

# AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



december 88



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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 \$47.00 membership fee paid to AROC, Inc. Meetings are held monthly on the LAST Friday of the month at 8 P.M. at Alondra Park Clubhouse located at 3850 Manhattan Beach Blvd., Lawndale, Ca., unless otherwise noted in the newsletter. Please send articles, letters, ads and 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 \$10.00 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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### COVER STORY

The DDR Women's 400 Meter  
Relay Team...  
...or what??

## OOPS...

TO CORRECT THE SEPTEMBER ISSUE...  
FOLLOWING ARE THE CORRECT  
RESULTS FOR THE  
1987 OVERALL CHAMPIONSHIP

1ST. REX CHALMERS  
2ND. PHIL GUIRAL  
3RD. JUDY ILLEMAN

WAY TO GO REX, PHIL AND JUDY!!!

### COMMERCIAL AD RATES

	HALF YEAR	FULL YEAR
1/8 Page:	\$ 60.00	\$100.00
1/4 Page:	\$120.00	\$200.00
1/2 Page:	\$240.00	\$400.00



# IL PRESIDENTE

December 8, 1988

## MEETINGS

If you missed the Halloween Party at Barwinkels let me tell you about it.

First, we can all be proud of the \$200.00 AROSC raised for the Muscular Dystrophy Foundation. Way to go AROSC!

Second, Barwinkle's Haunted House was a big hit, down to the constant comings and goings of wonderful ghosts and goblins to the ghoulish surgical teams removing legs as we walked, or ran, past (the stuff they used for blood looked very real!). But the topper of the evening, complete with wigs, skimpy costumes and makeup, was the arrival of the DDR Women's 400 meter relay team, starring John Deghi, the Peltola brothers, Bill and Jeff, and their friend Mike Keller. Check out the picture. It's true to say they stopped the bar right in its tracks. Whoever thought John Deghi had such good looking, uh, uh, moves, yea that's it, moves. All the guys I was with wanted to know more about the big one in shorts, come to think of it so did the women, oh well! Sweet dreams ladies.

The Swap Meet was well attended by about 200 members all looking for a good deal. Once again Harold Rich, with able help from Phil Guiral, put on a fun Slalom and David Evans' Evans Tune dyno provided members with help tuning their cars. This has to be one the best Southern California Alfa days of the year.

## JANUARY MEETING

NEW SITE NEW SITE NEW SITE  
NEW SITE NEW SITE NEW SITE

Our annual end of the year award ceremony and meeting will be held in a new place this year. **Saturday Night, January 28th, 8 P.M. at the UNITARIAN CHURCH** at 12355 Moorepark Blvd. in Studio City. We will be serving free hot Hors D'oeuvres with an AROSC sponsored wine and beer bar from 7 P.M. to 8 P.M. then the meeting.

Will San Diego's Judy Illeman finally take the time trial crown away from AROSC's own Rex Chalmers or will it be the Northern speed demon, Tor McPartland, who sneaks in under the wire. And with all the other close competitions this year, who will be the club Overall Champion? We'll also be holding our annual **ELECTIONS** to AROSC's board of directors (if anybody is planning to run for election). Plan to come and find out the results.

Our guest speakers will be Don Fuller of MotorTrend fame (as well as being a proud owner of one of the Southlands finest GTV 1750's and a member of the Orange County AROC) and, most exciting, from ALFA ROMEO will come ARI'S Robert Livingston, Mr.Parts for ARI West, to give us the low down on what goodies are available for your particular Alfa. If you're looking for something special for your new six cylinder Alfa or if you own an older version, you won't want to miss Bob. We will also try to have the parts managers from various dealers, Mike Kahney from BEVERLY HILLS ALFA, Mario Orozco from JIM MARINO IMPORTS backing up Bob.

CONT.



## IL PRESIDENTE CONT.

### BOARD OF DIRECTORS

Once again I'm making a plea to our members to come forward and join AROSC's board of directors. A plea to come forward like you did when we asked for help on the Competition Committee (15 people showed up at the meeting!). At this time with possibly one or two exceptions, there will be no board of directors, no newsletter, and no events outside of the Competition events for 1989. All of us on the board recognize how Los Angeles has grown and how difficult it is to get to the meetings on a regular basis, but there are so many events this club could be planning, such as tours, dinner parties, tech sessions, etc., that many more members could and would participate in if we could find someone to organize them. We know no one person can organize it all as in the past, we simply end up burning out some awfully nice people. All it takes is one person to organize one event. Make it YOU!

John Ireland, after 11 years on the board, and I will be stepping down to pursue our personal lives once again. John has penned a dark letter to the members in this newsletter. Please read it and help to once again make this a club that's fun and exciting for everyone.

### HELLO CENTRAL COAST AFISTI'S

Our membership chairman, John Deghi, has informed me a large number of you have chosen to join our chapter. Welcome. We're all sorry the CCA had to disband but we're glad you chose us. Since you just read

my previous paragraphical scream for help, let me extend that invitation to you as well. Perhaps one of you would like to organize a tour and a picnic, party, whatever, up to your neck of the woods. It would be a nice way to get to know each other. We are the most active Alfa chapter, in terms of competitive events, in the AROC. We do five to eight track events a year, three to five Concours, and recently revived in '88, three to five Rallies and Slaloms. We hold our Time Trials at Riverside Raceway, Willow Springs Raceway, one to two events at Laguna Seca and have been asked to look into running at Reno. We would love to do an event in, on, or around the Central Coast. Give us a call and let's get acquainted.

