

# AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



JANUARY 89



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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.

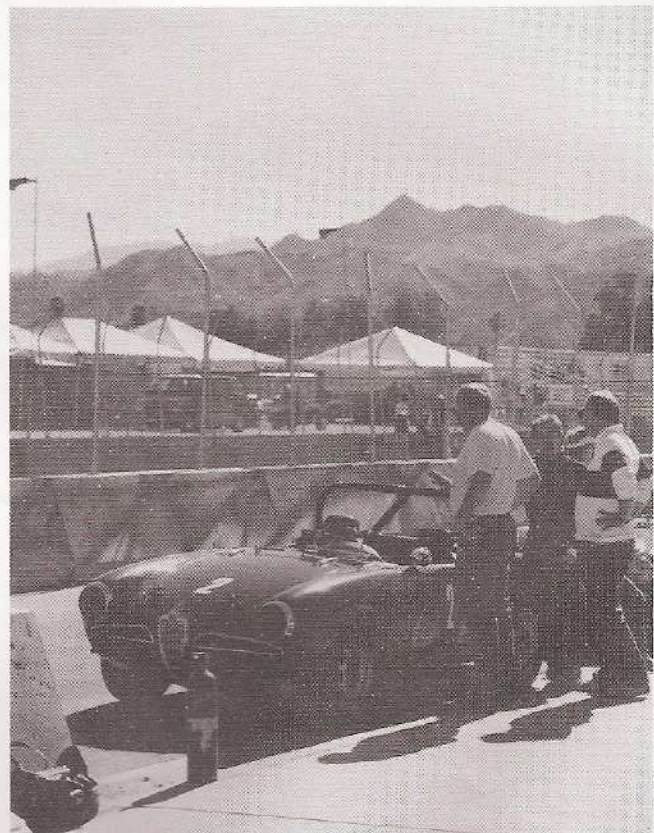
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## COVER STORY

THE GOOD OL' BOYS IN PALM SPRINGS  
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AND JOHN GREEN

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JOHN IRELAND TAKES A BREAK WITH HIS '58  
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## IL PRESIDENTE THE LAST TIME

Well, this is it. The last month and the last article of my term as the 1988 AROSC President. I'm sad to see it come to an end and glad it's over. I know that sounds ambivalent. I'm sad because there are a great many things that make being President of the AROSC a pleasure: John and Alana Ireland, Pierre Valenzuela, Gene and Sue Zettle, John (Legs) Deghi, Ilona Ester Shillman Garson, Frank and Pat Kranz, Dan Ritter, Charlie Thieriot, Bill Pringle, Rex Chalmers, Dave DeRoster, John and Tammy Schiller, Tom Stoner, Harold Rich, Joel Hoffman and my wonderful wife Kate. Pleasure comes from Ilona's dinner meeting at Michael's Restaurant, not big but fun, Paolo Gambini's Italian lessons (especially the one on what to say if you're arrested in L.A.), Kate and John's tour to Pismo Beach with the ARA and their crotchety President, John Dawson, Pat's softball game and picnic on a beautiful day in a beautiful park, a terrific sauce "cookoff" in Studio City, Dave Evans at the Swap Meet, Halloween at Phil Guiral's Barwinkle's for MSD and the ladies from the DDR, the best competition events in all of Alfa Land, especially the Time Trial Program and the people, the Alfa People.

I'm glad because of the people as well. Sad when your boob of a President forgets to unlock the meeting room, sad when you see people work for months to make a meeting or an event special and out of a membership of almost 600 only 25 attend and sad when the President of the National AROC doesn't know where her largest chapter is located. And it's hard when you see the same dozen or so people work so hard year after year and you can't seem to find someone to replace them.

### ELECTIONS

Speaking of replacing, I've yet to get any feedback on the letter printed in last month's newsletter but I do know Dan Ritter is attempting to put together a slate for 1989. If you'd like to help out please give Dan a call. And if you like good old fashioned bang'em up elections, it looks like we've got two people who want to be Newsletter Editor. Gene Zettle, who gave the Newsletter it's present look and Paul Dexler a well known Southern California automotive publisher. Should be fun.

Just in case there are some of you out there that don't understand how the AROSC works, here goes. The **ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA** is a California Non-Profit Corporation run by an ELECTED Board of Directors. These Directors are elected at the annual January meeting by open ballot or nominations from the floor. If you've ever wanted to run the Time Trial Program or be the keeper of the AROSC's vast wealth as its Treasurer, etc., all you have to do is come to the January meeting (I'm sure you're coming anyway!), raise your hand, ask that your name be placed in nomination, be seconded and secure enough votes to win. It's that easy. If you're not sure what the jobs are, take a look at December's issue or look in the front page of any Newsletter for the list of Directors. Look at it this way - It's a chance to spend a year having dinner with some of the nicest people in Southern California, Alfa People.

### JANUARY 1989 MEETING

#### NEW SITE! NEW TIME! NEW DAY!

The annual January meeting is scheduled for **Saturday Night, January 28th, 8:30 PM 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 7:30 PM to 8:30 PM, then the meeting. Our guest speakers will be **Don Fuller** of **MotorTrend** fame (as well as the 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. Bob will 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 and you don't know what's still available from the factory you won't want to miss Bob. We will also have the parts managers from various dealers, Mike Kahney from BEVERLY HILLS ALFA and Mario Orozco from JIM MARINO IMPORTS. Dan Ritter will preside over the annual Competition Awards for Concours and the club's Overall Champions, and Charlie Thieriot will dole out the awards for Time Trials. This year will be a little different for the Time Trial awards as there will be a first thru third in each class as well as the TT Overall Champion. If you have already noticed the results later in this issue you will see that Judy Illeman won her class with an incredible



1:51 while Rex lost to Tor and Harold. I, for one, can't wait to see how it all comes out.

