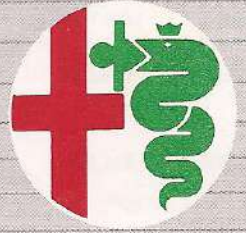


AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



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

AUGUST	2	Pre tech for Time Trial #4
	9	Time Trial #4 at Riverside Raceway
	23/25	Laguna Seca Historic Races- Pebble Beach Concours NO GENERAL MEETING
SEPTEMBER	26	General Meeting
	27	Suspension Clinic - Ward & Deane (Tentative)
	?	Rally
OCTOBER	18	Concours - Briggs Cunningham Museum
	26	Swap Meet - General Meeting
NOVEMBER	1	Pre tech for Time Trial #5
	8	Time Trial #5 at Riverside Raceway
	21	General Meeting
DECEMBER	6	Christmas Party

RAFFLE WINNERS

JAN CLINE	Fender Cover (Alfa Ricambi)
JOEL HOFFMAN	Alfa Model (Alfa Ricambi)
LOREN SMITH	Jordache Bag (AROSC)
TOM STONNER	Fender Cover (Alfa Ricambi)
ALEX YOUNG	Knit Shirt (Diro)
FRANK KRANZ	Front Shocks (Veloce Motors West)
ALSO EACH RECEIVED	Sun Glasses Case (Teri Wood)

✿ 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

Prices are for camera ready art. Please contact the advertising director if you need assistance in formulating your advertisement.

Jun CALIFORNIA 86

ALFAS GO

by Joel Hoffman

June's meeting got off to a 20 minute delayed start because it was so light out and there were so many interesting Alfas in the parking lot. Gene Pekich, from the efficient crew at Alfa Ricambi, brought his bright red 1300 GTA Junior. Jim Ashton had his Junior Zagato, the car Honda plagiarized into the CRX. But the stars of the evening were the four Milanos brought by Bill Pringle, Dan Ritter, Jim and Teri Wood and Kim Yu. All of them were busy answering a host of questions and demonstrating the Milano's many fine and ultramodern features. Once everyone was pruned away and herded into the clubhouse we got reports on the July 13th Concours and Spica Fuel Injection Clinic from Dan Ritter and Charlie Theriot, the September Rally from Gianni Alfa, and the August 9th Time Trial at Riverside from Charlie.

Except for the Obituaries and Police Arrests columns, it's always nice to see your name in print. John Dinkel, ROAD & TRACK magazine's editor made my day on Friday the 13th of June when my copy came in the mail. John's June "Miscellaneous Ramblings" column mentioned our chapter and the Milano. His July column BEGAN with him mentioning our chapter AGAIN, then he mentioned my name (my parents and I are grateful, John) and then he went on to the serious topic of repealing the 55 mph speed limit.

You might recall that Alana and Gianni Alfa Ireland were supposed to have joined the Milano owners section of AROSC before June's meeting. Their busy schedule has prevented them from showing her fully decked out '85 Mazda RX-7 GSL-SE. They've volunteered many hours for us and could now use a volunteer to bring them a buyer. Let's help get Alana behind the wheel of a Milano.

The Wood's slide show presentation was highlighted by their visit to the Alfa Romeo Museum and factory in Arese. During the meeting I introduced AROSC member Ray Beggs who is leading the charge in our chapter to get us members individually to join the Citizens Coalition for Rational

Traffic Laws, Inc. This chapter's Board of Directors has voted to join as a chapter and I'm sure the national AROC at the July convention has voted to do the same. Ray, incidentally, is the member who wrote the question that John Dinkel mentioned about whether we'd be willing to have our dues increased by \$5 to fight the 55 mph speed limit. Ray spent Sunday June 29th manning a booth enlisting new CCRTL members at a swap meet at the Pomona Fairgrounds. As I write this over the Fourth of July weekend I know that Ray and John Dinkel won't have a statue erected for them but that someday historians will credit them for their parts in this movement. The Coalition's address is 6678 Pertzborn Rd. Dane, Wisc. 53529. Individual dues are \$15. You'll save many times that amount in fines for speeding and increased insurance rates.

Another topic mentioned at the June meeting was an excellent suggestion by AROSC member Jim Oddie, who is the only non-Board member to have contributed an article for any of our 1986 newsletters. Speaking of newsletters, let me predict here that ALFACIONADA will not only win a fourth consecutive Certificate of Excellence Award, but under Gene Zettle's direction the Most Improved Newsletter Award as well at the convention. Jim told me that he knows that many of our members have made modifications to their cars' engines, suspensions, interiors, etc., etc. He also noted that not only are they proud of these modifications, but that these are things that both old and new members might like to do to their cars IF ONLY they would hear about them somehow. To remedy this situation he suggested that at our meetings, Concours and Time Trials that members put a list of modifications on either a sheet of paper or a large piece of cardboard on their windshields. If you have time, then write an article about your modifications.

