

# AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 26 NUMBER 10 OCTOBER 1987



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## 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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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.

### ♣ ATTENZIONE!

!!!!ATTENTION RACE FANS!!!!

In the August 17th issue AUTOWEEK reported the final round of the International Touring Car series for Group A (homologated) cars. It will be run right in our own back yard at Laguna Seca on January 24th 1988. Presently, Alfa is running the 75 (our Milano) Evoluzione with the twin plug engine and turbo.

We would like to get a feel for the number of people interested in driving or sharing a ride to the race. If we have a good turnout, we could possibly share paddock space with the northern chapters and make hotel arrangements.

Let's see that Alfa spirit, cheer the factory team on, and beat their arch nemesis the BMW M3's. P.O.C. John Schiller (714) 781-4416 and leave your name and number.

### ♣ COVER STORY

Local hero JOHN SAMSON is seen holding off a swarm of unmentionables through turns three and four at Willow Springs International Raceway. The event was the Los Angeles Grand Prix Vintage Races held September 27.



♣ **PRESIDENT**

Oct CALIFORNIA 87

**ALFAS GO**

**PRINGLE POUNDS A HOMER**

Our successful series of Clinics made its fifth stop of the year on August 29th, this time at Wegge Motor Cars. Spending two hours showing all the parts and tools needed and what to do with them our Renaissance man, Bill Pringle, did a great job. He used one of Wegge's Milanos for the V-6 tuneup and AROSC member Jeff Lardner's '74 GTV for the 4 cylinder tune-up.

Inside the showroom were Jack Becronis' '28 6C 1500, Phil Saurenman's '31 6C 1750 and Todd Sloan's '72 Montreal. Adjacent were Peter and Amanda Lambert's '56 1900 CSS, Fred Bodek's '58 Giulietta Spider Veloce, Frank Britton's Giulietta Sprint Veloce, and Larry Meyer's '62 Giulia Spider.

A very happy band of members went home with Alfa's Trivial Pursuit-type of board game, decals, note pads, T-shirts, wallets, posters, etc. courtesy of Bud Wegge and Sales Manager Dwight Robertson.

**AROSC COMMANDMENT: HONOR THY FATHER**

Diro Alfa owner Robi Thalman called me recently to publicize ARI's parts warranty and his dealership's service policy. He'd like to dispel the notion that dealer labor rates are sky high; at his shop in Harbor City it's \$45/hour. All Alfa Romeo Ricambi Originali parts that he and all Alfa dealers install have a 12 month and 12,000 mile warranty. If a dealer installed part fails it will be replaced without a second labor charge. A 6/6,000 warranty applies to parts from an Alfa dealer that a member installs.

**VA VA VA VOOM**

The LOS ANGELES TIMES ran a story on September 15th about a sexy movie star of the '50s who stirred my hormones. Mamie

Van Doren was as famous as Marilyn Monroe and Jayne Mansfield. She's written a kiss and tell autobiography titled "Playing the Field". After visiting her Newport Beach home the reporter related that "she suggests lunch at the Ritz in Fashion Island. She drives, in a green Alfa convertible (the top stays up)"... I haven't read the book, but would be interested to see if there were other Spiders in her past and sexual gymnastics in them.

**JOEL'S SLANTED PUBLIC SERVICE MESSAGE**

Francie Thieriot couldn't find the part number for the Milano Verde rear spoiler and side moldings. The three piece trim package number is 1612475098. Buy it and beautify America.

**RELIEF FOR AN ACHING RIGHT FOOT**

Here's some great news for Milano owners after a fifteen month wait. Cruise control has arrived! The part number is 8735. List price is \$248.18. It fits all Milanos except the new automatics.

**A MILANO FROM HEAVEN**

I had heard that ARI was spending \$6 million on advertising between September and New Year's Day, but was still unprepared to see a TV commercial for the Milano. It's been seen on "Miami Vice", the Channel 9 Sports report and other shows.