## MORE MEETINGS

This is an absolute must! You must come to the general meeting at Alondra Park on the last Friday of February at 8 PM. Why? I'm going to show the "1988 AROSC Video", edited by my hot little hands and filmed by various members. This will be a night not to miss. (Dan Ritter told me to say that.) It will also be the new President's first meeting and the new board should get our support.

## TIME TRIALS AND OTHER COMPETITION NEWS

You know by now that the first 1989 Time Trial is coming up on February 4 & 5 at the revised Riverside Regional Raceway (they've torn up the long back straight from turn 8 to the dogleg and added new turns and a straight from 7 to 9). You also know by now you must have a roll bar in order to run in a Time Trial. The expected letter from K&K insurance making the ruling formal has not been sent yet and will not be sent by our next event so - **ROLL BARS WILL NOT BE REQUIRED FOR THE FEBRUARY RIVERSIDE EVENT!**

If you've read your new 1989/90 Competition Code you will have noted that John Schiller was scheduled to become our new Director of Registration. Unfortunately John has been given orders to ship out to Turkey so yours truly will be handling the registration as well as the Instruction for 1989. I could use some assistance at the track with early morning registration. It's not at all hard but does take a few hours and it's a great way to meet the drivers. If anyone is interested in helping I could sure use it. Give me a call at home in the evenings (818) 994-2318.

## LAST COMMENTARY

### AROC ADDED FAMILY MEMBERSHIPS

The AROC National Board is proposing to sell an "additional family membership" to spouses or children. These additional memberships would not be the normal "full memberships", i.e. receiving the newsletters, etc. but would be a membership in which for approximately \$5.00 (or more) the AROC would send your spouse a membership card. The apparent feeling behind this is that there are some family members who, even though they are already accorded all the rights of a full member, feel left out. Left out to the extent of feeling they can't participate in club functions and that if they could join under a

special membership policy (having a card with their name on it) this would correct it.

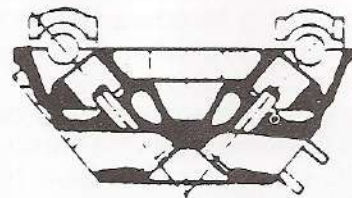
Your AROSC Board took this item under discussion at the last board meeting and came to the following conclusions: 1. We now treat and have always treated a membership as a FAMILY membership. You have only to look at ex President Teri Wood, Pat Kranz and Paul's son David deRosier as examples of family members who are, or have been, deeply involved in our chapter. And 2. We all felt somewhat insulted by the National finding another way to raise monies without consulting or considering the local chapters needs. All of the proceeds of this so called "additional family membership" would go to the AROC without any attempt to share it with the already over-burdened local chapters. We, your Board of Directors, unanimously feel that it isn't warranted and we ask our members **please don't support the initiative being presented in January's OWNER.**

O. K. Enough of being President.

Thanks to all of you who helped make this such a great year! Let's do it again sometime.

**john green**

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NOTES FROM THE EDITOR

I suppose all outgoing Newsletter Editors should leave some little "Thank you, Goodbye" note in their last newsletter, even Editors Pro Tem. However, in my case, I would like to leave some GREAT BIG THANK YOU'S because without the following people I could not have done it. No fooling. THANK YOU John and Tammi Schiller for producing start to finish the September Concours Issue, THANK YOU John and Alana Ireland for your all around assistance, encouragement and empathy, THANK YOU Jack Berconis, Tom Farrington, Ed Mangino and Ilona Shillman for contributing really terrific photographs and THANK YOU Paul Dexler and Louise Velazquez for your invaluable assistance in our endeavors to improve both the quality and efficiency of "Alfacionada". I also really appreciate the time and effort being put forth by those contributing the written word. John Ireland for his wonderful stories, Rex Chalmers for his tech expertise, Stu Schaller for his Alfa knowledge, new to the "Alfacionada" Scott Baysinger for his Time Trial reporting and the Concours and Rallye Directors for their reporting. Oh, and last but not least, THANK YOU John Green, not just for your Il Presidente and Vintage columns, but also for not divorcing me when I rant and rave and throw tantrums at 3:00 AM because I can't find page 17.

Just a quick note to let you know, as mentioned above, Scott Baysinger will be doing our Time Trial reporting and his first article is debuting in this issue. Look for it!

Best of luck to the Newsletter Editor in 1989!

Best of luck  
to the Alfacionada  
Editor in 1989!  
Kate

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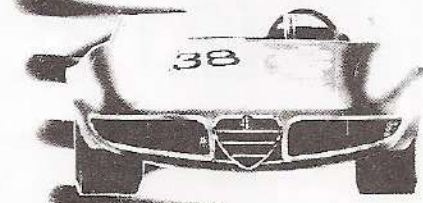
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**allegro con brio**

by scott baysinger

**Time Trial #5. Willow Springs Int'l Raceway  
Dec. 17, 18, 1988**

It had been a quiet week at Lake Rosamond. Kind of mild and lazy for this time of year: the fair weather gods didn't realize the party was over. Then suddenly, arctic low pressure burst through the door to enforce curfew. Hostile black clouds rolled up.....and they were taking names. By the time the weather guessers smelled the coffee, chains were fashionable on the Grapevine! I envisioned a parka-clad **Charlie Thieriot** conducting our drivers meeting in a full blizzard: "Actually this is a good thing; nothing teaches car control like a couple inches of fresh powder in Turn 9."