### THANKS

One of ALFA ROMEO's good friends in the Southland is the well known Rock 'n' Roll photographer, Tom Farrington. What a lot of people don't know is he is also a very fine automotive photographer. His work is seen in all the top vintage racing magazines, many automotive publications, both here at home and in a large number in Europe. Tom, at his own personal expense (and a considerable one at that as he makes his living with a camera), has printed and donated his very large collection of ALFA ROMEO photographs to the club newsletter archives. He has also promised to send us any copies of interesting Alfa's he photographs along the way. Thanks Tom, thanks very much.

CONT.



## IL PRESIDENTE CONT.

### LAST BUT NOT LEAST

I'm hoping the new board (if there is one) will let me do the annual AROSC Year in Review video movie for the February meeting at Alondra Park. If so, that may be our next meeting after the January blowout.

A quick note to our lovely Madam President, Linda Edinburg. The ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, your largest chapter, is located in greater Los Angeles, with members from as far North as San Francisco and as far South as San Diego. Just thought you'd like to know.

And a note on the Time Trial Rollbar situation. I contacted K&K insurance on December 6th just to double check they were still going to mandate rollbars for all Time Trials nationwide at the begining of the year. They assured me they were and if the clubs insisted on running without bars the clubs would have to run under Solo II rules (Slalom rules) and that this was definately not a Southern California problem. (See the article on rollbars in this issue).

And speaking of rollbars, Charlie Thieriot has announced a new schedule for a great 1989 Time Trial program and I'll leave you with that upbeat thought.

Until then,

JOHN GREEN

### TIME TRIAL SCHEDULE (TENTATIVE)

\*February 4, 5  
RIVERSIDE REGIONAL RACEWAY

\*CARS WITHOUT ROLLBARS MAY BE ALLOWED TO RUN THIS EVENT.

May 27, 28  
RIVERSIDE REGIONAL RACEWAY

March 25, 26  
RIVERSIDE REGIONAL RACEWAY

September  
LAGUNA SECA RACEWAY  
(A probable second date TBA)

A date TBA  
WILLOW SPRINGS RACEWAY

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# FROM THE EDITOR



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First off I would like to say **THANK YOU JOHN AND TAMMI SCHILLER!!!!!!!!!!!!!!!!!!!!!!** John and Tammi volunteered to take over the October issue of "Alfacionada!" for me so that John Green and I could take a Alfa-worry free honeymoon. Now that is true Alfa spirit at its best. And they did a terrific job producing the Concours Issue. Thanks again, John and Tammi!

Rex and I are really excited about his new tech column and we have finally come up with a name he likes..."**IL TECNICO FRIGO**" and the first installment is in so look for it in this issue!!

Unfortunately, I've received no feedback (or recipes) from my idea to start a recipe column so ZILCH IT. If interest should arise in the future, we can try again.

We do have another new column starting this issue that is bound to be of interest to all. I've received first in a series of articles to be submitted by A.R.O.S.C member Stu Schaller. Stu says he is an automotive historian by profession with Bughatti as his specialty and pre and post war automobiles his primary area of interest. I'll take an excerpt from his note to me and call these "Good News, Bad News, Just News." Thanks Stu. Happy reading!!

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# IL TECNICO

## FRIGO

This is the first in, what I hope will be, a long series of technical articles. I've come up with the first topic. In the future, I would like your input as Alfa owners. What would you like me to write about? What nagging problems are plaguing your Milanese Jewel? This column is for you, so please send your questions to me,

c/o Omega Motorsports  
3822 Clarington Avenue  
Culver City, CA 90233

I'll pick the most interesting and try to answer them in this column.

About six months ago, Gene Zettle brought his wife's pristine 78 Spider into my shop with an intermittent starter solenoid that ground down his ring gear. It would bounce in and out grinding up the drive and gear. A very expensive repair. This is a phenomenon that first reared its ugly head in 1975 with the introduction of the 1.1 horsepower Bosch starter. To make a very long story shorter, the problem lies in the amperage draw the 1.1 starter requires. It all flows through the ignition switch. This switch is not a happy camper. The contacts tend to burn up.

I replaced Gene's (Sue's) ring gear and rebuilt the starter, with new bushings, solenoid, brushes and starter drive. Guess what?; the starter drive still, only occasionally now, backed off causing grinding

between the drive and the new ring gear. So I replaced the electric switch on the back of the ignition switch. Perfect, right? Wrong. About two months later Gene called me to tell me the symptoms had returned. What the \*#!\*#!\*#!\*!?! After several hours diagnosis, I discovered that the 1.1 hp. starter was drawing more amperage than the ignition switch could handle. What's the solution? Suddenly a light bulb went off in my head; Formula Ford, my old racing fetish, Lucas, prince of darkness starters...starter relay!!!

I came up with a Bosch, 0.332.003.025 --> 12 V10a "mitdiode" relay. The diode allows current to flow only in one direction. It works perfectly. The ignition switch no longer has to engage the solenoid and carry all the current required to keep the drive engaged. All it has to do is trip a low amp. demand relay. The relay has poles labeled 30, 87, 85 and 86.