John Ireland will be screening a great video, "The Legendary Sportscars", at the July 25th meeting. There is NO meeting at Alondra Park in August as the Monterey Historic Automobile Races and Pebble Beach Concours take place the weekend of August 23-24. Last August at the "Salute to Alfa Romeo" at Laguna Seca Raceway there were about 60 AROSC members parked in the Alfa Corral. For this year's event Randy and Lisa Van Daalen Wetters (213 829-4154) will be coordinating our chapter's participation in the Alfa Corral. Call them if you want to park your Alfa there.

continued next page

Nothing else is scheduled for us in August. September brings a rally, a meeting, and the Suspension Clinic on the 27th at Ward and Deane Racing.

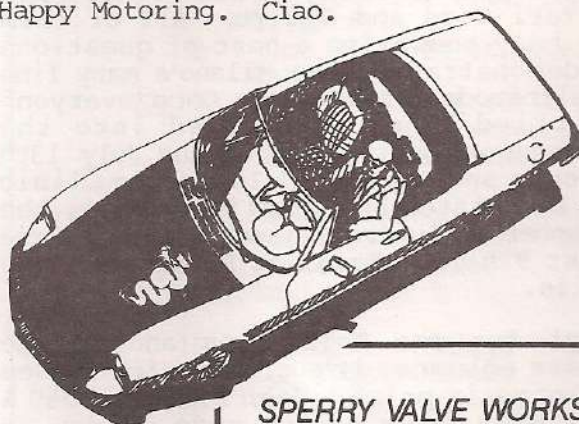
June brought the QUADRIFOGLIO in the mail, but we'll have to wait for the next issue to see the report on this chapter, according to its author Pat Braden. The road test of the Milano is coming up soon in ROAD & TRACK and CAR AND DRIVER. AUTOWEEK's July 7th issue reports that Fiat is also involved in the possible Ford purchase of Alfa Romeo. Fiat and Ford were holding merger talks, but that "Fiat backed away when Ford entered the picture with a 60 day agreement to study purchasing a majority standing in Alfa" (AUTOWEEK, June 2), news that didn't go over well with the Italian government factions seeking an "all-Italian" solution to Alfa Romeo's 13 year loss record. Supposedly, before July ends, we'll know if the Ford deal goes through. None of us ever wants to see the word Ford anywhere inside or outside an Alfa Romeo. On the cover of said issue is a beautiful color photo of an 8C2300 Spider with body by Zagato, along with 2 other Alfas. Inside is the first part of a two-part story by Denise McCluggage on the running of this May's Mille Miglia. On page 20 is a color photo of Phil Hill (an honorary member of AROSC) and John Lamm (both of whom write for ROAD & TRACK) in what is officially called a 1900 C52 but which is regularly called a Disco Volante (Flying Saucer). Molto bene, AUTOWEEK!

Rex Chalmers passed along a news clipping from THE WALL STREET JOURNAL which says that Ford is interested (for possible export to the U.S.) in a new four-wheel drive vehicle which Alfa Romeo and Nissan are developing. Congratulations to Pat Braden for the July ALFA OWNER's coverage of the "Salute". On the cover you can recognize former AROSC presidents Dan Bernstein and Al Cortes (with his lady friend Ann).

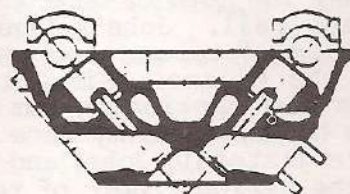
On the home front: The Malibu Gran Prix Challenge from Lotus West and the So Cal Z Club brought 11 AROSC members for June 2nd's practice session, but only 6 for the June 9th event. Lotus West brought their top guns evidenced by 3 of their drivers in the 60 second lap range and one running a 58.84 second lap. Our missing Time Trialers Rex Chalmers, Mike Sperry, Charlie Theriot, Dave Vegher, Alan Ward and Alan Zimmerman would have turned the tide. Our best times were a 61.29 by Joe (GTA Sports Cars) Cannone's son Ricky and a 62.01 by Harold "Hot Shoe" Rich. The Z