**OH NO! NOT HERE TOO!**

In the February '87 ALFACIONADA I wrote about the Traffic Monitoring Technologies camera equipped radar unit. On September 25th our worst fears came true. It takes a photo of the driver's face and the license plate, and notes the speed. A notice is mailed to the registered owner of the car.

The machine was mounted in the rear of what looked like a Chevrolet Cheyenne with the tailgate raised. It was parked on Oak Knoll Avenue in Pasadena and set to photograph those driving more than 38 m.p.h. Twenty two of 130 cars were photographed during the half hour the reporter watched.

continued next page



The only possible good news about this is that according to the CHP, a photo radar violation notice is not a ticket, which must be signed by the violator. I guess that if Pasadena decides to permanently use this, a lot of lawyers will get into the act. And where does "Mr. Privacy", Judge Bork stand on this matter? I hope he doesn't get the chance.

#### ALFA OWNERS SERVICE FROM CHATSWORTH

John Shankle reports that they have prepared another catalog/flyer with sale prices from September 15th through November 30th. Any Alfa owner who hasn't been receiving their twice a year sale flyers can get onto their mailing list by sending them a postcard. They've advertised in ALFACIONADA for years and their address is listed.

Among the specials is a compilation of three different manuals for the GTV-6 and Milano into one large manual for about \$70. It also features a copy of the Cromodora Daytona five star design for Alfettas, GTVs and Spiders. During the sale this 14x6 wheel will be about \$85-\$90 vs. about \$120 afterward.

#### NEW PEOPLE AND NEW IDEAS

It's that time of the year when the current Board of Directors is deciding what position if any they'd like to assume for '88 to help the members enjoy owning their Alfas even more. It's also the time we're talking to people and asking them to join the Board.

Being a Board member means attending a once a month meeting with some club business done and a lot of socializing. These meetings are held on the Tuesday or Wednesday following the General meeting. A couple of them might be held in a restaurant and the rest are held at the home of a Board member where we either send out for food or the host and/or hostess prepare some good chow, usually Italian.

For '88 we've been thinking of having some Board positions filled by people who will assume the responsibility of putting on one or two club events, such as bringing refreshments to a Clinic, or arranging for portable toilets at a Swap Meet.

Other responsibilities include manning checkpoints at a rallye, judging at a Concours, and arranging a softball game at an AROSC picnic.

Clinics, concours, meetings, picnics, rallyes, time trials and tours are what the club provides for members. To put a JFK style on this, ask not what your club does for you, ask what you can do for your club. Call me or any other Board member and volunteer.

#### UPCOMING FUN

November 7th is the date of the E and J Auto Body/Alfa Recycler Clinic. Steve Treece who owns both businesses will be leading the Clinic on paint and body repair and restoration of Alfas at his shop at 14428 Calvert Street in Van Nuys. It's located about 500 feet east of Van Nuys Boulevard between Oxnard and Burbank Boulevards. Steve is making available 50% discounts on his Alfa Recycler parts for this Clinic. Refreshments? Sure. A good time? You bet. It all starts at 1 p.m.

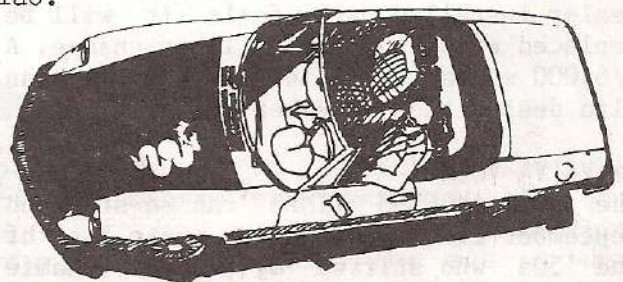
You've read Jim Oddie's and my article about the Yokohama A-008 tire. You've also seen their tire on scores of AROSC Time Trialers and professional racers. The Alondra Park meeting on the 20th of November will include a representative from Yokohama Tires. There'll be a film and questions answered. The elections have been moved to the January meeting.