To install the relay, simply add a wire from the B+ of the starter, the main battery cable lead, to Terminal 30 of the relay. Please use 10 gauge wire from B+ to 30. 14 gauge will be fine for the other Terminals. Remove the starter impulse wire from the starter solenoid spade connector and connect to terminal 86 of the relay. You may cut off the extra wire from the impulse that goes to the cold start solenoid. from Terminals 87, there are 2, run one lead to the spade connector on the starter solenoid and the other to the cold start solenoid on the Spica F.I. pump. From

**CONT.**



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PLEASE MAIL TO: **JOHN DEGHI, AROSC MEMBERSHIP CHAIRMAN  
316 NORTH MAPLE, # 130, BURBANK, CA. 91505**



# IL TECNICO FRIGO

CONT.

terminal 85 simply run a wire to a good chassis ground (the screw that mounts the relay will do nicely).

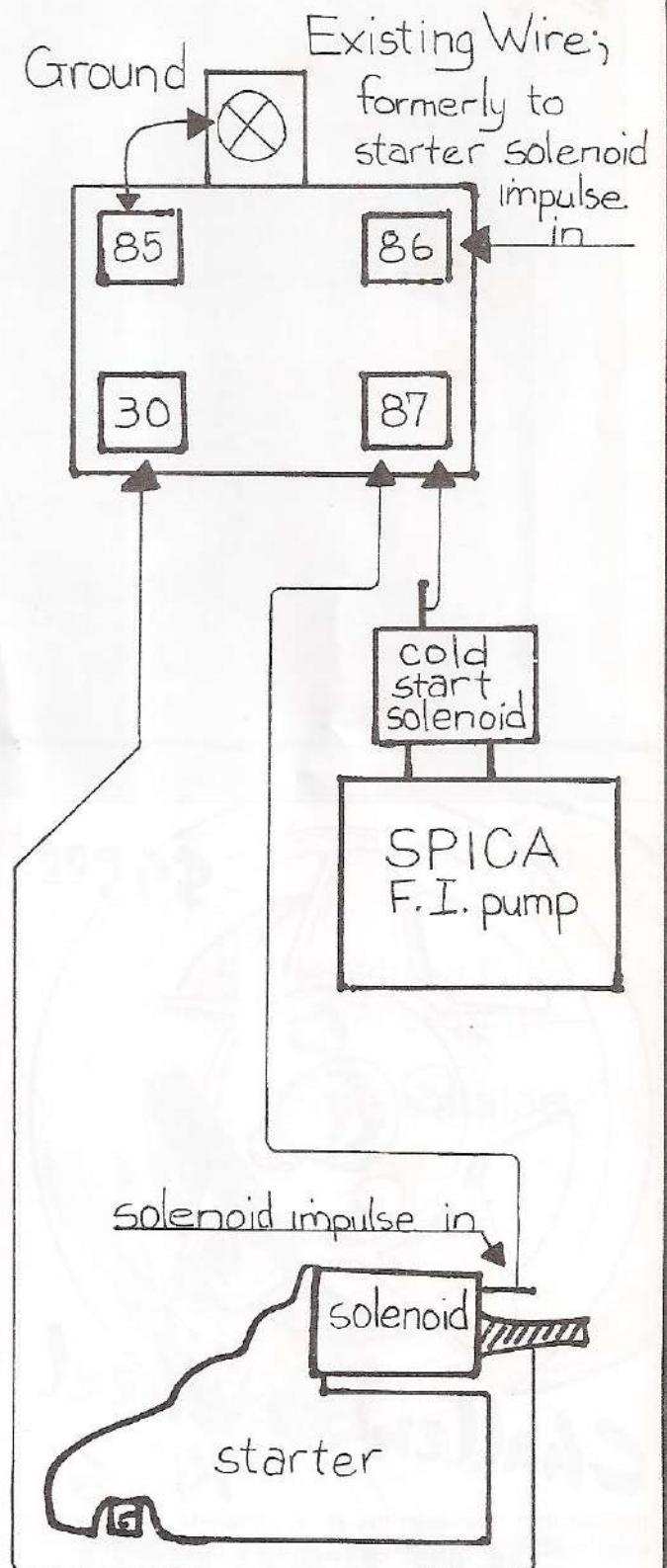
If you have followed these instructions properly and have a starter, ring gear and ignition switch that are in good condition, your starter drive should no longer be engaging intermittently.

Now folks, please don't try this at home without a net. If you don't wire this correctly, you could end up with a burned-up relay, ignition switch, or worse... a mass of melted wiring. If you are not sure of your ability to wire the relay, please have a professional mechanic or a friend with good electrical aptitude do the job.

The relay is readily available from most any GEON store or Bosch distributor. However, they may have to order it for you. The relay will cost about \$30. It is a lot cheaper than a new ring gear, starter rebuild and ignition switch. Many thanks to Gene and Sue Zettle for being the Guinea Pigs.

Please send me your ideas for this column. Thanks for the forum.