Club chickened out. AROSC's Joe DiLoreto, owner of two 33TT12s, is campaigning a Corvette in IMSA's GTO class. Alan Ward of Ward and Deane Racing, along with Charlie Theriot and a few others has been trying to get ARI to help out with running a Milano in the Firestone Firehawk Endurance Series. Dave Vegher of Veloce Motors West has been driving for the Dave Wolin Racing Team in a Mitsubishi Starion ESI-R. Dave came in 1st place at Sears Point and 1st again in June 28th's 24 hours race at Nelson Ledges in Ohio in Showroom Stock A in the SCCA Escort Endurance Series. Our Pat Gillis entered his GTV at the Alfa Con Amore convention in Vancouver and took 1st place in bracket 6 followed by Phyllis Gaylard in 2nd place.

Happy Motoring. Ciao.



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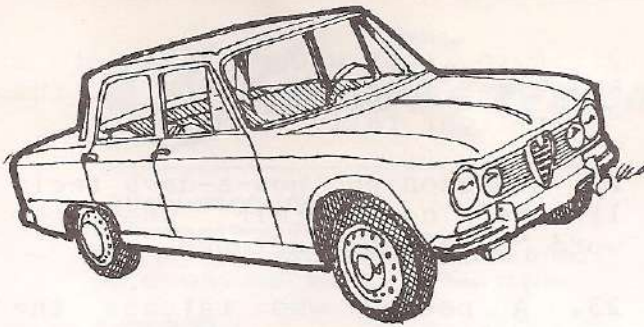
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ALFANATICISM
by Lorenzo Giqliotti

In the world we live in people tend to seek out ideals, causes, political issues and even baseball teams to attach themselves to and for some inexplicable reason they soon turn into that human phenomenon known as a fanatic.

There are dozens of automobile manufacturers in the world -- some are popular while others are quite esoteric. Some only cater to certain ideals of life -- the most luxurious -- the most expensive -- the biggest -- the fastest -- the most economical ... One would imagine that most of these seemingly "ideal" oriented machines would be capable of generating a large and quite loyal following. Some do indeed have an owners club but of the items I've seen from these organizations nothing compares to the ALFA ROMEO OWNERS CLUB and its local chapters. Here is a car that would not head the list of any of the ideals I've listed yet somehow it commands a following unlike any other in the country. This all leads into the following definition.

What is an ALFANATIC?

1. A person who probably takes most of what Road & Track says with a grain of salt.

2. A person who goes out and spends a fair amount of money on something everyone else calls yesterday's technology.

3. A person who can't resist the sound of a somewhat noisy 4 or 6 cylinder engine.

4. A person who probably saw "The Graduate" but left after the car scenes.

5. A person who would probably drive around with the convertible top down in the rain.

6. A person who probably never touched the engine of a car until his Alfa mechanic said that he didn't like non-stock performance parts.

7. A person who reads every shred of technical data available on his model Alfa just for future use.

8. A person who waits impatiently to find out when Calloway will make a turbo available to the general public.

9. A person who tries to drag-race an old Chevy pick-up from a standing start, gets creamed and swears to get even.

10. A person who enjoys the longevity of stylistic theme.

11. A person who finds out the difference between European stock and American bound stock and sets out to make corrections.

12. A person who cringes at hearing his car referred to as a "FIAT" (by the way not a bad car in Europe).

13. A person who waits impatiently every month for the "Alfa Owner" and "Alfacionada".

14. A person who after a few changes here and there loves to see new "state of the art" "sports(?)" cars try to get away.

continued next page

Alfa Romeo

15. A person who finds any excuse to take a family drive.

16. A person whose bumper sticker would read "I'd rather be driving (my Alfa)".

17. A person who used to go to the Long Beach Grand Prix to be one of only 3 people in the grand stands rooting for the Alfa Team and then "settling" for Ferrari after the 10th lap.

18. A person who now seeks out old Chevy Pick-ups to drag race.

19. A person who becomes a genuine "pain in the rear" at auto parts stores.

20. A person whose vacation weekend is spent in such exotic locales as Riverside and that "jet setter's paradise" Willow Springs.

21. A person whose idea of a beautiful moonlit night is the "Star-light rally".

22. A person who now-a-days feels like he's gonna "ralf" when the word "cute" is mentioned.

23. A person who watches the movie "Benji Goes to Greece" just to see the pooch being chased by a bad guy driving '74 Spider.

24. A person who is battling a schizophrenic personality named "Tazio" who only emerges when an Auto Union...oops I mean Porsche or a Mercedes pulls along side during rush hour.