Unfortunately the Clinic at Diro Alfa Romeo has been postponed from November 21st to March.

The Halloween party, softball game and Time Trial come October 31st-November 1st at Carlsbad.

Details on the Annual AROSC Christmas party will be in the next ALFACIONADA.

Ciao.





**IMPORTANT NOTICE!!****THE BIG ELECTION!!**

Everyone who ever took a typing class remembers the phrase "Now is the time for all good men to come to the aid of their party." Well in today's world that means all good women too. And it is a party.

This year A.R.O.S.C. will hold the Board of Directors Election at the January Meeting. For two reasons. First, because there will be more of you so that will make it a better, more involving election. And second, to give us more time to get more of you involved.

In your December Newsletter will be statements by all the candidates and a ballot that you can mail in if you know you aren't going to be able to make it to the January Meeting. And we don't just want you to vote...we want you to think of doing even more.

Many of you will be contacted by one or more of the Board, to find out if you might be interested in running for a Board position. And we have all sorts of jobs for all sorts of people with all sorts of different time constraints. And the Board is just one of the ways that you can be involved.

There are opportunities for those who only feel comfortable helping in smaller ways. Some of you may be willing and able to bring the soft drinks to a picnic...others may feel like they could put on an interesting program at one of our monthly General Meetings...or one of you Rallye fans might like to stage a Rallye for the rest of us, or even lead a contingent of us in another club's Rallye.

Whatever you like to do, probably someone else in the club would like to do it too. So your Board is inviting all of you to step forward and join our party, your party. It

can be by running for the Board or just doing a small job. The point we're making is that your interests chart the course we follow. But if you don't participate, we feel lost in a sea of choices.

What does it take to serve on the Board? A willingness to spend a couple of hours a week following through on the job you volunteered for. Example...as Secretary, I take about ninety minutes a month to type up the Board Meeting Minutes and mail them to the other Board Members. I also spend about three hours once a month at the Board Meeting, taking down the Minutes, but I don't count that as work since I have fun and good Italian food. For the month, I average a little over an hour a week. Some jobs require more...some less. And some will be based on how much you can or want to put into it.

Another important point, in our club's elections, there are no losers. I don't mind not being the Secretary next year...because I want to spend more time on some activities I think you might enjoy, such as an overnight wine tour up to Santa Barbara/Oxnard. And I'd like to help Pat and Frank Kranz on some of the Social Events...more parties...more things for families to do at events like concours and time trials and tech clinics.

So, what am I saying in my rambling way? I'm saying that we want you to consider joining us...on the Board and in any other way you might enjoy. We need to finalize the list of nominees by the November General Meeting...so come and talk to us at the October Swap Meet, or call us, our numbers are all listed inside the front page of this newsletter. And don't be a bit surprised if you get a call from one of us.

John Ireland      Secretary      AROSC



*Alfa Romeo*

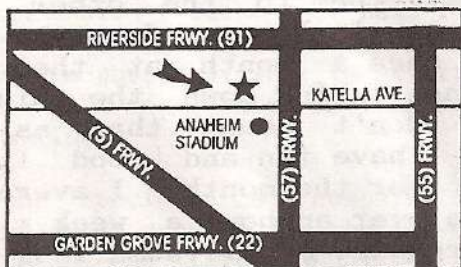


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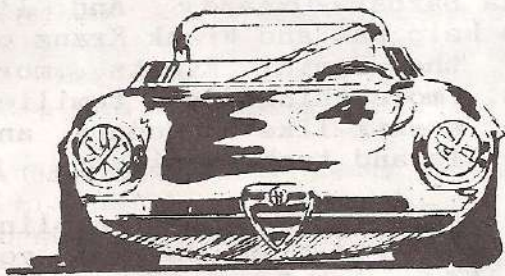


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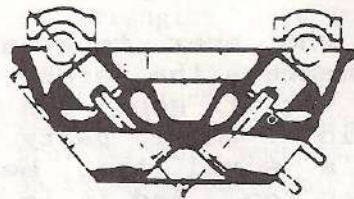


