

ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



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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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♣ ATTENZIONE!

BIG JANUARY MEETING

Friday, January 15 is the date for the annual January meeting. The location is Room #7 of the music building at El Camino College (see map on back cover of this newsletter). It is best to be there at 7:30pm. Activities include celebrity speakers, raffles and elections for the 1988 Board positions.

If you have ANY DESIRE to help out your club in any way, please consider running for a Board position and/or attend the meeting to cast your vote where it counts!

Guest speakers include Mr. Tony Assenza from Car and Driver magazine who will undoubtedly have many humorous stories to tell. Also, one of our buddies from Alfa Romeo, Inc. will fill us in on all the latest inside info at Alfa Romeo. Needless to say, our famous "free" raffle will surely be worth the trip. Be there!

♣ COVER STORY

John Green and Dan Ritter are seen in a rather compromising position as they do some scrutinizing on Phil Guiral's very nice but slow GTV.

♣ PRESIDENT



TREECE TELLS ALL

Thirty five of the troops showed up at Steve Treece's E and J Auto Body/The Alfa Recycler shop last November 7th for the sixth AROSC Clinic of '87. Parked outside was a big collection of '72-'74 GTVs, Spiders and Berlinas, a couple of Giulietta Spiders, a couple of Montreals and several Milanos. They had come to see a demonstration on repair and restoration and Steve and his partner Mateo sure did deliver.

My '81 Spider with 95,000 miles had developed stress cracks 4" long and 1/16" wide on both rocker panels just behind the doors. Pronouncing the heavy duty springs as the culprit, Steve opened up the cracks and happily didn't find any rust. The Mig welder was wheeled over, the cracks sealed and then primer was sprayed on. During the next hour Steve looked at a variety of dents and dings and rusted fenderwells, handed out advice and answered tons of questions. Winners of the Longest Distance Driven Award were Fred Schueddekopp from Seal Beach and Ray Beggs from Redlands.

Perhaps the most awaited part of this three hour Clinic was the opening of the candy store of parts Steve has amassed. For both the owners of older Alfas and the owners on a tight budget, Steve has been a godsend. The Alfa Recycler shop (818-786-3169) is crammed with doors, engines, glass, rear ends, Spica Fuel Injection pumps, transmissions and EVERY other part that came on an Alfa.

AROSC INVADES PALM SPRINGS

The third Palm Springs Vintage Gran Prix was November 21-22 and each year AROSC's presence is growing. The event for us is

turning into a reunion. Members and friends of AROSC we usually see only once a year turn out.

The Alfa Pit was even larger than the one at Laguna Seca this August. This included Dan Ritter and his red '65 Giulia TI sedan who ran in my favorite race of the weekend. Alfa dealer, John "Bat" Masterson from Masterson Motors in Ventura ran away from everyone driving a Chevrolet V-8 powered Cooper Monaco, but what I enjoyed the most was the battle between Dan and a Lamborghini 400 GT. For twenty minutes it screamed past Dan on the straightaways. but at each corner Dan was right on his tail.

Playing Pit Chief for John Green's '67 Giulia Super was Frank Kranz who'll next year be entering the '68 Duetto he bought at the track. Skip Farnsworth, Tor McPartland, and Dr. John Samson raced GTVs. Al Cortes and Henry Manney IV raced their GTAs. Phil Guiral took first in E Production in his '67 Duetto. Gianni Alfa raced his Giulietta Spider. Tom Farrington, photographer for VICTORY LANE magazine, was busy all weekend. Richard Harmon donned his white uniform and was a corner worker. Friends of AROSC included Rolf Kielnecker who helped the late Alfa of Santa Monica flourish when he was an owner and the General Manager, Ken Kinton, ARI District Service Rep and Bob Livingston, ARI Zone Parts Manager.

There were so many of us there I've probably forgotten some. Among our members cheering on the Alfas were: Kate Benson, Rex and Jackie Chalmers, John Deghi, Steve Gerow, Pablo and Susan Mobius, Jim Oddie, Joe Pulone, Harold Rich, Stu Schaller, Ilona Shillman, Hector Vasquez and Don Veta.

NEEDLE AND THREAD

Thanks to new member Tom Livoti I've finally found an upholstery shop that does fabulous work. Richard Muehlig of Richard's Interiors (818-902-1019) in Van Nuys re-did the interior of Tom's red '79 Spider. The seats were given the Ferrari Daytona- look with 1/2" strips of red leather across the seats and look terrific.

continued next page

ARI NEWS

Silver Edition Milanos are no longer imported. An automatic transmission is available in Gold and Platinum versions and the 5 speed with Gold and Verde. The Spider Veloce has a passive restraint system on both sides.

Fred Lynch, ARI's affable and very supportive Western Regional Manager has been promoted to National Advertising Manager. Succeeding him is Dan Miller.

THE STATE OF AROSC

As I sit at our computer on November 30th AROSC's year has ended except for the Xmas party and the Concours at Descanso Gardens. Our membership has grown 25% from 408 last January to 512 as of today. The Time Trials were a tremendous success thanks once again to Charlie Thieriot and the Time Trial Committee. While no one stepped forward to run one of the many rallies in our chapter's library, we did have two great Tours, plus a Slalom and Dyno Day during the Swap Meet. This publication won an award at the AROC Convention for Outstanding Chapter Activity Coverage. And continuing to serve the interests of our members we had six Clinics with 35-50 attending.

Next year starts off with the ARI-hosted meeting at El Camino College on January 15th. We'll have a 6x10 foot screen for our video showing what went on at the Clinics, Concours and Time Trials.