25. A person who actually got this far.

Remember these are just a few indications of "Alfanaticism" I'm sure you can think of dozens of others.

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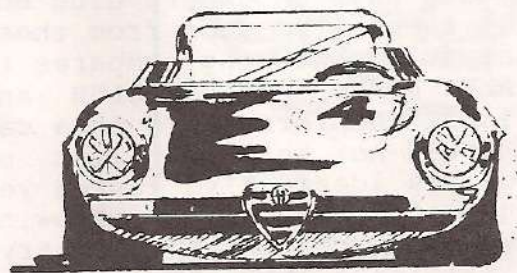
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June 26, 1986

Alfa Romeo Owners of Southern California
Alondra Park Clubhouse
3850 Manhattan Beach Blvd.
Lawndale, CA 90260-0947

Att: Mr. Gene Zettle
Alfacionada

Dear Mr. Zettle:

This is an open letter to the Alfa Romeo Owners of Southern California Newsletter "Alfacionada" by Mr. Ernesto Vettore, President and Chief Executive Officer of Alfa Romeo, Inc., in response to Mrs. Teri Wood's article titled: Milano y Milano.

Traditionally I take great interest in reading the reactions to our products as viewed by members of the Owners Club as they are extremely important regarding loyalty and emotional involvement with Alfa Romeo.

In this respect I have read the article published in the Alfacionada signed by Mrs. Teri Wood, which I interpreted as very positive in the whole evaluation of the Milano.

Regarding some criticism, I wish to reply personally as I believe that the subjects will certainly arise again in the future. Let me start by saying that some of the negative comments have not completely surprised me since they are fully recognized by Alfa Romeo. For some of the critiqued areas, please consider my reply.

Concerning some negative comments, please let me express what little I know technically to give you an explanation, not an excuse to the criticism.

Manual vs. electric fore-aft seat adjustment

The alternative between a manual and electric seat adjustment has been well thought out and the decision made was not a casual one. Although the difference regarding convenience is marginal, between the two systems the added cost, weight, bulk and overall interior comfort sacrifice is not.


Continued Page 10

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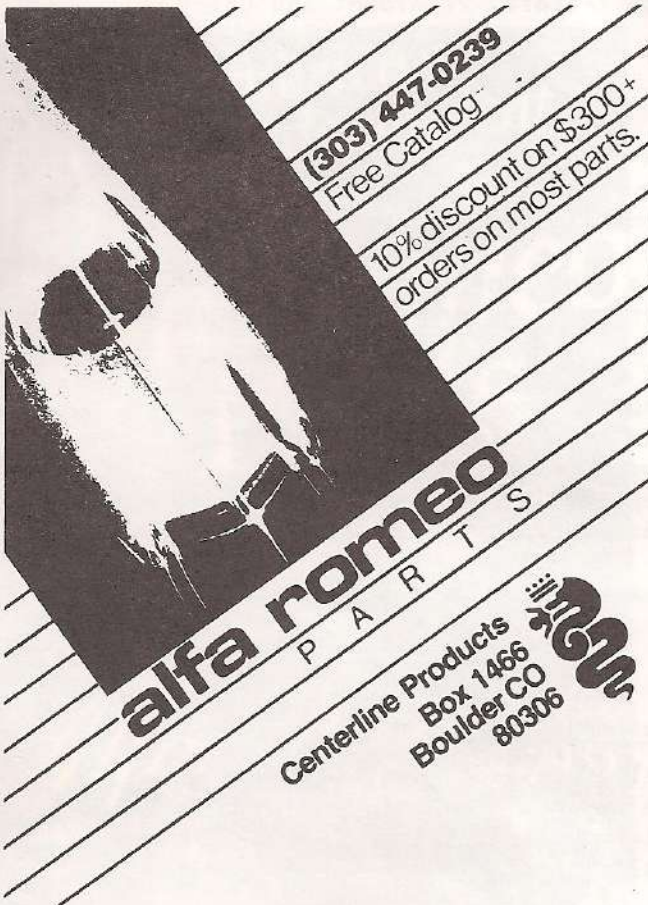
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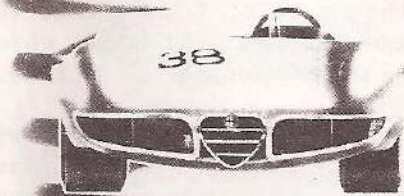
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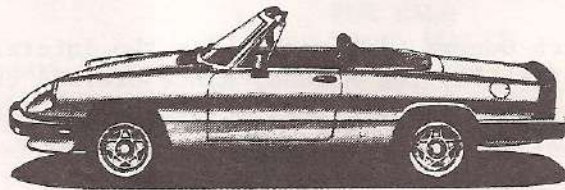
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Rear window switch location

I believe that this is an extremely subjective point. In Europe, the location has been received with no objections. From a technical point of view, our studies have indicated that the location is ergonomically correct for front and rear passengers and in the case of long-armed front passengers a lock-out switch is provided on the front overhead console to prevent accidental openings (by children or elbows).