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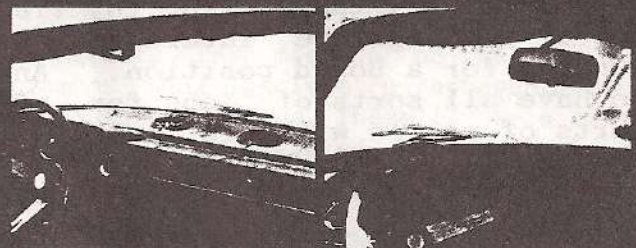
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## T.J. TECHNOID

### Verdi versus Wagner.

BY TRANT JARMAN

*Ann Arbor*—Cars are expressions of the cultures of the people who design and build them. Porsche and Alfa Romeo are interesting examples of this.

I had just tested a 944S and then drove the new Milano Verde 3.0. The 944S is one of my favorite cars; I was startled to find I felt the same way about the Alfa, with some qualifications.

My reasons for loving the behavior of the Alfa are largely emotional and irrational, but then so is the car. The various elements of the design range from brilliant to laughably inept. The Italians seem to direct great fervor and creativity toward the particular aspects of the car that moti-

vate them, but ignore the areas that fail to fascinate them.

I remember driving an Alfa Romeo GTV6 a year ago. I was on one of my favorite roads, enjoying the supple eagerness of the handling. The engine was making marvelous noises. I had to switch on the blower to demist the windshield, and when I did, the two round directional vent outlets popped right up out of the dash panel. Suspended



**Porsche 944S: The car has a military feel—sharp, serious, Wagnerian.**

on their invisible shafts of blowing air, they danced like sugarplums before my transfixed eyes. I have been in love with the car ever since.

By contrast, the Porsche—any Porsche—reflects Teutonic thoroughness. The car is viewed as a total system, with each functional area receiving similar exacting attention to detail. I think it is fair to say the 944S is not a particularly emotional car to drive, but it is certainly a standard of excellence in vehicle behavior.

The Germans and their rigorously ordered thinking are able to achieve this excellence from less than ideal componentry. If you were sitting down with a clean piece of paper to design the ultimate chassis, you certainly would not choose MacPherson struts for the front or semi-trailing arms for the rear. Strut-type suspension can package very well, particularly in transverse-engined front-wheel-drive vehicles, but it cannot deliver ideal roll-center or wheel-geometry behavior. To make it work at all, you need much stiffer springing and damping than with properly done unequal-length upper and lower control arms.

The semi-trailing-arm rear suspension is even more of a compromise. Let me quote a recent paper from the Proceedings of the Institution of Mechanical Engineers, titled *The Jaguar XJ40 Project*: "This [semi-trailing arm] arrangement is generally attractive for packaging reasons, but it has a number of fundamental deficiencies. Firstly, it has large changes in camber and steer angle with wheel travel, and secondly, if the wishbone bushes are made soft enough to obtain good ride characteristics, then significant throttle steer will be perceived."

It happens that my favorite Porsche is the 911. This is a car of great character, and as such, it is thoroughly disliked by some people. If treated with respect, I find it marvelous fun to drive, yet I am baffled why its makers chose such nasty pieces as struts and semi-trailing arms. Perhaps to the Porsche people, the challenge is to

make the difficult behave. Certainly nobody does it better.

Now about that three-liter Alfa Milano. The car has a very strange appearance. In fact, I find it ugly. I imagine half a dozen Italian stylists clustered around the clay as the form takes shape, each person absorbed in his little bit of the surface, no one talking to—or particularly fond of—his neighbors. An Alfa really should not look like this. These cars were bred by Ferrari; Nuvolari cut his teeth on them and ultimately established his genius driving them. How can a company responsible for the Alfetta that Fangio drove permit something so visually strange to happen?

But regardless of how the Milano looks, I love the way it feels and drives. I frankly prefer its combination of ride and handling to that of the Porsche 944S. I prefer the 60-degree V-6 to the Porsche four, never mind the number of valves each has.