The guest speaker is Tony Assenza who writes for CAR AND DRIVER magazine. He'll be entertaining us with tales of test driving Alfas on the autostradas and at Balocco, rivalry between C+D and ROAD AND TRACK, and wrecks and hi jinks during comparison testing.

Free raffle prize fanciers will be glad to hear of Alfa models, posters, ash trays, pincic sets, decals, note pads, filters etc. and etc., PLUS your choice of a Special Intro, Novice or licensed Time Trial entry.

Clinics set for '88 include Tune Up at Stadium Alfa, Spica Fuel Injection at Hector's European Motorcar Garage, Restoration at Alfa Ricambi, Brakes at

Alfa Only ,and Suspension at Wegge Motor Cars. Two or three others will be announced at the meeting.

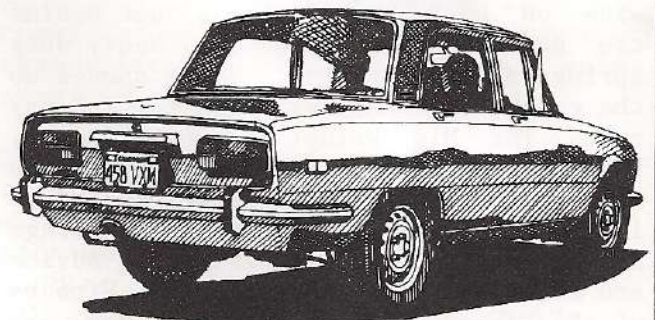
NOW IS THE TIME FOR ALL GOOD...

At the January, 1983 meeting I answered the call for a membership director. At the January, 1987 meeting Frank and Pat Kranz answered the call for Social Director. We hope someone will answer the call for Rally Director. My name has been tossed in the ring for President. Any member can be nominated at the Elections for any Board of Director position.

ON THE HOME FRONT

Dave Vegher, of Veloce Motors West, who hosted fifty of us at the Engine Building Clinic last April has been building the engines for the Dave Wolin Racing team's Mitsubishi Starions that won the Escort Endurance Series SSA Class Championship. Congratulations, Dave!

♣ EDITOR'S DESK



"MATTONE VOLANTE"

Well, all I can say is I busted my ass and I hope you like it! The idea is to remove the centerfold and have it framed in order to hang it up in your garage. Collect the whole series and some day they'll be worth fifty...er...a hund...er...a hundred and fifty thousand bucks! That's it!

Thanks to Saverio Bono for his very good B&W photos and to Rex Chalmers for the centerfold shot. Also, hats off to John C.B. Green for his enormous effort on the Vintage racing article. With more contributions like these we should have one hell of an Alfacionada in '88!

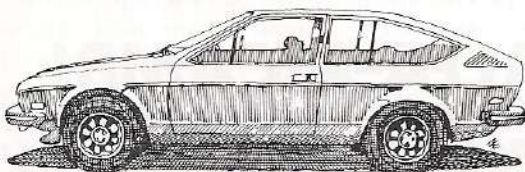
♣ **SOCIAL CORNER**

The Christmas party on December 5 and the Concours at Descanso Gardens on December 6 brought the Alfa Club activities to an end for 1987. We have had a full year of varied social activities. The annual January meeting will start our 1988 calendar. In addition to the regular activities at the meeting we will hold elections for the Board of Directors for AROSC for 1988.

1987 was our first year as Social Directors. We experimented with some new and different social functions for the club which were all accepted favorably. In addition to supporting the monthly meetings we held a BBQ after the last Riverside Time Trial, had banquets and parties at other time trials, (Riverside and Willow Springs) had a party at Charlie Thieriot's in July and a Halloween party at Carlsbad in October. We enjoyed doing this but it also took a lot of effort. We have some ideas that we think will help make the job of Social Directors function more smoothly in 1988.

We are willing to run for the positions of Social Directors for 1988 if we are able to solicit help from the membership. With the proper help and input from club members we will be able to further expand the club social activities in 1988. Our ideal approach is to have one club member or couple support only one activity per year, coordinated through the Social Directors. This includes monthly meetings, parties, dinners, or anything else you may desire. If you have any questions or would like to talk to us prior to the January meeting, please feel free to give us a call and we can talk it over. (213)326-2589

Pat and Frank Kranz



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DUTIES OF THE PRESIDENT

Attend all events. Write a monthly column on chapter activities, ARI news, Alfas in the news, and members' activities and accomplishments. Maintain good relations with dealers and independent shops and ARI. Arrange Clinics. Generate publicity for the chapter. Sign up new members. Answer telephone questions.

TREASURER'S DUTIES

Make long range plan of club's finances. Deposit checks from new members, advertisers and AROC dues splits. Write checks for club's expenses. Keep checking account balanced and attend Board meetings.

MEMBERSHIP CHAIRMAN DUTIES

The membership chairman acts as the representative between AROSC and the national Alfa Romeo Owners Club in any membership matter involving an individual who is associated with both organizations. Duties include the processing of new memberships, renewal of existing memberships, and general liaison activity with AROC and other AROSC Board members to contact prospective candidates and encourage membership. In addition, the membership chairman maintains and updates a detailed membership roster established by AROSC which requires familiarity with the use of a personal computer.

Office Of Director At Large

I ask for your vote for the position of Director At Large for a second year. I will help on special projects such as Dyno Tests and Tuning and Slaloms. I welcome any suggestions or help in these areas or other activities that may be of interest to AROSC members.

