as a member of the AROSC Rallye Team in the Pan Am or Starlite.

The beginning of the Rallye Program will be a skills development event, probably for March. And in case any of you believe that it takes lots of special equipment to run and win a rallye...Alana and I use a seven dollar Casio wrist watch for our "computer". About the only modification I feel is important to any car that's going to run a rallye is that the stock sealed beam headlights be replaced with a decent set of European driving lights.

continued next page



# Alfa Romeo

I will also be talking to ARI in New Jersey to see if there are any new films of Alfas in competition. The last films they had went back to the glory days of when the GTA Jr and the Mini-Coopers were having at it. Hopefully there are some films on how the current models are doing in European Rallyes and Touring car racing. The GTV-6 has dominated its class for several years but now is being badly beaten by the 16 valve 190 Mercedes and the Volvo Turbos.

On a closing personal note.... I'm coming up on the 15,000 mile service on my V-6 and so far no oil burning so the new valve guides must be working. I do change the oil every 3,000 miles and I changed the fan and air conditioning belts at 12,000. One of the bulbs over my rear license plate is out and one of the plastic screws holding the directional light lens on broke off. The broken screw led me to replace all the lens screws in the parkin/directional lights with metal screws from Cheif Auto Parts. I have also noticed that the screws in the instrumentation segments of the dash have vibrated loose. I attribute this to the poor condition of the roads in Los Angeles, and also to the poor (cheap) way of anchoring the screws.... not into threads, but into a cheap tin bracket that is supposed to do the same job.. I don't think this is unique to Alfa...the fact is that they don't build cars the way they used to. That's true for the Japanese cars as well...but they take more care in the details of finishing their cars so the cut corners don't show.

Well, it's good to be back on the board. I think this will be a very entertaining year, particularly if you join us and participate. You can let me know of your ideas at any of the meetings or drop them in the mail.

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as  
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turns

"AS THE WRENCH TURNS"  
by Bill Pringle

**QUESTION:** "I would very much like to see an article on how to tune my car. A step-by-step direction for dummies would be great. I have a '74 Spider and a '71 Berlina.

Mr. Russ Neglia  
Long Beach, Ca.

P.S. "Future articles could go into other common repairs like water pump, clutch, etc."

**ANSWER:** Mr. Neglia, if your obviously robust enthusiasm for this new feature article could somehow be evenly distributed throughout the rest of the membership - hell, we could rule the world of automotive enthusiasts!! As it is, your's was the lone contribution to this month's column. I hope next month goes much better - blank pages sure are boring!

Without offending you Mr. Neglia, I would first of all like to use your letter as an example of a question that is far to broad to be used within the scope of this monthly article. Tuning of any car covers a wide range of procedures whereby its' various mechanical systems (ie. - engine internals, fuel delivery & metering, ignition & electrical, exhaust, cooling, etc., etc.) are

restored to original specifications as equipped from the factory. Add to this the complexities of SPICA fuel injection and anyone can see that it would take me a whole years' worth of newsletters to answer - and I couldn't even begin to do as well than if you had simply bought the factory maintenance manuals and read them yourself. In fact, the factory owners manuals are most informative on the subject of routine maintenance. Both of these items can be ordered through your local Alfa dealer or through Shankle Automotive Engineering for just a few dollars and would go a long way towards introducing you to vehicle maintenance and tune-up procedures. Afterwards, if you have any specific questions, this column will gladly answer them in a 3-5 paragraph format - much like "Technical Correspondence" found in the back of Road & Track magazine.



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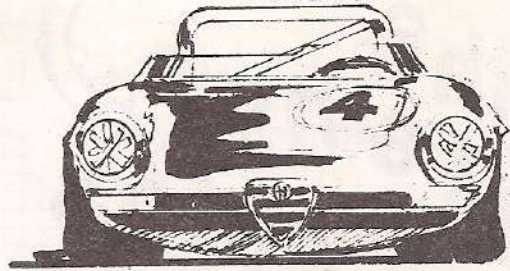


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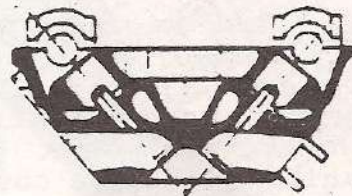
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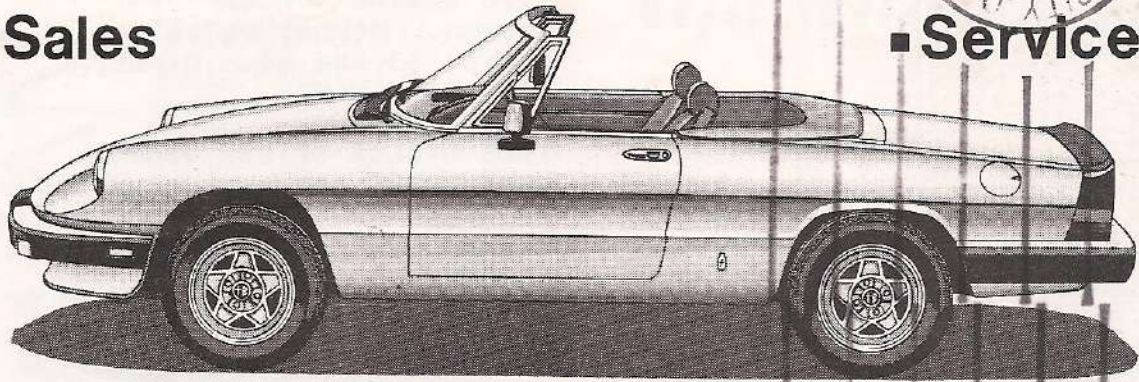


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