I admit that these preferences over my "standard" surprised me. Alfa's unequal-length wishbone front suspension and de-



**Three-liter Alfa Romeo Milano: at once brilliant and inept, but outrageously fun.**

Dion rear arrangement have been around for a dog's age and are sometimes referred to as archaic. I disagree. When you do something right initially, there is every reason to stick with it. It may not be a modern setup, but the geometry is beautiful, and the feel of the car reflects that innate correctness.

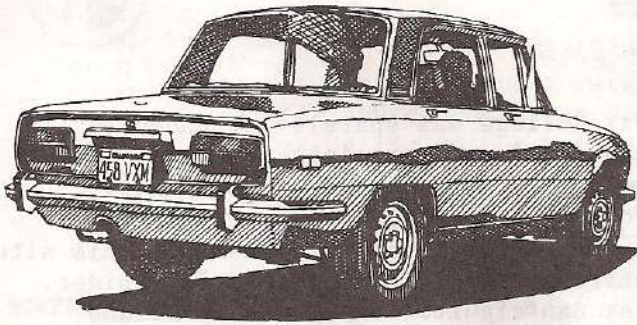
You may think it's silly to compare a four-door sedan to a Porsche 944S. I suggest you go for a drive in this Alfa and make your own judgments. At this price (\$19,800), the car is in a class by itself; and among four-door sports sedans, regardless of cost, the Milano's handling and performance are superb.

Maybe simply listening to engine noises really tells you everything you need to know. The Roman spirit loves soaring, romantic music, and Alfas (and Ferraris, and Lamborghinis) sing lusty arias that can break your heart. It sounds as if Verdi composed the Milano V-6 engine's note.

On the other hand, the Porsche fours (and the flat-six, and the V-8) make sharp, serious martial sounds. There's a definite Wagnerian tone, all brutal effectiveness, when you put your foot into it. This military beat can be stirring, too, don't misunderstand; look what *The Valkyrie* did for *Apocalypse Now*. But it doesn't pluck your heartstrings the way a passionate duet from *Aida* does.



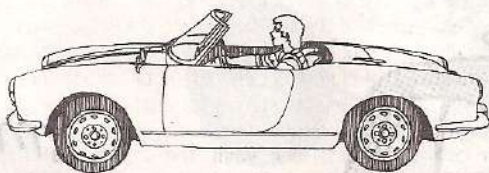
✻ EDITOR'S DESK



"THE BRICK"

In the middle of the 15th Century a German man invented a process of printing by use of moveable type. His name was Johann Gutenberg and what he did was, in Henry Ford-like fashion, allow information to be mass produced and put within the grasp of the common person. At last, through the scientific writings of great minds like Pythagoras, Ptolemy, Copernicus and Galileo, the average citizen could learn that the world was indeed round! Great idea, but...did anybody know how to read???

To make a long story short, what I have here is my own Poor Richard's Almanac, my own socio-political pamphlet to propagandize the masses with. I'm exercising my right to freedom of the press with the hired pen of John Ireland Esq., whose short essay on political responsibility will hopefully stir the hearts and minds of our little Alfa Club society. Don't be apathetic, the future of your club is in your hands—and it's not all that difficult. It's easy. Real easy. And it builds character—lots of it. Just look at all the characters on the current board!



"CRACK-UP"

While I was driving in the July AROSC Time Trial at Riverside International Raceway I just happened to shorten my Spider by 18 inches the hard way. Driving through Turn Two my rearend [i.e., the car's posterior—Ed.] decided to go it's own way. When the car finally stopped sliding it impacted head-on into a concrete wall at approximately 30-50 miles per hour. Although the car was totalled, I got out of the car with only a mildly bruised knee from the window crank.