Weather forecasts ruled out hopes for the weekend: prospects were grim. Thursday evening late, Charlie conceded defeat through a morose recording on his answering machine telling one and all that the gig was off. But next morning, the sky didn't look quite so bleak and besides, he had this feeling.....what the Hell? He erased the tape!

And so, on Saturday morning, 71 TT and 11 Intro cars materialized out of a fog and settled in the wet paddock. It was only a persistent cold drizzle, after all. Chief Instructor **Danny McKeever** warned everyone to stay on the pavement, or at least go off with dignity (ie.: straight), since soft, soggy runoff areas often mean landing on your head. Charlie suggested trying slippery corners in a higher gear than usual to reduce available torque and personal embarrassment. Following this, the latest in human ABS technique was reviewed. There was more: for a change; we did not have paid corner workers to complain about, meaning those without slickers could only pray for the rain to stay away.

Group 1 was sent out for wet practise and soon dried the racing line only to have it refreshed by a touch of rain. Our drivers were skillful and considerate of the conditions so things went very well. Incredibly, that was about it for the rain! By the time Group 2 got the green, it was smooth sailing on freshly washed pavement. Rain clouds continued to threaten us with droplets but they never made good on it. We were left with cold,



REX AND TOR BATTLE IT OUT FOR FIRST PLACE



dense, still air: engines thought they had died and gone to Heaven. Drivers were ecstatic about the free horsepower: long standing lap records shivered in their boots.

In lieu of a traditional ALFA Club dinner/food fight, warring factions were left to seek a separate peace. Saturday evening, yours truly allied with a large expeditionary force in search of Thai cuisine, lead by **Ai and Ann Buangsuwon**. Since the besieged restaurant lacked a liquor license, our troops were spared the inevitable Time Trial DT's come Sunday morning. I think we had the Grateful Chicken and Inspirational Noodles with Ben Wa Soup, but I could be mistaken.

Sunday arrived calm, above freezing at least, and sunny! Looking back toward LA was scary: it *had* to be raining down there. How long could our luck hold? We'd have to get rolling.

It was sometimes hard to turn out the essential workers and this slowed things down, so without fanfare, Charlie began listing the delinquents. After threatening no-shows with temporal amnesia, things were much better.

Directors of Timing **Chris and Mary Romine** ran a very smooth show during their debut event. They intend to use their backgrounds in computer programming to create more powerful timing software for the Club. We're fortunate to have these Renault R5-T drivers aboard.

Naturally, times were very impressive, particularly for cars with lower power-to-weight ratios (I did *not* say underpowered; I mean, we're all underpowered, aren't we?). I suggest that this is because many of you were still able to take most of Willow's curves flat. Therefore you enjoyed a greater improvement than drivers of powerful cars who must feather the throttle even on a hot, summer day.

Class Notes: Alfa Romeo

>Battle of the Instructors is becoming a regular feature of ALFA Class F. This round, **Ed Mangino** ('52.17) was narrowly beaten by **Judy Illeman** with a '51.84. 'Real fast times for ALFA Spiders. In fact, both drivers topped the old **Class F lap record** ('53.72, 2/83) set by **Alan Ward**. This latest victory just may earn sweet Judy the title of 1988 AROSC Time Trial Champion. *Long live the Queen!*

>**Jeff Pettola** and his Alfetta GT moved up from F to take second in **Class E** ('53.96). But *nobody* could touch **Andy Steban's** beautiful GTV @ '49.51!

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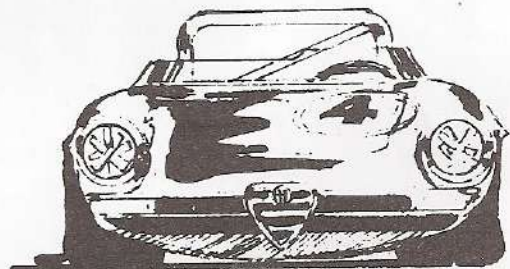
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>Problems with his non-ALFA tow vehicle scratched Saturday for **David Kranz**. He and the Duetto posted a '52.37 anyway for fourth place in **Class D**.

During his ride with me, **Ai Buangsuwon** learned that you should never call out lap times because your driver will simply push harder! He survived the experience to post a surprising '53.06 in his GTV/6.

**Harold Rich, Rex Chalmers and the Reverend Tor McParland** have been chasing each other very hard all season. Tor's vintage Giulia Sprint (1st choice) was indisposed forcing him to burn the midnight oil and finish a 2-litre for his GTV (2nd choice). The author helped him with break-in by gluing up to the GTV's rear bumper throughout first practise. When the mains failed, Tor simply prevailed upon Monterey based **Kit Simmons** and his Class C Spider (3rd choice). Saturday night saw Kit working to replace a head gasket with very cold fingers. Sadly, the Spider was unable to compete. At this point McParland was a truly desperate man: he approached rival Harold Rich with \$20 U.S. currency. In a momentary lapse of reason, Harold accepted the rental agreement and handed over his Alfetta Sprint Veloce. The rest, as they say, is history. Tor drove "his" 4th car as a man possessed to produce a '44.13 final lap leaving Harold ('46.60) with second! In the process; Tor beat his own **Class D lap record** of '45.75 set in 4/87 and set ALFA T.T.O.D. Rex's hot first lap of '46.97 in the Giulia T.I. secured third place. There's got to be a moral here somewhere; if only we can sort it out.