Thank You

Harold Rich

Alfa Romeo

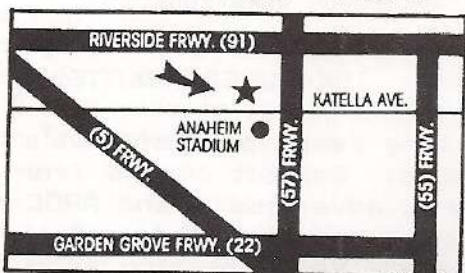


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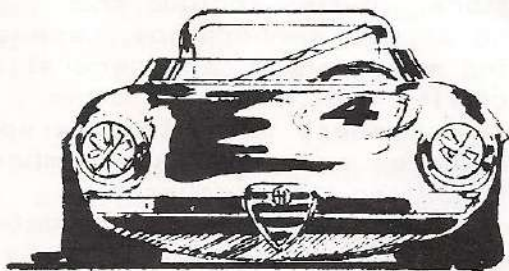


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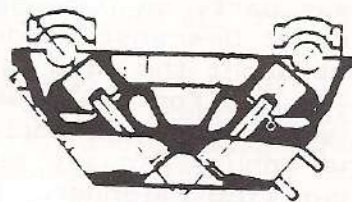
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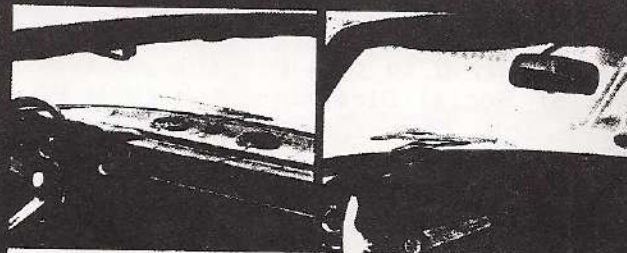
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DON'T BE A WEENIE VOTE FOR GAMBINNI

Don't let anyone tell you differently...I, PAOLO "DATZA MY NAME 'N RACING'S MY GAME" GAMBINNI ...was the one who was driving the fastest car at the Palm Springs Vintage Grand Prix. Sure, sure, other cars may have gotten around the track in front of me...but MY Alfa Romeo was the fastest. And some day I will let the whole world see for themselves. But for now, you will have to take my word for it.

Which brings us to the point of this article. Before you know it, the January General Meeting is going to be upon us. And this year it will be special because we will also hold our General Election of the 1988 Board of Directors at this meeting.

In the past we have tried to recruit members to just "jump in" and join the Board. But after a lot of thought and discussion, we felt that maybe this was just too intense for most of you, and didn't give you a chance to size up the work load and see how it fit into the other priorities in your life.

This year we plan to spread the work out into a lot of little chores. You can chose to work with the board member who's activity and area of responsibility interests you the most. Some of you may want to work with Pat and Frank on one of their Social Projects, helping to plan a party, or bringing donuts to a General Meeting. Some of you may want to work on a Concours, and some of you may want to get your feet wet by working with Charlie Theriot on a Time Trial...or you may want to help put together one of the programs for our monthly meetings.

Or, you may have an idea of your own for an activity that you think the club might enjoy.

I'll be running for election to the 1988 Board in one of three positions...but I'm not sure which I want to do yet. I have thought of running for Program Director and I have also thought of running for Competition Director, and I've also thought of running for the Vice Presidency.

One thing I am sure of is this ...even if I'm not elected to any of those positions, I do plan to be active in the running of A.R.O.S.C. during the year. For example, I want to organize a wine tasting tour up North...and I'm going to need some help doing it. And I plan to continue my vintage racing and uphold the honor of Alfa Romeo in the under 1600 cc group. And my wife and I have plans to also get away on our own now and then.

So come the January General Meeting, my hat will be in the ring and my committment to A.R.O.S.C. will be focused. I hope you will all take the opportunity to join the new Board, either working on it or by getting your feet wet and bringing your creativity and effort to just one event during the year. Because the nice thing about our elections are...there are no losers ...just nice people, having fun and making new friends.

I hope you'll all join us at the January Meeting.

Paolo Gambinni

AKA John Ireland

p.s. Remember...

DON'T BE A WEENIE VOTE FOR GAMBINNI



VINTAGE RACING REPORT

THE VINTAGE REPORT

J. Verde, Esq.

It was a cool, quiet evening as this portly ex rocket pilot, eased up to the registration desk of the Del Mar Vintage Grand Prix. "Alfa Romeo, ma'm. Giulia Super. Number 75. That's right, the dark blue one. Yes ma'm the famous Scuderia Frigo."

"Pit space 204, big boy." she said.

I slid out into the night and climbed into the cockpit of Scuderia Frigo's vintage flagship. As I eased the dark blue sedan into the fairgrounds traffic pattern, visions of concrete barriers floated before my eyes. Knowing this track to be one of the new wave of parking lot tracks, I knew there would be no room for mistakes, only glory. Four doors and smoke baby.

My pit, of course, was given to a hat salesman so I shared space with a Lotus driver named Rod. Typical vintage driver, nice as hell.

As I walked the track that night I was surprised at the amount of room. I'd expected something the size of an RTD bus aisle. Even the super might have a chance to pass here. (boy! oh boy!)

The next day arrived with all the anxiety of a high school first date. Especially since I'd been moved up to D/MP instead of my usual E/MP (honest guys, it's only a 1600.) As I arrived at the track I was heartend to find Al Cortes' lovely GTA, Phil Guiral in Susan's Duetto, John Cote in his GTAm, Skip Farnsworth's very nice stock GT Sprint Veloce, the always euphoric Tor McSpeed in his "stock" 2000 GT Sprint Veloce that looked as if it had been dragged off Sears Point Raceway under protest (its own), Nick Felli's reconstituted 2000 Duetto, John Sampson's GTV and crew and Fred Zimmerman's wonderful Gulia Spider.