**rex**

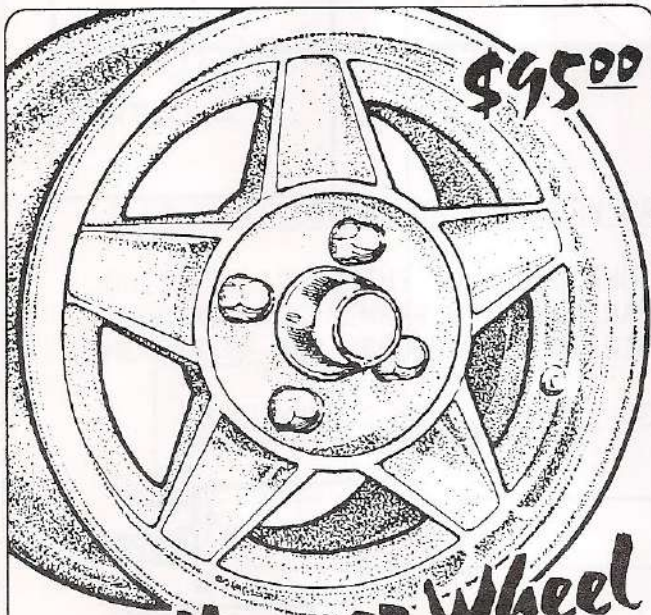




*Alfa Romeo*



gene, john and john present check to muscular dystrophy



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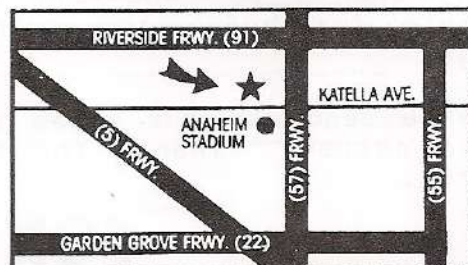


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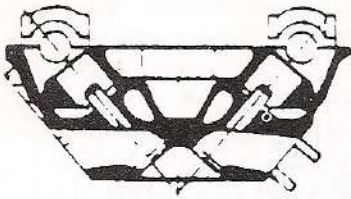
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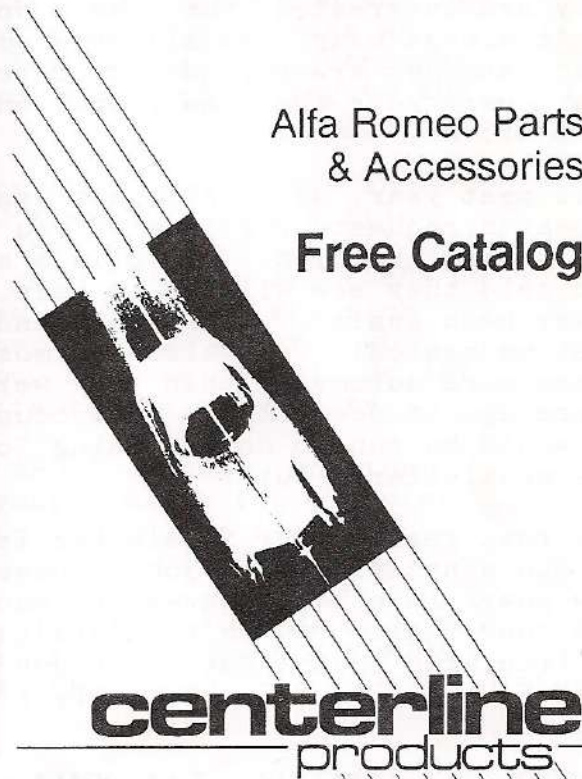
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## IMPORTANT NOTICE - PLEASE READ

arrive' merci a.r.o.s.c. ???

In the last five years, AROSC has been going through some strange changes. We have seen a rise in our membership but a decline in participation by that membership. And we have seen the membership going in two distinctly different directions...the hardcore "CAR club enthusiast"...and those who are looking for a "SOCIAL car club."

In 1987 membership at the monthly general meetings declined but the Technical Clinics and Time Trial Programs were giant successes. In 1988, the AROSC Board tried to put a Social slant to the monthly meetings and give the club more female and family appeal. We even alternated the location of the monthly General Meetings to try and make it possible for members who didn't live near Alondra Park to "give us a try"...and based on attendance...it looks like we made a mistake.

We lost participation of the members who are in AROSC for "the cars and just the cars" and we (with only a couple of exceptions) found the more social activities didn't seem to draw your interest.

In the same last five years, we have also had more and more trouble getting people to work on the board...not just say they are interested, but take a job and see it through. It isn't always easy...we all have personal lives and often circumstances are beyond our control...but the fact remains that every year the same people end up trying to keep the club afloat.

This past year, as in ALL past years, the board has made repeated requests for some of you out there to get involved in running the club. And only a small few have come forward and said they are willing to help. And those jobs have never been easier...membership and the newsletter, the two most mechanical...are also the most modernized...twenty times more automated than they were ten years ago. But ten years ago it seems there were couples out there who thought it would be fun to do something "creative" together...like the newsletter. But...

The real reason your Newsletter is usually late is because no one wants to do the job. Those that have in the last few years have been begged and badgered into taking on a job they really couldn't afford to commit to. And the same is true with just about every job on the board. IT'S NOT YOUR FAULT, IT'S NOT OUR FAULT, IT'S JUST THE WAY THINGS ARE.

**NOW...HERE IS WHAT YOU HAVE TO DECIDE...**





Maybe AROSC will go back to being a hardcore car club where "the men-folk" come and swap tires and tech problems, and "the women-folk" sit in the back, heads nodding in semi-sleep. We don't know...and we won't be making that decision...and we don't know who will. We hope a lot of you come to THE JANUARY MEETING because it MAY BE THE LAST MEETING AROSC has until...who knows when.

As of December 9th, 1988...AROSC does not have a Board of Directors for 1989.