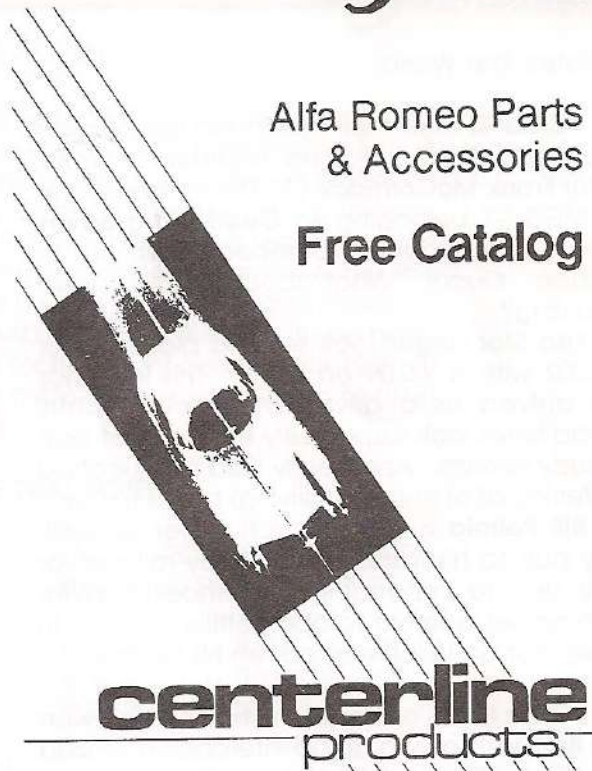
>'Good to see that a current model ALFA Milano can turn a respectable '50.40 to take third in **Class C**, at least it can with **Jeff Zimmerman** at the helm. **Dale Farmer and Dino Crescentini** managed to stay clear of each other, Dale taking second in C ('48.01) with his GTV/6.

Generally speaking, tires heated slowly this cold weekend, as Dino demonstrated with real Italian verve; pirouetting off Turn 1 on his first timed lap. Three complete revolutions later, he set off again with front spoiler dragging. Dino figured to give it up after one more lap, his Giulia Sprint coming to rest between 1 and 2. That second lap was a '44.97, which betters the old **Class C lap record** set by **Mike Sperry** ('47.20, 3/85)!

>Palm Springs vintage winner **John Cote** turned a '44.34 with revamped brakes. Rumor has it that his GTAm will soon be joined in **Class A** by **Charlie Thieriot** and others.

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## Class Notes: The World

>**Class Q** used their newfound horsepower to good effect and posted impressive times. Instructor **Frank McCormack** ('57.00) borrowed the pretty MGB-GT belonging to **Geoff Hargreaves** ('59.89) and subsequently bumped Geoff out of third place. *Ouch!* What about that moral we were hunting?

**Lisa Stockinger** took second place in her BMW 2002 with a '55.09 on lap 5. This lady has clearly arrived as a driver: those consistently falling lap times look suspiciously like those of best friend Judy Illeman. Apparently I did not succeed in transferring all of my bad (driving) habits to her.

**Bill Peltola** is going much faster as well, possibly due to his Rabbit GTi's sturdy roll bar, or possibly due to impending fatherhood. (Wife **Cindy** promises a return to competition ASAP.) In any case that '54.15 lap earned him his first first.

>**Class P** was a bit wild this time. It was won by **Ken Broll** with a 4wd, turbo-intercooled Mazda 323 in '45.36. This was likely Ken's Class P swan song. Then followed the Factory Team Toyota Corollas of **Paul Goduti** ('46.84) and **Neil Gaborno** ('46.97). Hmm. **Ted Peterson** smoothly drove his *automatic* Firebird Trans Am to an excellent fourth place with a '51.61.

>**John Purdie** made it two in a row by taking first in **Class O** in his lovely 240 Z with a '44.96.

>**Greg Benner** (Porsche 944 Turbo) was first in **Class N** with a terribly quick '39.91: good enough to place in M. My Wankel powered teammate **Scott Bilinski** was second with a very respectable '46.30 in a Mazda RX-2. Though worried to death about its uncured paint, **Chris Corrales** took third in a *stunning* Shelby Mustang GT 350 in '46.61.

>In **Class M**, **Guy Irwin** set T.T.O.D. ('36.50) in his Lola T440 FF and in the process beat his boss, **John Jackson** ('37.29, Porsche 944 Turbo). Again. This is an exact copy of the April '88 RIR event. John chased down Guy during timed laps before concluding it wasn't worth crashing for.

Lap records are not compiled for The World, owing to the inevitably chaotic class divisions. Still, I don't doubt the determination of these drivers to turn their personal best.

## Finale:

The week before Christmas, an enthusiastic group put aside social convention to come play in the High Desert. Clean pavement combined with cold, dense air offered the chance to demolish lap records. Wet conditions forced everybody to be sensitive and really practise their craft, which ultimately lead to faster laps. In all, our drivers were courteous and professional, and didn't bend a single fender. *Good Show!*

P.S.: 'Nearly forgot the moral, which should be obvious: *Never loan a car to a driver whose name begins Mc\_\_\_\_\_.*

P.P.S.: The author needs informants who can provide the rumors behind the news. Be a gossip for *your* class.

**scott**



CHARLIE THIERIOT IN HIS ELEMENT AT WILLOW .