Practice finally got started with Al Cortes and John Cote in class C. Skip, Tor, Phil and Fred searching for the line in class E and the good Dr. Sampson, Nick and myself in nasty old D. A big ol' yeller Corvette decided to play can opener on Al's GTA (on the the second familiarization lap!) just to set the tone for the rest of us. In class E someone got confused and let a modern SCCA MGB loose amongst the sheep. Tor qualified in the top five or six and then came Phil in the middle with Skip about four or five spots behind. Fred had fallen victim to a strange overheating problem (in an Alfa?) and withdrew. John and I went out and tor them up with John in tenth, Nick last, due to mechanical problems and my old, poor, tired and un-aerodynamic Super, in fifth. Ahead of me was an SCCA G Production Spitfire, a Lotus 7, a CP Corvette, Chris Lawrence's very fast Turner and a Porsche 911S off my left door. (Whew!) All in all (except for Al, who was busy with a hammer) it was a great day and a good practice.

Saturday we arrived ready for a great day of vintage racing. Even Al who had managed to somehow bang out his fenders. The first race was the mob in E. Tor chased down the leaders to finish third with a flair. But the excitement was left to Phil and Skip (in his first race). Skip started slow but soon managed his first pass and that opened the door to new confidence. He began collecting one car after another until finally Phil came in sight. Lap after lap the gap got closer and closer until there was only two laps left. Phil managed to squeeze around one of the big Mercedes 300's on the next to last lap slowing Skip down just enough to let Phil sneak across the finish line a car length ahead.

Were you ever in a drag race between a 283 Corvette, a 911S and a 1600 Super? That's what the start turned out to be as we rolled onto the Start/Finish straight. The group slowed down enough so we had to shift to first (@!#!#) gear. Just as the green flag fell of course!

They tell me John was having himself a heck of a good time passing and then holding off the other 911S. Oh Alfas don't ya love them turns! Yours truly was having a ball chasing the Turner and the 'Vette, even slipping underneath them once in turn three while their backs were turned. It only lasted until the main straight but

it was sweet, oh so sweet. The Corvette's brakes finally gave out allowing me to slip by for good while the Turner took off like the pocket rocket it is (1000 lbs, 1600cc). The Lotus 7 spun its way to the back and I was left, lucky enough, to find myself in third in such rare company. Pretty good for a dead stock four door sedan weighing 3875 lbs.

Al Cortes and John Cote both started in the middle of the pack in Class C (Vette's, Jaguar's, Lotus 26R's, etc.). It's fun watching 1600cc (snicker, snicker) cars playing Jack the Giant Killer. It must be fun runing down 5 litre Corvettes with a GTA. Al and John hooked up in a GTA train chasing each other for the length of the race, passing one car after another, trying, in vain, to catch the elusive Dave Vegher's 26R. It sure was nice to see them run. (Al's good sheetmetal side showed to the pits.)

Sunday came overcast and rainy. Not the best prospects for old race cars on a tight track. The first Alfa's up were folks in Class E. Skip finally managed to pass Phil with a very smooth drive in the rain.

Unfortunately for all of us tragedy struck in the Class A and B/GT event. A 427 Corbra, somehow, got loose in the rain, hit the wall at the entrance to the pits and the driver died of a brain contusion. Needless to say this put a damper on the rest of the days racing.

After a two hour delay to decide if the drivers wished to continue. Most of us decided to run as a tribute to the Corbra driver. Not anyone's favorite kind of racing. It's easy to forget how old and fragile some of the vintage cars can be.

We left...Del Mar hoping it would be back next year, knowing what a fun event it could turn into. We said our goodbys to those of us who wouldn't be going to V.A.R.A.'s 15th annual Farewell to Riverside Raceway the next weekend and drove off into the setting rain.

(Overleaf shows John Green, Dexter Baker and Dan Ritter showing off hardware from the famous "Scuderia Frigo"--photo by Rex Chalmers)

Continued page 12...



AROSC CENTERFOLD



...Vintage continued from pg. 9

Well Scuderia Frigo is finally one vintage racer stronger. Dan Ritter brought out his beautiful red Giulia T.I. to the Riverside race. John Cote stayed in Del Mar to run the exhibition section of the IMSA race while we added a much welcome John Ireland in his F/P Giulietta Spider. The Riverside event had Al Cortes' GTA, with new sheetmetal, in Class C, Dan in D/MP along with Nick's very fast and light two litre Duetto. Phil, Skip and John Sampson were saving their cars for Palm Springs and Mr. McSpeed and I were where we belonged. Tor in E/P and my Super in E/MP, both of us in the same race. We added Fred Kenyon's nice Giulia Spider to E/P and lost Fred Zimmerman's.

Saturday started with a wet, dull thud. The sound of RIR being closed due to rain and mud in turn 7 and 7A. About 100 drivers stood outside the gate while the V.A.R.A. organizers and the RIR folks decided if a way could be found to run. The solution was to use the NASCAR course (exit out of turn 6 and go straight to turn 8) and not allow passing between turn 2 and turn 8 PERIOD!! The reason for the no passing was mud off the track in the runoff areas. Al qualified well as the only "big bore" Alfa there. Dan started slow but in typical time trialer fashion he was able to turn a 1:55 for qualifying. Right in the middle of a very tough pack. Tor and I played chase the rabbit with his two litre having a little more torque out of the corners and my 512 equipped Super faster down the straights. Tor qualified fourth right next to me in third. John Ireland was right in the middle of his F/P pack with terrible handling woes. (Negative camber not positive John!)