Trunk release location/lack of lock

In spite of the many merits the current system has, we will adapt ourselves once again to the practical needs of this market by installing a lock on the release mechanism for future production. A modification kit is also anticipated for vehicles already produced without the lock.

Cruise control

Introduction on manual transmission vehicles has been delayed primarily due to Alfa Romeo's high inhouse safety criteria.

With the introduction of automatic transmission equipped Milanos, cruise control will be available.

Trunk size

Looks can be deceiving. And, although the trunk is not the largest by industry standards, a compromise between fuel tank capacity, rear seat legroom and overall passenger comfort has resulted in a deep very usable trunk. Like you Americans say, "no roses without thorns".

Incidentally, have you ever tried the rear seat comfort, especially legroom, on the 3 series BMW or Mercedes Benz 190 as compared to the Milano?

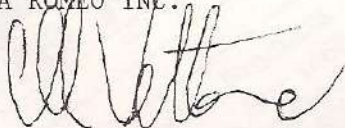
Rear seat contour/baby seats

Since most Italians are driving Alfa Romeos already at the age of 1, not much thought has gone into this issue. But be assured, most baby or booster seats will work quite well in the Milano. And for the parents of those young Alfa drivers, the 3 point belts provided at both rear outboard positions offering increased protection are unavailable on many competitive models.

I want to thank each Owners Club member for the interest and support of our products, specifically the Milano, since overall considering performance, style, luxury and price, it stands head and shoulders above the competition.

Sincerely,

ALFA ROMEO INC.



Ernesto Vettore
President and
Chief Executive Officer

EV/ml

cc: Linda Edinburg
Mario Romagnoli
Craig Morningstar



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1974 GTV

30,000 original miles. New raspberry paint, A/C. California car. \$5,500. Dina Ross. (213) 438-2450.

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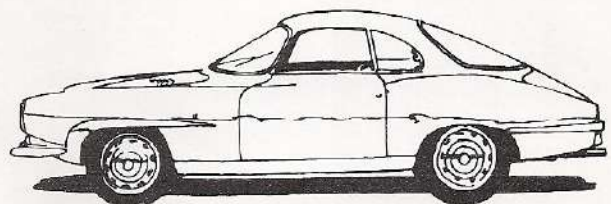
Silver with black interior, Cromadora Daytona wheels, Weber carbs, motor and trans. rebuild by Veloce Motors West, Ward and Deane springs and sway bar, excellent condition, all receipts & manual. \$4,000 OBO. Jerry Wright. (714) 969-5158.

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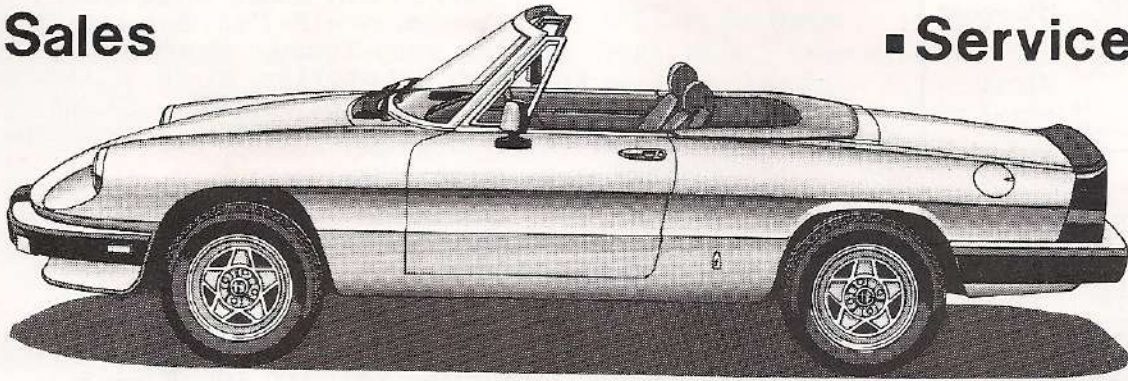
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