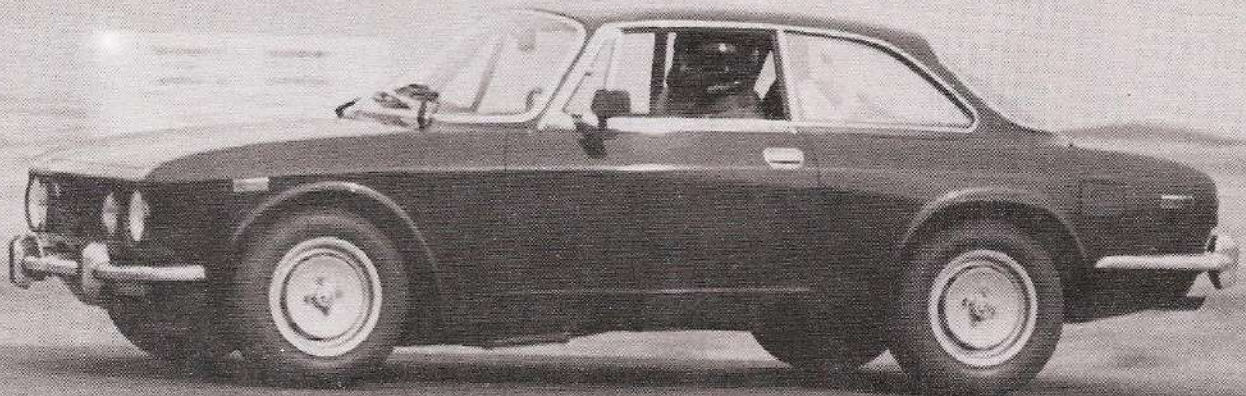


**RIVERSIDE TIME TRIAL FEB. 4 & 5**

Please note that there is an entry form inserted in this newsletter as a tear out for the RRR (Riverside Regional Raceway) AROSC Time Trial on Feb. 4 & 5. This entry form is for first time entrants or drivers who are no longer on the Time Trial mailing list, (those of you on the TT mailing list will receive your entry form in the usual manner. The TT mailing list is separate from the membership list.) If you are a first timer and wish to enter either the Time Trial or the Intro program please fill out the entire form and mail it to: CHARLIE THIERIOT, 2500 ROSCOMARE ROAD, BEL AIR, CA 90077. If you need information on how to prepare your car for the event consult your 1989/90 Competition Code or call Charlie at (213) 476-8812 or John Green at (818) 994-2318.

**1989 CONFIRMED TIME TRIAL SCHEDULE**

FEB. 4 & 5	RIVERSIDE	(NOTE: ROLL BARS ARE <u>NOT</u> REQUIRED FOR THIS EVENT)
MAY 27 & 28	RIVERSIDE	(NOTE: ROLL BARS WILL BE REQUIRED AT THIS AND ALL FUTURE EVENTS)
JUL 29 & 30	WILLOW SPRINGS	
SEP. 9 & 10	LAGUNA SECA	



CLASS E WINNER ANDY STEBAN AT SPEED IN HIS BEAUTIFUL '73 GTV.



## WILLOW SPRINGS RACEWAY - DECEMBER 17 & 18, 1988

Name	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
<b>CLASS A</b>						
Cote, John	Alfa GTAm	1:46.91	1:45.64	1:45.11	1:45.09	<u>1:44.34</u>
<b>CLASS C</b>						
Crescentini, Dino	Alfa GTV	1:54.59	<u>1:44.97</u>	DNF		
Farmer, Dale	Alfa GTV-6	1:50.21	1:49.78	1:48.51	1:48.40	<u>1:48.01</u>
Zimmerman, Jeff	Alfa Milano	1:55.12	1:53.62	1:51.95	1:51.21	<u>1:50.40</u>
Breslow, Barry	Alfa GTV	1:54.45	1:52.93	<u>1:51.71</u>	1:51.77	1:52.40
Farrington, Tom	Alfa Giulietta Sprint '59	1:56.06	1:54.16	1:55.18	1:55.54	<u>1:53.49</u>
Winters, Richard	Alfa GTV-6	1:55.30	1:55.16	1:56.58	1:57.12	<u>1:54.69</u>
Ingram, Wes	Alfa 1750 GTV	<u>1:55.94</u>	1:55.96	2:02.35	DNF	
Gaylard, Phyllis	Alfa 2000 GTV	2:02.26	<u>2:00.78</u>	2:01.58	2:01.99	2:01.31
<b>CLASS D</b>						
McPartland, Tor	Alfetta Sprint Veloce	1:45.05	1:45.31	1:45.18	1:44.45	<u>1:44.13</u> LR
Rich, Harold	Alfetta Sprint Veloce	1:47.79	1:47.22	1:46.73	1:47.42	<u>1:46.60</u>
Chalmers, Rex	Alfa Giulia Ti	<u>1:46.99</u>	1:47.66	1:47.84	1:47.91	1:48.44
Kranz, David	Alfa Duetto	1:53.96	1:54.27	1:53.18	<u>1:52.37</u>	1:52.65
Buangsuwon, Ai	Alfa GTV-6	1:53.96	1:53.46	1:54.42	1:54.44	<u>1:53.06</u>
Bueno, Allan	Alfa GTV	1:55.90	1:56.77	<u>1:55.51</u>	1:56.79	1:56.48
Avakian, Simon	Alfa Milano	2:00.22	1:58.48	1:58.27	1:59.10	<u>1:55.53</u>
<b>CLASS E</b>						
Steban, Andy	Alfa 2000 GTV	1:51.63	1:50.45	1:49.88	1:49.92	<u>1:49.51</u>
Peltola, Jeff	Alfetta GT	1:54.92	1:55.16	1:54.88	1:54.88	<u>1:53.96</u>
Lehmann, Gerry	Alfa GTV-6	<u>1:54.99</u>	1:55.92	1:55.65	1:55.00	2:02.08
Levi, Alain	Alfa GTV	3:51.35	<u>1:59.99</u>	2:02.07	DNF	
<b>CLASS F</b>						
Illeman, Judy	Alfa Graduate	1:52.61	1:52.62	1:53.73	1:52.47	<u>1:51.84</u> LR
Mangino, Edd	Alfa Spider Veloce	1:54.07	1:53.80	1:53.58	1:52.51	<u>1:52.17</u>
Herting, David	Alfetta GT	2:00.08	1:58.52	<u>1:58.28</u>	1:58.60	1:59.60
Richard, Robb	Alfa Spider	1:59.46	<u>1:59.16</u>	1:59.22	1:59.32	1:59.75
<b>CLASS H</b>						
Stoehr, Hans	Alfa Giulia Ti	1:58.61	1:58.25	<u>1:57.20</u>	1:58.23	1:57.55
Stoehr, Dirk	Alfa Giulia Ti	<u>2:07.59</u>	2:08.20	2:08.88	2:08.59	2:07.61
<b>CLASS M</b>						
Irwin, Guy	Lola T440 (Formula Ford)	1:38.51	1:37.23	<u>1:36.50</u>	1:37.54	1:36.93 TT
Jackson, John	Porsche 944 Turbo	1:37.87	1:38.01	1:37.85	1:37.46	<u>1:37.29</u>
Mirell, Mike	Porsche Carrera	1:43.75	1:42.24	1:41.78	<u>1:41.74</u>	1:47.19