As of January 29, 1989 there will be no one to write checks or organize monthly General Meetings or publish the Newsletter or buy Raffle prizes or update membership lists or buy donuts and make coffee or put on programs or do any of the work that needs to be done to keep the club operating month to month.

As the outgoing Board, we will have reserved the Alondra Park Clubhouse for the last Friday of February. You can call John Green or John Ireland and let them know you are interested in being involved and they'll be glad to help you...or you may just want to show up the last Friday of February and see if there still is an AROSC. But...whatever does happen that evening at Alondra Park...is in your hands.

The facts indicate that the Competition Programs can survive without AROSC...there are more than enough volunteers who are committed to running the Time Trials, Rallyes, Concours, Slaloms, and now we are adding wheel to wheel racing to the events.

The facts indicate that the members that only joined AROSC for the Newsletter will note AROSC's passing with little emotion. The facts indicate that the "old timers" will gather at their favorite wrench's shop and talk about the good old days and speculate on when the patient got sick. The facts indicate that many of the "new car owners" who don't really know AROSC's tradition, will call their dealer and ask if the passing of AROSC effects their warranty.

And maybe it is only natural that AROSC...ends...and then in a few months or years, a new group...maybe ten or twenty people...will gather together...and suddenly a new AROSC will begin...be born.

WHATEVER IS TO BE AROSC'S FUTURE...IT IS IN YOUR HANDS. AND IF THE JANUARY MEETING IS TO BE THE LAST...THEN DON'T MISS IT...LET'S MAKE IT A HELL OF A GOOD ONE.

John Ireland

John Green and Pat and Frank Kranz



# HELP!

If you have been reading this issue intently you will have found the note written by John Ireland and John Green. Accordingly, we thought it would be beneficial to those of you who are interested in accepting Board Positions to know just what those responsibilities include. Therefore, I have reprinted and updated the position responsibilities that were drawn up some time ago by a previous board. We think that with few exceptions, these descriptions represent the present responsibilities of the board. If you have further questions regarding one or more of these descriptions, PLEASE CONTACT THE PRESENT BOARD MEMBER HOLDING THIS POSITION. If you are unsure, these people are listed on the inside cover of every issue.

## **PRESIDENT**

Maintains communication with AROSC; 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, such as the raffle, for the club; assists the board members when needed.

## **TREASURER**

Maintains financial records for the club; works with the Membership Director on "dues splits"; invoices and collects for the newsletter ads; deposits and writes checks as needed on AROSC checking account.

## **MEMBERSHIP**

Keeps an up-to-date record of all club members, answer any inquiries about the club and membership; handles club renewals.

## **NEWSLETTER EDITOR**

Obtain articles for newsletter; type needed copy; paste up newsletter, take to printer; stick on labels and mail. This can be done by several people and has been before.

## **PROGRAM**

Assists in planning and obtaining entertainment for each months General Meeting. Provides write up two months in advance of upcoming events.

## **SOCIAL**

Arranges refreshments of each General Meeting and organizes the Xmas Party; assists with lodging and meal arrangements as needed with event directors such as Time Trial.

## **SECRETARY**

Takes minutes at the board meeting and sends condensed version to newsletter editor for printing; sends pertinent information to the "pit stop" sections of local newspapers.

## **MEMBERS AT LARGE**

Helps with special events and assists various board members.

## **SPECIAL EVENTS CHAIRPERSONS**

Although not an official board position these people are needed to organize events or just one event. For example the Swap Meet organizer may work for some months to plan the event.



"il piu veloce del veloce"

...his lean jaw made many of the spectators recall nuvolari in a certain mille milgia...spectators approached him with programs and pencils, only to fall back from the intensity of his demeanor...in his left pocket was a knife in case he had to cut himself free of the car, in his right pocket was an american express card in case he blew his motor or saw a good bottle of wine...his eyes were hidden by his raybans but those who knew paolo gambini could tell he was smiling in anticipation...

...the other drivers nervously conferred, why was this steely, (relatively) young italian whistling the theme from "la strada" as he walked past their cars...what could he be whispering to the engine of his giulietta spider veloce, and could the car really hear and understand him...who was the blonde woman who loaned him her cashmiere sweater to wipe some grease from the wheels...

...for weeks after it was announced that paolo would be racing in the palm springs vintage grand prix, women began debating "to shave or not to shave"...others pressed garlic to their breasts and read persian poetry...even nuns who had vowed to deny the flesh, considered throwing themselves in front of paolo's race car...

...the red alfa's engine snarled and snapped in the desert air...the exhaust note soared...mechanics wept and sighed in agreement...not since enrico caruso had such music been heard. paolo and rex and juan verde rolled the great car to the pre-grid...flower petals rained on them...babies were held out to them...the track announcer read a telegram from the pope...and then...

I WOULD LIKE TO COMPLETE THIS STORY IN THE NEXT ISSUE OF THE NEWSLETTER...I HOPE THERE IS ONE...AND AN AROSC TO READ IT. 1988 COMPLETES MY ELEVENTH YEAR AS A MEMBER AND MY TENTH YEAR ON THE BOARD OF DIRECTORS. BUT IF THIS IS THE LAST NEWSLETTER...WELL I THANK ALL OF YOU FOR YOUR FRIENDSHIP AND I'M SURE WE'LL SEE EACH OTHER AT THE USUAL ALFA SHOPS AND PLACES.