I'm glad this happened on the track and not the freeway. I was wearing the required 5 point harness which, I am sure, is the reason I escaped so lightly. I know I hit the wall hard because both shoulder straps had been pulled out of their mountings, but they did their job. I'm sure that had I not been wearing the racing harness and a helmet I would not be around to write this article. With factory shoulder belts I would be hurting lots more.

The AROSC people at the track were great. Many offered help and rides home. I even sold the remains to a club member who needed the good interior parts. Many club members have called to see how I was doing since my mishap. I thank those for their help and generosity.

Now I'm looking for another Spider as my daily transportation and also for Time Trialing. There might be a short delay before I'm back on the track as I have to pay the car off first, which is my own rule. I'll certainly be back because after about 12 or 13 Time Trials in the last 4 years I'm hooked! This time I know better how to set-up the car and be competitive. I believe that Time Trialing is very safe, not very expensive, and I know it's tremendous fun. My wife even agrees with me!

Jim Wood



Concours: '87

The Sept. 19th charity event at Cypress College was sparsely attended due to the last minute changes in sites. Again this was precipitated by differences with The Newporter Inn Management. A most unfortunate occurrence. Kudos must be given to Jan Moss and Bob Young of the Maserati Owners Club.

*Oct 30st* Hopefully AROSC and the Maserati Club can coordinate a concours event at this site next year. The Alfas represented were a Montreal and Alfred Bodeck's 750 Spider.

The next concours event will be held at San Dieguito State Park in Solano Beach near Carlsbad Raceway. This will be in conjunction with the San Diego Club. and a softball game will dovetail with the judging of the machinery. A barbeque lunch will also be available! To enter, fill in the attached form and show up before ~~9:30 AM~~. Judging will start at ~~10:00 AM~~.

12:30 PM

1:00 PM  
See You There!

Dan Ritter

[Note: I think the Board should provide typing lessons for Dan! - Ed.]

SAN DIEGUITO COUNTY PARK: Off Route 5 at Lomas-Santa Fe Drive S8. Go East one mile to Sun Valley Rd. Go North to park entrance.

Any questions call Dan Ritter at (213) 625-5528 or (213) 374-3153







# Alfa Romeo concour

## ENTRY FORM

CARLSBAD

Site: San Dieguito County Park  
off Route 5 at Lomas-Santa Fe Drive S8. Go East 4½ miles to  
Sun Valley Rd. Go North to Park entrance.

### ENTRANT:

Name: \_\_\_\_\_ Phone: (\_\_\_\_) - \_\_\_\_\_

Address: Street: \_\_\_\_\_ (Apt#: \_\_\_\_\_)

City: \_\_\_\_\_ Zip: \_\_\_\_\_

### ENTRY:

Manufacturer: Alfa Romeo Model: \_\_\_\_\_

Year: \_\_\_\_\_ Chassis Serial #: \_\_\_\_\_

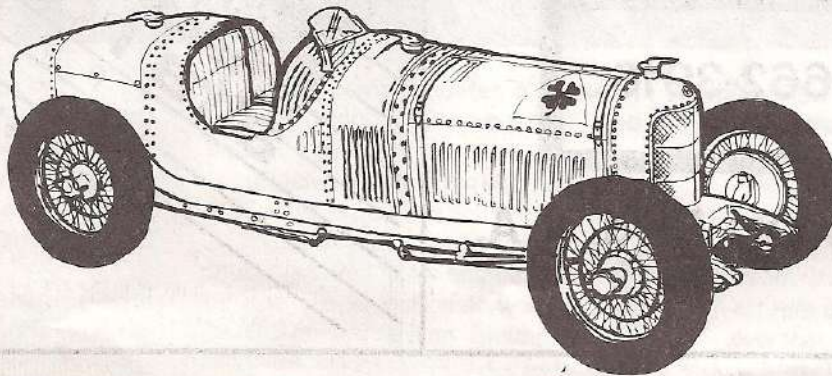
Body style: \_\_\_\_\_ Color: \_\_\_\_\_

1. I understand that my entry fee is not refundable. I further understand that this event is governed by the AROSC Concours Competition code and that in the event of any dispute, the decision of the Concours Board is final.
2. **Release of liability:** I, the undersigned, desiring to enter and participate in the above listed event, do hereby release the Alfa Romeo Owners Club and the Alfa Romeo Owners Club of Southern California; these organization's respective members, officers, directors, or chairpersons; any sponsor of the event; the owners and management of the site; the event officials; and any other persons assisting at the event; jointly and severally from any and all liability arising out of my participation in said event.