Name	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
<b>CLASS N</b>						
Benner, Greg	Porsche 944 Turbo	1:41.14	1:40.71	1:40.65	1:40.25	<u>1:39.91</u>
Bilinski, Scott	Mazda RX-2	1:46.97	1:46.39	<u>1:46.30</u>	1:47.43	1:47.84
Corrales, Chris	Shelby Mustang GT 350	1:49.13	1:47.81	1:47.82	1:47.72	<u>1:46.61</u>
Baysinger, Scott	Mazda RX-2 13B	1:49.17	1:49.05	1:47.82	<u>1:47.71</u>	1:48.11
Goodlad, John	Chevy Corvette Coupe	<u>1:49.07</u>	1:49.79	1:50.35	1:50.22	1:49.54
McClellan, Scott	Porsche 911 Carrera	1:52.88	1:51.20	1:50.81	1:50.17	<u>1:49.85</u>
Kuck, Carl	Porsche 911 S	2:06.00	2:04.41	2:06.29	2:04.48	<u>2:04.03</u>

<b>CLASS O</b>						
Purdie, John	Datsun 240-Z	<u>1:44.96</u>	1:45.29	1:45.69	1:45.20	1:45.63
Hasslinger, Tom	Chevy Camaro Z28	<u>1:47.66</u>	2:00.00	1:50.04	1:55.97	2:02.37
Bilinski, Kurt	Datsun 1200	1:48.02	1:48.56	1:48.43	1:48.17	<u>1:47.91</u>
Thomson, Gary	Toyota MR-2	1:48.91	1:48.92	<u>1:48.52</u>	1:49.83	1:48.66
Anderson, Robb	Datsun 240-Z	<u>1:49.27</u>	1:49.86	1:50.21	1:50.48	1:49.49
Clark, Bud	Saab Sonett	1:54.94	1:52.49	1:51.68	<u>1:50.81</u>	1:50.98
Bjorkman, Ray	Toyota MR-2	1:52.77	1:52.67	1:52.63	<u>1:52.49</u>	1:52.93
Meade, Duane	TRV 2500M	1:58.00	1:59.22	1:57.93	1:58.74	<u>1:57.90</u>

<b>CLASS P</b>						
Broll, Ken	Mazda 323 GTX	1:48.03	1:46.45	1:46.04	1:47.57	<u>1:45.36</u>
Goduti, Paul	Toyota Corolla GTS	2:00.07	1:50.05	1:47.83	<u>1:46.84</u>	1:47.55
Gaborno, Neil	Toyota Corolla GTS	1:50.33	1:49.50	<u>1:46.97</u>	1:48.23	1:46.98
Peterson, Ted	Pontiac Trans Am	1:53.40	1:53.19	1:52.04	1:53.15	<u>1:51.61</u>
Tomassian, Kirk	Renault Fuego	1:52.51	<u>1:51.67</u>	1:52.92	1:52.99	1:51.77
Frank, Len	Suzuki Swift GTI	<u>1:55.04</u>	1:55.53	1:54.52	1:55.21	1:55.83
Okada, Warren	Mitsubishi Pick-up	1:57.38	1:57.05	<u>1:54.89</u>	1:54.93	1:55.34
Culp, Tracy	Ford Capri	1:55.84	1:55.32	1:54.96	1:55.43	<u>1:54.77</u>
Pizzuti, James	VW Golf GTI	2:01.99	1:59.94	1:57.17	1:56.23	<u>1:55.50</u>
Lucas, Ed	Fiat 134 Sport	1:59.82	1:58.98	1:58.23	<u>1:57.57</u>	1:58.31
Lee, Joseph	Toyota Supra	2:01.27	1:59.03	1:59.43	<u>1:57.70</u>	1:58.24
Blankenship, Paul	Ford Escort GT	1:58.49	1:58.63	<u>1:57.87</u>	2:00.31	2:00.83