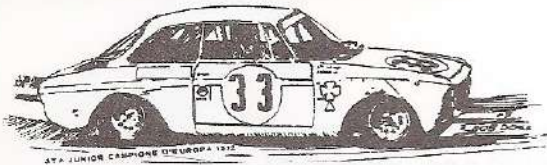
...the fuel is rich...the spark is hot...the oil is warm...a woman is waiting...my heart is beating...the car is an Alfa...

in bocca al lupo!

John Ireland







## TIME TRIAL TECHNICAL BULLETIN

### TIME TRIAL MANDATORY ROLLBARS

#### WHEN

Effective January 1, 1989. All Time Trial cars must have AROSC approved roll bars installed.

#### WHY

Due to the recent, and expected, K&K Insurance ruling we will no longer be able to acquire insurance for our Time Trial events unless all competition cars have an AROSC approved roll bar installed. This ruling will not effect those cars participating in the SPECIAL INTRODUCTORY GROUP. SIG rules are basically unchanged for 1989.

#### WHAT

In simplistic terms an AROSC roll bar is a hoop (see the 1989 "COMPETITION CODE" for exact specifications, coming soon to a household near you), a hoop, higher than the drivers helmet, with a diagonal cross brace from drivers side top, braced on two points either fore or aft, mounted with sufficient backing plates drilled and/or welded through the chassis.

#### WHERE

##### PRE-FABRICATED

AUTOPOWER of San Diego (619) 297-3300 Makers of pre-fabricated bars for lots of cars and most Alfa's (see list).

##### AUTOPOWER DEALERS

Alfa Ricambi (818) 956-7933  
Omega MotorSports (213) 836-3160 (REX)  
GTA Sports Cars (818) 996-6787 (JOE)

##### INSTALLERS AND LIGHT FABRICATORS

Omega MotorSports (213) 836-3160  
Culver City (REX)

##### INSTALLERS AND LIGHT FABRICATORS (CON'T).

GTA Sports Cars (818) 996-6787  
Tarzana (JOE)  
Alfa Only (213) 662-3916  
L.A./Glendale (BILL)

##### HEAVY FABRICATORS AND INSTALLERS (MAKERS OF ONE OFF BARS OR CAGES)

Louis Shilling (818) 841-1101, 243-5564  
Glendale  
Joe McCarthy (213) 869-8065 Installer  
Torrance  
D T Roll Cage (714) 662-7223  
Costa Mesa  
Vintage Prep (714) 556-5011  
Santa Ana

**CONT.**



**CONT.**

**(HEAVY FABRICATORS CON'T.)**

Dyda Racing (714) 437-3034  
Long Beach

Auto Power (619) 297-3300 Will fabricate prototypes,  
San Diego

**PRICES**

A simple, pre built COMPETITION bar should run between \$175 and \$300, plus installation (usually two to four hours depending on your car). A fully fabricated bar will run \$400 up. Please remember these prices are estimates only.

**WHO**

**OFFICIAL AROSC ROLL BAR CONSULTANTS**

Days - Rex Chalmers, Omega MotorSports (213) 836-3160

Evenings - Phyllis Gaylard, home (714) 536-2089

Please feel free to call these people with any questions you may have concerning the rules, installation, prices, etc.

**AUTOPOWER PRE-FABRICATED ROLL BAR LIST**

ALFA ROMEO	SPIDER ('66 on), GTV, ALFETTA GT, GTV6, MILANO, TIPO 33 COUPE
BMW	1600, 1800, 2002,, 320i
CAPRI	'70 ON, I & II
CAMARO/FIREBIRD	
CHEVY	CHEVETTE, CITATION, VEGA
CORVAIR	'65-'69
CORVETTE	FASTBACK & COUPE '63 ON
DATSUN	F10, 510, 610, 710, 8210, 200 SX, 1200, 1500, 1600, 2000, all
Z's	
DODGE	COLT, OMNI 024, TC3, CHARGER
FIAT	128 SL, 131, 128, 1200, X/19
FORD	CORTINA MODEL C, EXP, LN7, FIESTA, ESCORT
HONDA	ACCORD, CIVIC, PRELUDE
JENSEN HEALY	
MAZDA	RX7, RX2, 3, 4
MG	MIDGET, B, BGT,
MINI	COOPER
MONZA	2+2, SKYHAWK, STARFIRE
MUSTANG	'73 HARDTOP, II, '79 ON
OPEL	MANTA, 1900 SEDAN, ISUZU, GT
PINTO	
PLYMOUTH	ARROW, CHAMP
PORSCHE	911, 912, 914, 924, 944, 356 ROADSTER, SPEEDSTER, COUPE
RENAULT	R5, ALLIANCE
SAAB	99, 900
SPRITE	
TOYOTA	CELICA, COROLLA, SUPRA,
TRIUMPH	GT6, GT6+, SPITFIRE, TR4, 5, 6, 250, 7, 8, 7 & 8 COUPE,
VW	RABBIT, SCIROCCO

PLEASE NOTE, ALTHOUGH THIS LIST IS CURRENT AS OF THIS DATE, AUTOPOWER IS ALWAYS ADDING CARS. PLEASE CHECK WITH YOUR DEALERS OR THE OFFICAL AROSC CONSULTANTS FOR INFORMATION AND/OR PRICES.