Signature: Entrant: \_\_\_\_\_ Date: \_\_\_\_\_

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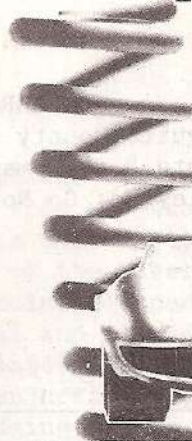
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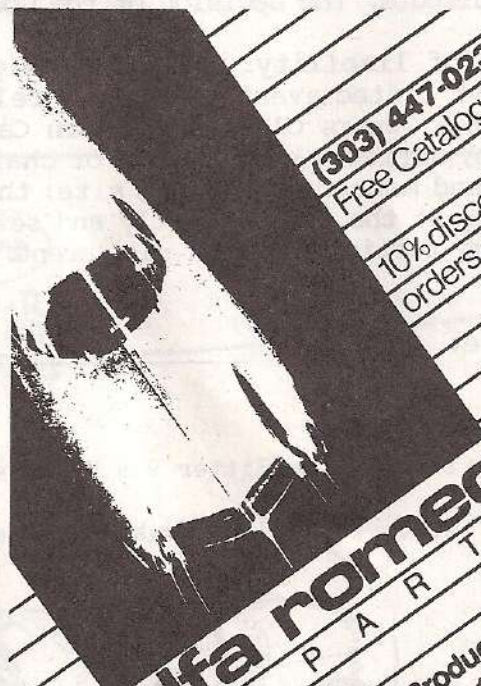
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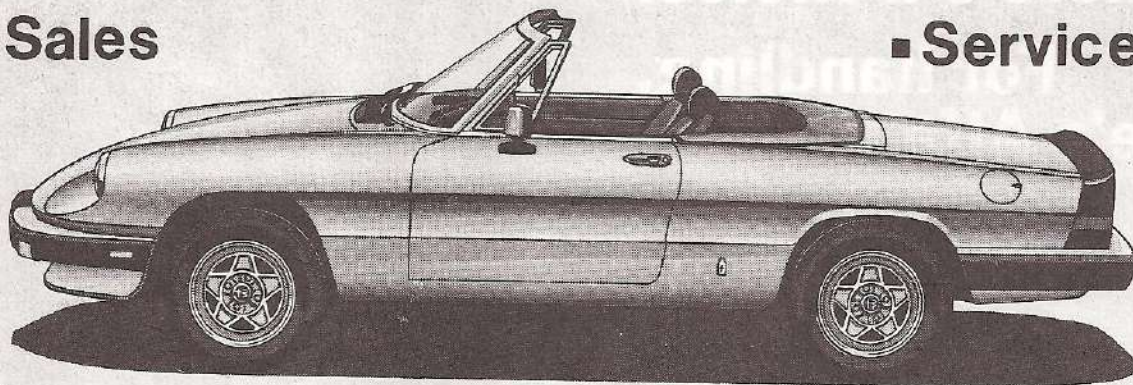
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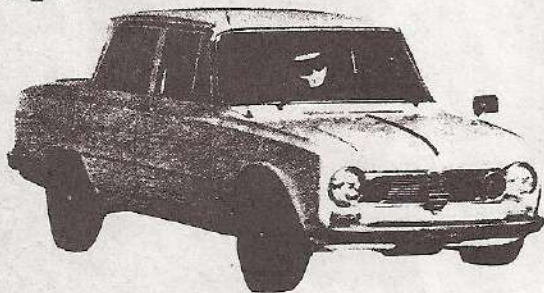
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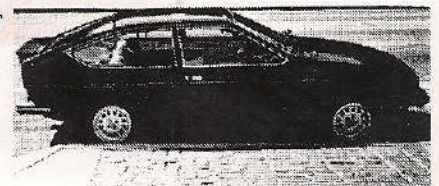
DESCRIPTION	MODEL	BRAND	PRICE
BRAKE MASTER CYL.....	1750,2000,GTV6.....	ATE, 20mm.....	\$ 78
BRAKE BOOSTER.....	71-86, 1750,2000.....	ATE.....	\$150
BRAKE BOOSTER.....	Alfetta.....	ATE.....	\$138
BRAKE CALIPERS (rear).....	Alfetta,GTV6.....	ATE.....	\$160
CLUTCH MASTER CYL.....	1750,2000.....	ATE.....	\$ 49
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CLUTCH SLAVE CYL.....	1750,2000.....	ATE,BENDITALIA.....	\$ 36
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CLUTCH SLAVE CYL.....	GTV6.....	ATE,BENDITALIA.....	\$ 42
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PLEX DISC.....	1300-2000.....	.....	\$ 22
PLEX DISC (front).....	Late Alfetta.....	SPICA.....	\$ 29
PLEX DISC (center).....	Late Alfetta.....	SPICA.....	\$ 35
PLEX DISC (rear).....	Late Alfetta.....	SPICA.....	\$ 45
U-JOINTS.....	1750,2000.....	.....	\$ 15
DRIVESHAFT SUPPORT BEARING.....	1750,2000.....	.....	\$ 12
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TIE ROD ENDS.....	Alfetta.....	.....	\$ 12
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WATERPUMPS.....	Alfetta.....	SILA,BUGGATI.....	\$ 65
WATERPUMPS.....	GTV6.....	SILA.....	\$ 68
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# CALENDAR 1987