On Sunday it finally sunshined its way to a beautiful day. Al had a great dice with a Corvette. (Sort of Al's specialty these days.) He was so excited when he passed the 'Vette that he spun it. But with a very good finish he gathered himself up, caught the 'Vette and passed him for the finish. Dan had a great first outing getting his T.I. down into the 1:53s and Nick ran in the top 10 with ease. John Ireland's Spider was pushing thru all the turns but still managed to finish where he started.

During practice I knew I had been faster than Tor's GTV and the Porsche 356 Speedster who qualified second. Not much but enough. Tim Walker's beautiful Sebring Sprite was another matter. For two years we had been on each others tails (mostly me on his tail). I was faster in the turns but just a little slower down the back stretch. With the no passing rule between 2 and 8 I knew it would be almost impossible to get by him. Since the start had been changed to the back straight instead of between turn 1 and 2 (due to the no passing rule) I hoped I could get by Tor's two litre and if so could my Super squeeze by Tim's Sprite enough for the lead into turn nine? Yes and no! I tried the old jump start to the inside but Tim just cut me off at the entrance to 9.

Tor says it was a four car sweep thru turn nine with Tim and I just pulling a car length down the front straight. I was hard on Tim's bumper as we came to the cones marking the beginning of the no passing zone. Being a good vintage racer I backed off a little knowing no one could pass me and I could take time to set myself up to try a pass at the exit of turn 8. As we went into turn 2 Tim's rear tires seemed to just catch the oil laid down in the last race and he shot off to my right, up the hill, showering my windshield with mud. When my heart started beating again I realized I was in the lead. SUPER! From there it was just a matter of keeping the Super on the track and keeping the distance between Tor and I the same. Tor had a good battle with the Porsche, got by and gave me a good chase winning Class E/P in the meantime. Aa Alfa sweep!

I'll tell those vintage driver are sump'in each time I went around turn two there was good ole' Tim Walker sitting forlorn beside his unscratched Sprite waving to me in that time honored Italian gesture reserved for all heros.

We next meet in Palm Springs (or will have by the time you read this). Hopefully Dexter Baker will bring his fly yellow Super down from Seattle to give battle and Scuderia Frigo will be one more stronger.

FLASH! FLASH!

SCUDERIA FRIGO wins V.A.R.A. E/MP Championship with the Juan Verde Giulia Super!! It turns out that Tim Walker's DNF at Riverside gave me the Championship by three points. The crowds are going wild folks.

PALM SPRINGS

Palm Springs, to me, is the most important Vintage race in the world. I know you say, "But what about Monterey?". You have to remember Steve Earl won't let Scuderia Frigo run during the August event. (We think it's the fear of having four door sedans knock off some of the worlds ex-great racing cars. But who really knows?) So Palm Springs becomes my most important event of the year.

From all appearances Palm Springs is very much like its big brother up north. It has the same vendors, big concours, Rick Cole auction, cars from all over the world and an ambiance that's hard to beat. For this year John Ireland and I arranged with Vintage Racing to allow the Alfa drivers to pit together in one area. We had fourteen spaces for the three GTA's of Henry Manney IV, Al Cortes and John Cote. The two Duetto's of Phil Guiral and Nick Felli (Now Frank Kranz' new race car. Welcome to the fray Frankie.) The three GTV's of John Sampson, Tor McPartland and Skip Farnsworth. John Ireland's 1300 Spider piloted by Paolo Gambinni. And of course, (drum roll please), those fabulous boys from Scuderia Frigo, myself, Dan Ritter and Issaquan, Washington's own, Dexter Baker. Dexter brought down his yellow Giulia Super to make it three for old Frigo. Our friends at Alfa Ricambi filled out the rest of the pits, displaying good old Alfa stuff for the crowds and hording boxes of spares for the Alfa racers.

Friday November 20th was the first day on the track for all the cars with everyone getting 15 minutes of practice. Unfortunately with all 350 of the cars practicing in one day the organizers didn't have the time for two practice sessions. The weekend was divided up into two racing days, half the cars on Saturday and half on Sunday. They broke E/MP into two classes. One under 1600cc and one over. (Guess what an 80mm bore will do to the cubic centimeter measurement of a 1570cc engine.) The GTAs were once

again in C/MP with ex-Alfa driver Dave Veger's Lotus moved to B/MP and Nick, Dan and John Sampson were in their usual D/MP. Although John with his relatively stock 1750 was too far down the horsepower ladder to run in such a tough class. Over 1600cc E/MP saw myself, Dexter Baker, Tor McSpeed, Skip Farnsworth and Phil Guiral. Even though Tor and I were the only ones technically over 1600cc, Skip, Phil and Dexter chose to join us for the fun of it. John Ireland, who's car normally runs in F/P, was put in E/MP (under 1600cc) with Fred Zimmerman's powerful Giulia Spider. Fred was the only Alfa driver we missed getting into our pits. Next year Fred.

The Palm Springs course is laid out on a portion of the Palm Springs Airport taxiway. Part of the course was used originally in the 1950's!! It's a hard course to learn quickly without good landmarks and it has some very bumpy sections making finding the line very difficult. E/MP was the first of the Alfa groups to practice. Having driven the course last year I made it a point to tell everybody how slippery the surface was going to be. Lots of sand and such. Off we went with Mr. Experienced leading the way. I entered turn two too early and spun backwards off the track. Of course the front of the car was facing the track and the on coming traffic. Somewhat like Queen Elizabeth inspecting the troops.