December 8, 1988



*Alfa Romeo*



*Driven to be "Different"*

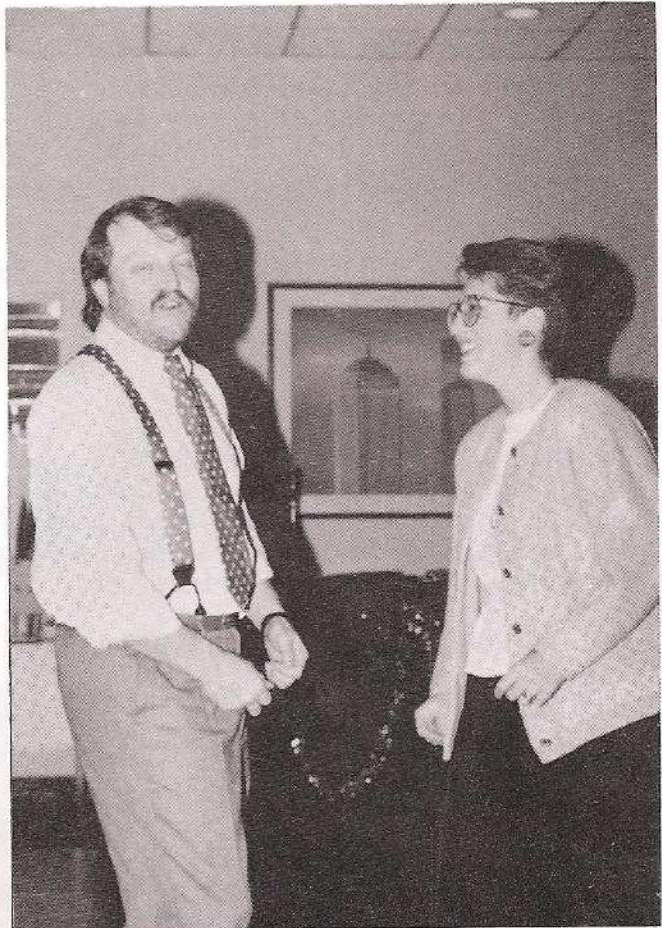
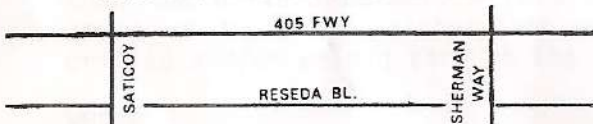
LA TORRE ALFA ROMEO

The dealer  
that makes the "difference"

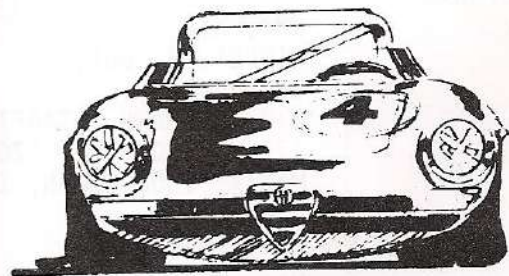
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and of  
**Mr. Tranquillo Bulgarini,**  
formerly with Autodelta and  
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# GOOD NEWS, BAD NEWS,

## JUST NEWS

For 1989, Alfa has decided to go racing, but the decision as to what form the effort will take has not been decided as yet. It is almost certain that the Alfa motor will be used in either Indy, Group C, or Formula 1 racing, in a car built by Brabham. The tentative driver is Michele Alboreto, formerly of Ferrari.

Alfas have finally received the recognition that they deserve. I have heard that a TZ2 (1966-67 tubular chassis race car, 1600cc) has just been sold for over \$500,000. No, that is not a misprint!!!

The older Alfas are receiving recognition too. I have heard prices bandied about the 8C2900B's in the 2 to 3 MILLION dollar range, and have seen asking prices near \$80,000 for 1900 coupes. I don't think these have quite reached this mark as yet, but I know of some concours level 1900 coupes that have sold for more than \$40,000.

Jerry Galich of Huntington Beach is in the process of restoring the Autodelta/Bobcor Alfa Montreal with a full 3 litre motor. This motor is very special, as it has some major differences from the stock 2.6 litre motor. The 3 litre has a flat plane crankshaft, slide type fuel injection, and sounds like a super-hot 4 cylinder car, rather than a V8. It retains the 2 valve per cylinder heads,

and should develop some 350 or so horsepower. Shelby 289 Mustangs beware; this car should be awesome! Jerry also has 2 spare motors of this type, if someone wants to go IMSA racing in the GTP junior class, this would make a hell of a motor. An Alfa running a similar Ferrari motor (type 308), is unbeatable when it holds together! Jerry also has the 2 litre, flat crank, 4 valve per cylinder motor out of the Alfa type 33 race car, ex Scooter Patrick/Zipper racing, and plans to eventually use this motor in a Can-Am under 2 litre car. This motor develops over 300 horsepower. Awesome!!

**stu**



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it seems frank is feeling much better!

Please send me \_\_\_\_\_ Alfa Romeo briefcases at \$198 each plus shipping. Please charge my:

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Please send this order form to: Beach Imports, Mark Parkinson, 888 Dove St., Newport Beach, CA 92660







# FOR SALE

## 1966 GIULIA SUPER

#AR331168 Euro Spec, Strong Solid Car. ATE/Weber equipment, extra transmission. \$3495, Offers considered. Also nice selection of Alfa/Ferrari/Racing books and tapes. Communicate needs to: Bob Neal (415)949-3271  
436 Van Buren  
Los Altos, CA 94022

## 1967 SPIDER DUETTO

1987 Palm Springs GP Class Winner. Reliable street/vintage/time trial car. Ward & Dean springs and sway bar, new clutch and transmission. 2,000 brakes and limited slip. Adjustable upper A-arms. New cloth top and dash. Roll bar. Polished BWA mags, Auto Delta cams. \$6500. Phil Guiral (213)439-5550.