<b>JANUARY</b> 24/25 Time Trial and Intro at Willow Springs 30 General meeting at El Camino College	<b>FEBRUARY</b> 3 Board meeting 27 General Meeting Alondra Park 28/1 Time Trial at Laguna Seca Raceway	<b>MARCH</b> 27 General Meeting at Alondra Park 28 Tour to J. Paul Getty Museum. 15 car limit 31 Board Meeting	<b>APRIL</b> 18 Engine building clinic at Veloce Motors West. 1 PM. 24 General Meeting at Alondra Park 25/26 Time Trial and Intro at Willow Springs. 28 Board Meeting
<b>MAY</b> 9 School, Practice & Intro at Riverside Raceway 17 Concours d'Elegance at Will Rodgers & Weber Carb. Clinic 22 General Meeting at Alondra Park 26 Board Meeting	<b>JUNE</b> 6 Alfa of Santa Monica Electrical Clinic 14 1st Annual Picnic, Softball game and People's Choice Conc. El Dorado Park, 11:30 26 General Meeting at Alondra Park 27/28 Concours/Newporter Inn. Call Dan Ritter	<b>JULY</b> 11/12 Time Trial and Intro at Riverside 24 General Meeting at Alondra Park 25 Omega Motorsports Valve Adj. Clinic 31/ Aug 1/2 National Convention in Portland, Oregon	<b>AUGUST</b> 11 Board Meeting 16 Tour/Picnic No General Meeting this month/ Historic Auto races at Laguna Seca 29 Clinic - Wegge Motors
<b>SEPTEMBER</b> 25 General Meeting at Alondra Park 26 Time Trial and Intro at Riverside 29 Board Meeting	<b>OCTOBER</b> 11 Concours d'Elegance at (Tentative) 18 Swap Meet & General Meeting/Modification Info Exchange. 27 Board Meeting	<b>NOVEMBER</b> 7 Clinic E & J Auto Body 20 General Meeting & Elections at Alondra Park. 21 Clinic - DIRO. 24 Board Meeting	<b>DECEMBER</b> 5 Christmas Party



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