I could hear the giggles behind the helmets as each and every driver in my class passed in slow motion. Sheeze Louise! When I finally got going I was able to take two seconds off my best time last year so I felt good. Everybody seemed to have good practices except Tor and Dan Ritter. At the last minute the SCCA decided not to let cars without roll bars race. The guys were told there would be an exhibition "race" (no passing in the corners) for the cars without bars. Dan decided to run in this race but Tor asked Ricambi if they could get him a roll bar overnight. The only bar to be found that might fit was a 105 Spider roll bar which the Knights in Shining Armour from Ricambi drove back to L.A. to get. Saturday morning was hectic as McSpeed's secret weapon Tex fell to the task of installing the roll bar so Tor could get in some practice.

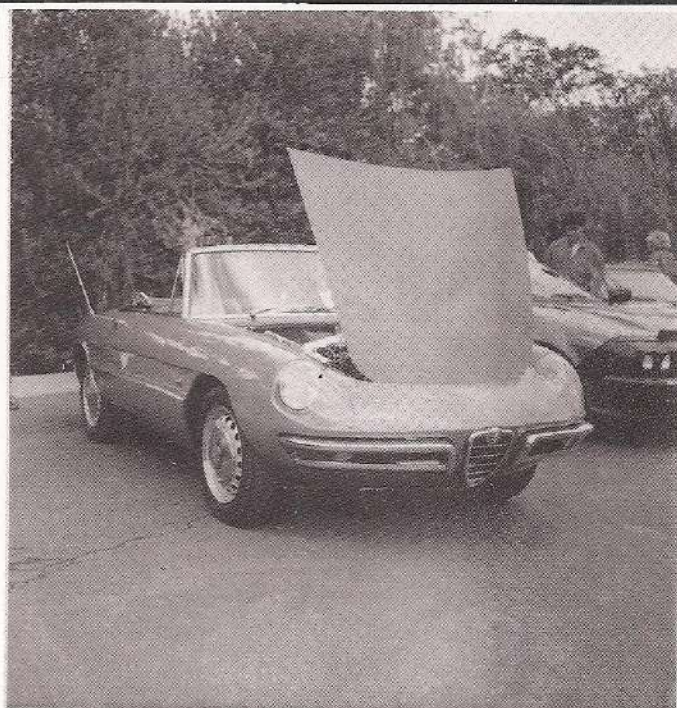
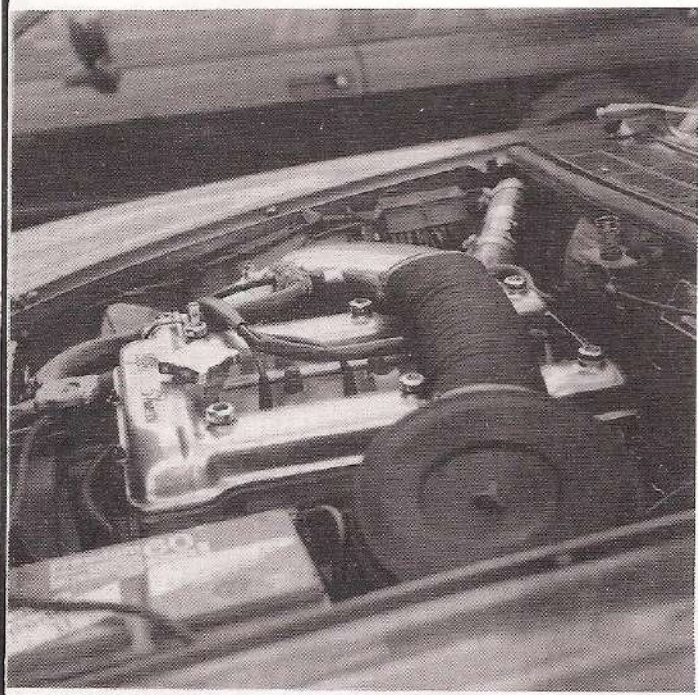
Continued pg. 17...

♣ CONCOURS D'ELEGANCE

Sunday, December 6 was our second and final Concour event of 1987. Descanso Gardens was the site and featured a beautiful Christmas floral display. Due to the holiday season, the flora admirers came in droves which required the relocation of the Concour right in the middle of the judging!

Before we discuss the results special thanks are due to Mr. William Pringle, Editor of Alfacionada and Mr. John Green, AROSC Vice President for assisting with the judging.

After the tallying, the Best of Show award went to Tom Stoner and his pristine '67 Duetto. Mr. Stoner continues to set the standard as his attention to detail is acute. Congratulations Tom! A close second and again a '67 Duetto was David Lieberman. This machine shows a restoration befitting an Alfa Romeo. As with Spring, the spectators indulged themselves with nostalgia. The Peoples Choice award



went to Alfred Bodek's '58 Giulietta Spider. In a very competitive run for the Year End Overall Champion, Judy Illman took first place in the Novice class with Rex Chalmers gaining valuable points with a second place in the Closed class.

The Concour program for next year will continue with the first event taking place at Will Rogers Park sometime in May. As Board positions realign and responsibilities change the Concour program will need help from the membership-at-large. There will be a need for a member or members to coordinate at least one event. This will entail arranging a site with judges and reporting to the Board and membership as to the time, place and results of the event. If this activity seems interesting to you, if there are any questions, or if you'd just like to bench race then please call me after 6pm at (213)374-3153. Well, enough of the band-box bit and on with the results!