## 1967 SCUDERIA FRIGO GIULIA SUPER

Vintage race car, (Vintage Trans Am legal), AROSC Class C, Concours class and V.A.R.A. E/mp champion, 87/88. Lap record holder, Palm Springs. Fresh Vegher 160+HP 1600 engine, all the rest, two lap races fresh. Specs and pictures available. Perhaps best turn key Vintage racer available. Best offer over \$22,500.  
John Green (818)994-2318.

## 1969 GTV 1820 TURBO

Just got 3.0 Verde and no more garage space!! Partial list of equipment includes: 1) Jafco deluxe Turbo Kit with TRW forged pistons, alcohol injection, dual-point distributor, Capacitive Discharge. 2) Fuel and oil coolers, 3) Siamesed & baffled 16 gal. factory fuel tank, 4) fresh Jet Black lacquer, fresh Konis, fresh suspension, fresh

engine, 5) new Michelin XWX 205 super tires! 6) Real magnesium alloy Cromodora Daytonas, 7) boost, oil temp, fuel press, additional guages in factory bezels, 8) factory trick seats have leather. All this plus much, much more. I've owned this car for more than 17 years so I have complete records on everything. Have invested over \$20,000 in it. Sacrifice for \$5,800!!!! (That's the payoff loan against the car). Call Debbie at (714)891-6744.

## 1974 GTV

Fully restored with 1K on rebuilt engine. This is a Concours winning car at AROSC events. \$8900.  
Phil Guiral (213)439-5550.

## 1974 SPIDER

Fresh paint, new bumpers and hardware. Mechanically sound. Soft top in good condition, 5,000 miles on new tires and suspension rebuild. \$6500 obo. Chuck at Omega Motorsports (213)836-3160.

## 1974 BERLINA

New paint, good condition. \$1700.  
Ken Hudson (213)663-9043.

## 1976 ALFETTA GT

82K miles. Strong Engine and drivetrain. New paint, tires, rr springs, and alarm. Good interior, no rust, no accidents. Well cared for overall. Sacrifice at \$2000 obo (getting married - and need the \$\$). Edward (213)655-2872.

## 1976 ALFETTA GT

Fixer. Runs, strong engine. \$950.  
Ken Hudson (213)663-9043.



# FOR SALE CONT.

## PARTS

### 1979 SPRINT VELOCE GT

2 door coupe. New black paint and new beige interior. Ronal alloys, spoilers. Strong engine, excellent condition. \$3700.

Kenny Hudson (818)242-1465, Days

### 1979 SPIDER

Fully restored, excellent condition \$5900. Ken Hudson (213)663-9043.

### 1981 SPIDER VELOCE

Brown/tan leather. One owner, 85,000 miles. Engine rebuilt 10/87 (Aguiles Gemba). New paint. Must make room for Sprint Speciale and (unpardonable) 911. \$3975 to good villa. Fernando (213)479-4400.

### 1986 SPIDER VELOCE

black with black leather, Ming finish. custom wheels and tires. AC, power windows. ANSA exhaust. Dealer maintained with all records. \$13,000 obo. John Ruttenberg (619)295-2026.

### 1987 MILANO

Metallic blue/grey interior, A/C, removable Alfa/Clarion stereo cassette, still under Alfa extended p/t warranty, well maintained. \$11,300. Nicky Avery (818)789-1074.

### 750/101 GIULIETTA SPRINT PARTS

Bumpers, doors, grills, trunk lids, brake drums, misc. @ \$5 - \$65.

Paul 6-10 PM (805)962-1629.





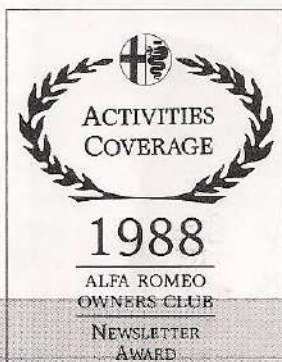
Merry Christmas!  
Kate to John

# CALENDAR

January 28, 1988

Saturday night at 8:00 PM. The annual end of year award ceremony and meeting for election of board members.

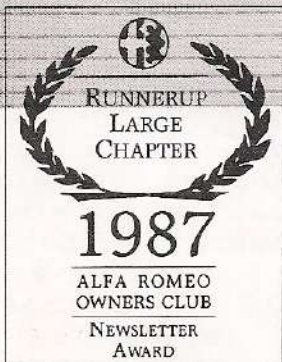
UNITARIAN CHURCH AT 12355 Moorpark in Studio City near Moorpark and Whitsett. Hope to see you there!!



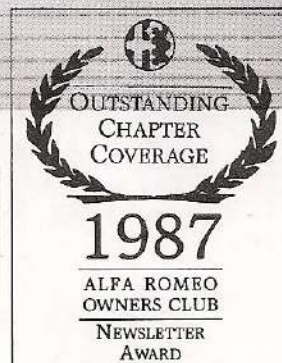
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