Arrivaderla....Dan Ritter

ALL PHOTOS BY SAVERIO BONO



RESULTS-CONCOURS DE ELEGANCE DESCANSO GARDENS 12/6/87

Best of Show- Tom Stoner, '67 Duetto

Peoples Choice-Alfred Bodek '58 750 Guilietta Spider

CLASS- OPEN CARS

	Pts.
First Place Tom Stoner '67 Duetto	207
Second Place David Lieberman '67 Duetto	201
Third Place Alfred Bodek '58 750 Guilietta Spider	183
Jay Levey '67 Duetto	182
Ron Avery '74 2000 Spider	165
Joel Hoffman '81 Spider Veloce	152

CLASS- CLOSED CARS

First Place Phil Guiral '74 GTV	189
Second Place Dr. Boris Subbotin '71 Montreal	181
Third Place Rex Chalmers '78 Sport Sedan	154

CLASS- NOVICE

First Place Judy Illman '85 Graduate Spider	180
Second Place Ai Buagswon '81 GTV-6	165
Third Place Frank Britton '60 Guilietta Sprint Veloce	164

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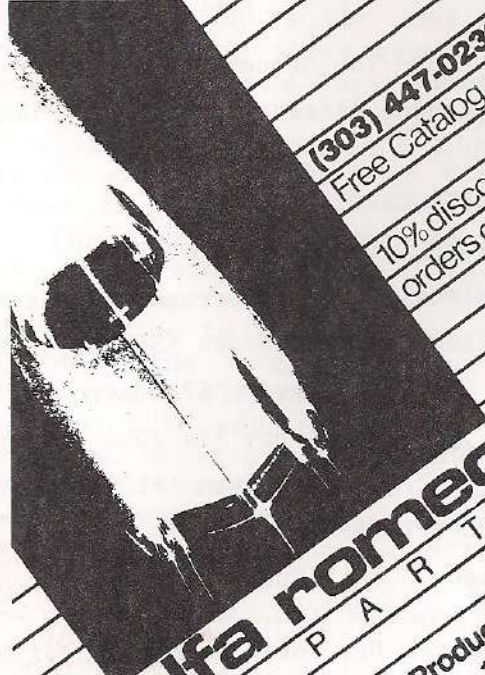
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...Vintage continued from pg. 13

Sometimes it's never what it's supposed to be. Friday mornings practice times were supposed to have been timed for placement on the race grid. It turned out the timers just didn't show up. This meant we would have to treat the Saturday warmup session as a qualifying session. I was lucky enough to be gridded third right behind two very quick MG's with Dexter's Super about four places back, just ahead of Phil's Spider, with Skip about two places farther back. Tor had been moved to D/MP with John Sampson. On my right was a lovely 2 litre V8 Siata looking like the perfect vintage race car. As the flag was dropped the four of us dragged raced away heading for the very small entrance of the front straight chicane. The two MG's were thru first with the Siata and I side by side at the entrance. In the spirit of good vintage racing, (and my fenders), I backed off to give the Siata third place (@#!&\$#!). However, in good Alfa fashion, this degrading state of affairs didn't last past the first turn as my Super managed to get by on the exit of the first turn. Since the two MG's were playing pass and re-pass I thought it best to wait out the inevitable mistake. Sure enough Bob Mahre's beautiful red 1600 MGA went sliding off into the desert in a cloud of dust. That left the chase to the MGB and myself. We seemed evenly matched (our times were within .01 of a second of each other). I could catch him in the turns and he was able to hold me off on the straights. Unfortunately on lap five the screw holding the distributor rotor backed out and I had to park it along the front straight. The good thing was that I had a front seat to watch the battle between Dexter and Phil. Phil was able to get by Dexter during a caution with Dexter right on his bumper the rest of the race. It sure was nice to see that old yellow Super flying down the track kicking up its tail under hard braking. I imagined that's what my Super must look like. Skip finished up just back of Dexter and Phil leaving Phil one up in their series.

The rest of the weekend's racing went pretty much against the other Alfa's. Al Cortes went spinning off into the desert cutting a tire in the process. (Some said it was in a dice with a Corvette?) John Cote drove a much better race, going

faster until he too spun. My good friend Henry had managed to install a 586 rear end in his GTA and was charging up on the leaders when he spun! He gathered himself up got back into fourth when he spun again!! This time it was too much for the marshals and they black flagged him. John Ireland gave a very good account of himself and his very mild 1300. He started out in 17th place just ahead of his arch enemy Lynn Mill's bug-eye Sprite. She, being the crafty old veteran, just got by him on the start but John was very patient. He started with lap times of 1:08. Got it down to 1:07's, then 1:06's and finally turning a very fast 1:05 before he spun right in front of the main grandstand to the cheers of the spectators. (Those showbiz folks will do anything for a little drama.)

In D/MP we had a pleasant surprise, Tor McSpeed qualified 1st on the grid! Unfortunately in second place was Chris Lawrence's Turner. The Turner blasted by Tor on the start but to all of our surprise Tor hung on and chased him until the very end turning one minute (!) lap times in the process. John Sampson proved again what a gentleman he is. In the middle of the D/MP race John was having a terrific dice with a Porsche (I think?). They were right on each others tail when, late in the race, just as it looked as if John had worn him down for a final pass, the leaders came up to lap them. At this point instead of trying the pass and slowing the clearly faster cars down, John moved over to let them pass losing his chance. It was a class move. Pure Sampson! It wouldn't be appreciated in today's "modern" racing but it was great Vintage Racing!

Unfortunately Palm Springs ends the years racing and most of us are tearing our cars down getting them ready for next season. It was great to see the addition of Johns Ireland, Sampson and Cote, and we're looking forward to the long awaited debut of Tom Farrington's 101 Sprint as well a Frank Kranz in Nick's old Spider. And it will be even better when Dan Ritter and I can welcome the founder of Scuderia Frigo, Rex Chalmers to the challenge.

Until next year! Four Doors Forever!

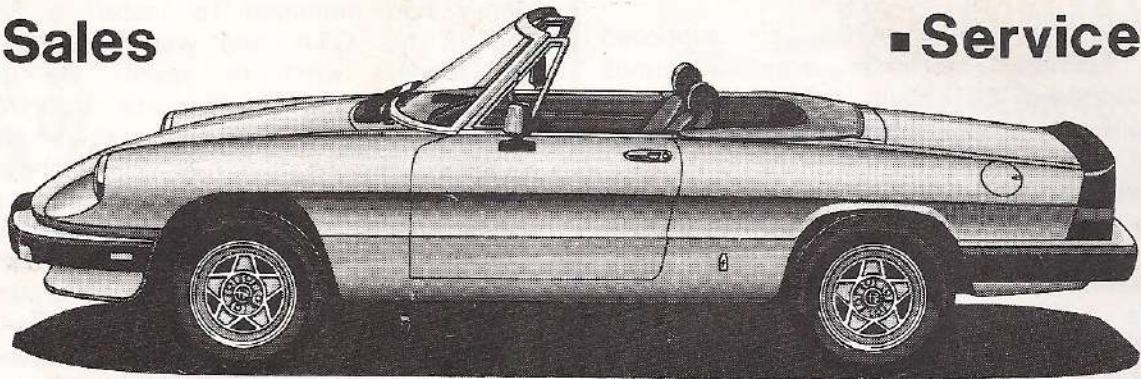
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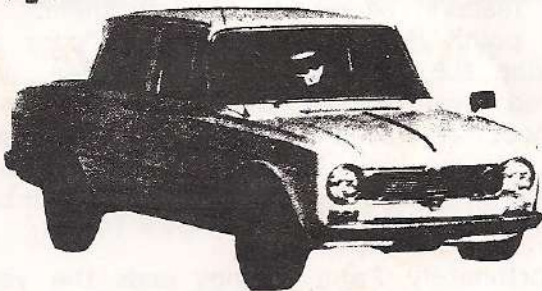
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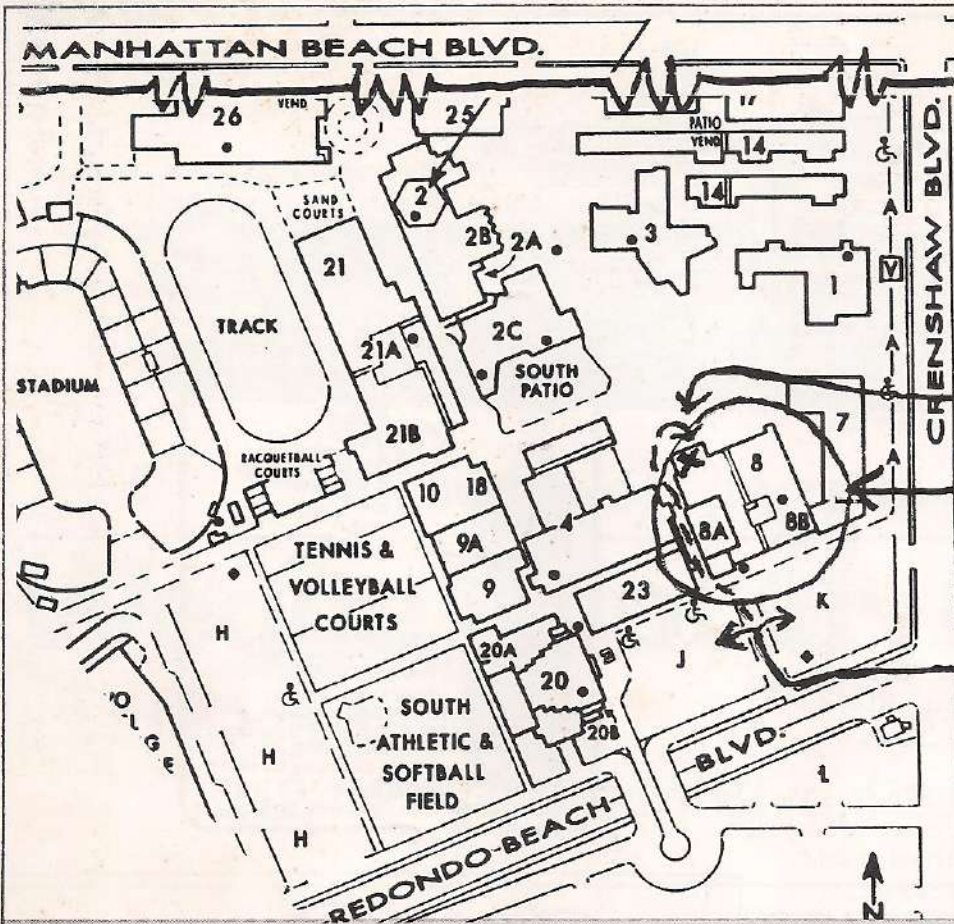
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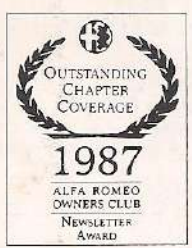
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