<b>CLASS Q</b>						
Peltola, Bill Jr.	VW Rabbit GTI	1:56.39	1:56.40	1:55.43	<u>1:54.15</u>	1:54.40
Stockinger, Lisa	BMW 2002	1:57.91	1:57.09	1:56.68	1:56.24	<u>1:55.09</u>
McCormack, Frank	MG B-GT	1:58.79	1:57.28	1:57.03	1:57.36	<u>1:57.00</u>
Hargreaves, Geoff	MG B-GT	2:06.03	2:03.65	2:03.13	2:00.48	<u>1:59.89</u>
Russell, Patty	Porsche 914	2:03.17	2:01.91	<u>2:00.09</u>	2:01.48	2:13.42
Croft, Bill	Porsche 914	2:06.66	2:05.63	2:04.24	2:01.50	<u>2:00.57</u>
Dobkin, Mark	Honda Civic CVCC	2:03.15	<u>2:02.60</u>	2:04.34	2:07.19	2:07.64
Kincaid, Alisa	Saab Sonett	2:07.55	2:05.73	2:05.08	<u>2:03.24</u>	2:04.35
Dewar, Fionn	Honda Civic CVCC	<u>2:04.93</u>	DNF			

<b>CLASS R</b>						
Cahalane, Tom	Renault R5 Turbo	1:46.94	1:45.57	1:44.85	<u>1:42.89</u>	1:44.36
Voye, Tay	Renault R5 Turbo	1:45.99	1:44.94	<u>1:44.87</u>	1:45.09	1:45.19
Vollum, Larry	Renault R5 Turbo	1:46.82	1:46.34	1:46.24	<u>1:45.97</u>	1:46.23
Romine, Chris	Renault R5 Turbo	1:57.88	1:55.61	1:55.73	1:54.98	<u>1:54.43</u>
Morgan, Jan	Renault R5 Turbo	1:55.37	1:55.83	1:57.09	1:55.30	<u>1:55.14</u>



**AROSC CANDIDATES FOR ELECTION**  
**1989**

THE FOLLOWING PEOPLE HAVE EXPRESSED A DESIRE TO RUN FOR ELECTION TO THE BOARD OF DIRECTORS OF THE AROSC. PLEASE NOTE THAT THERE IS A SPACE AT THE END OF EACH CATAGORY TO ADD A NOMINEE.

THE ELECTION WILL TAKE PLACE AT THE JANUARY MEETING ON SATURDAY NIGHT, JANUARY 28 AT 8:30 PM AT THE UNITARIAN CHURCH AT 12355 MOOREPARK BLVD. IN STUDIO CITY. THERE IS ALSO A FREE WINE AND BEER BAR FROM 7:30 to 8:30.

THOSE WHO ARE UNABLE TO ATTEND MAY SUBMIT THEIR BALLOT BY MAIL TO JOHN GREEN AT 14435 VALERIO #6, VAN NUYS, CA 91405 **NO LATER THAN JANUARY 27TH.**

<b><u>POSITION</u></b>	<b><u>NOMINEE</u></b>	<b><u>BACKGROUND</u></b>
PRESIDENT:	DAN RITTER	CURRENT AROSC COMPETITION DIRECTOR. HAS BEEN ON THE AROSC BOARD FOR THE PAST 4 YEARS. WOULD LIKE TO MAKE THIS THE BEST CAR CLUB AROUND.
VICE-PRESIDENT:	LOUISE VELAZQUEZ	ALFA OWNER FOR 10 YEARS. CURRENTLY RESTORING '74 GTV. WOULD LIKE TO BRING SOME NEW BLOOD TO THE BOARD.
TREASURER:	PIERRE VALENZUELA	CURRENT TREASURER. WOULD LIKE TO CONTINUE TO KEEP THE AROSC FINANCES IN GOOD SHAPE.
SECRETARY:	JOEL HOFFMAN	FORMER PRESIDENT OF THE AROSC FROM 1985 TO 1987. WOULD LIKE TO BE ACTIVELY INVOLVED ON THE BOARD AGAIN. A VERY DEDICATED ALFISTI.
MEMBERSHIP:	JOHN DEGHI	MEMBERSHIP CHAIR & RALLYE DIRECTOR FOR THE PAST TWO YEARS. ENJOYS MEETING AND INTRODUCING NEW MEMBERS TO THE CLUB. IS AN "ALFA NUT".



PROGRAM: BILL PRINGLE

HAS WORKED WITH ALFAS FOR 10 YEARS. WOULD LIKE TO USE HIS PROFESSIONAL CONTACTS TO PUT TOGETHER SOME GREAT SPEAKERS. DRIVES A (FAST) BERLINA BRICK.

SOCIAL: WE DESPERATELY NEED ONE (OR EVEN TWO PEOPLE) TO FILL THIS POSITION. IT'S A GREAT WAY TO GET TO KNOW EVERYONE.

COMPETITION: THIS CLUB HAS BEEN RUNNING THE BEST COMPETITION EVENTS ON THE WEST COAST AND WE NEED A DIRECTOR TO HELP CARRY ON THIS TRADITION.

NEWSLETTER: GENE ZETTLE AWARD-WINNING EDITOR OF THE AROSC NEWLETTER FOR 3 YEARS. WOULD LIKE TO RETURN IT TO ITS FORMER GLORY.

PAUL DEXLER HAS BEEN INVOLVED IN AUTOMOTIVE PUBLISHING WITH "AUTOMOTIVE NEWS" AND "CARS".

PLEASE LET THE BOARD KNOW WHAT COMMENTS YOU MIGHT HAVE AS TO HOW THE CLUB CAN BE IMPROVED. ARE THERE SPECIFIC AREAS THAT YOU FEEL ARE LACKING OR EVENTS THAT YOU WOULD LIKE TO SEE MORE OF. WHAT EVENTS HAVE YOU ENJOYED THE PAST YEAR?

**ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA MEMBERSHIP APPLICATION**

DUES FOR 12 MONTHS TO AROSC AND NATIONAL CLUB (AROC).....\$47.00  
CURRENT AROC MEMBER WITH NO CHAPTER AFFILIATION..... 12.00  
MEMBER OF ANOTHER CHAPTER WISHING TO ADD AFFILIATION.....22.00

NEW MEMBER \_\_\_\_\_ RENEWAL \_\_\_\_\_

NAME \_\_\_\_\_ AROC MEMBER # \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONES: HOME ( ) \_\_\_\_\_

WORK ( ) \_\_\_\_\_

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



## GOOD NEWS, BAD NEWS, JUST NEWS

Boy, how time flies! It seems like only weeks, but it has been more than a year since I joined AROSC.

1988 was a very mixed year for Alfa Romeo. The Milano has had disappointing sales, but the new link with Chrysler and the new 164 sedan give hope of better days to come. Alfa met with little success in international racing, but took 2 first places in SCCA sportscar competition. Many Alfas are seen in historic racing all over the world, and Alfas from the 1950's and earlier have literally doubled in value in the last 12 months.

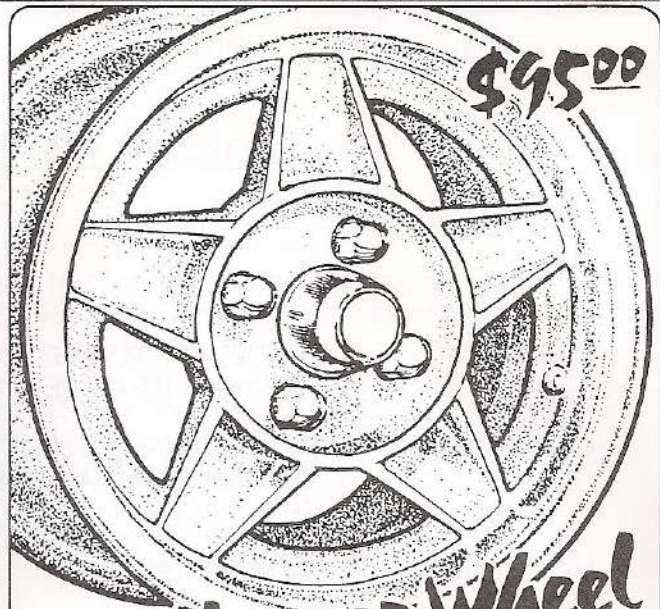
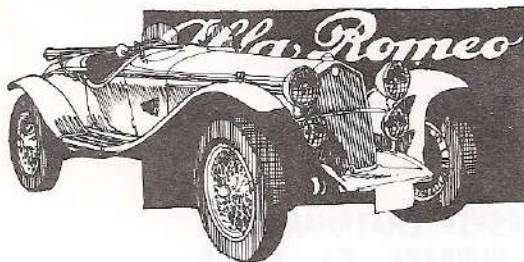
I also got my 2600 spider finished (well not quite, it needs a lot of small detail work), and I am in the process of buying 2 older Alfas, a 1953 TI 4-door sedan, and a 1957 Giulietta sprint normale coupe. Both of these need a LOT of work, but they are both also eligible for the historic Mille Miglia race in Italy, and the 1900 TI is also eligible for the historic Carrera. By the way, 1900 TI's took the 1st 11 places in the 1954 Carrera, and there are only 3 known in the whole world.

1989 promises to be a good Alfa year, with the 164 coming, the 3 Alfa BAT 1900 styling exercises to be at the Pebble Beach Concours, and many club events planned.

Most of you by now have seen John's letter in the January issue. He is right! The club has been run by a small, select few members, for the last 5 years or more. It is time YOU help. Organizing 1 event a year is all the club asks. I will try to put together a trip to the Mille Miglia in May, do this column, and whatever else I can do to help out. Please let us know what YOU might find enjoyable to organize or participate in.

Best regards,

**stu**



## Challenges? Wheel 14" x 6"

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**IL TECNICO FRIGO**

Welcome to the second edition of "Il Tecnico Frigo." Because of the lead time needed for publishing the newsletter, I've had to pick this month's topic. And the topic is...

**GREASE FITTINGS.** Yes friends, and ALFISTI, grease fittings.

One common failure that afflicts 101, 105 and 115 chassis ALFAs is frozen, seizing or broken pedal assembly actuation rods. In 101 and 105 it can be brake as well as clutch rods. In the 115 chassis, it is the clutch master actuation lever rod. In all cases the problem lies in the bushings within the assembly that the rods live in. The grease that is used in assembly at the factory dries up and the rod no longer moves freely in the bushing. The rod starts to drag and will eventually seize or break the lever that is welded to the end of the rod. I've actually seen 101 and 105 cars in which the pedals were so stiff they wouldn't return, causing the clutch to slip and the brakes would remain partially engaged. The fix is fairly simple; however, it is a bit time consuming. Due to space restraints, I won't be able to detail the removal and reinstallation of the pedal assembly, so wing it. R & R is fairly straight forward for anyone with reasonable mechanical ability.

Floor mounted pedal assemblies should be removed from the chassis first. Then remove the brake and clutch rods and pedals. Next drill each bore and install a grease fitting, taking care to install them in a position where a grease gun will reach when the pedal assembly is installed in the chassis. Now hone each bore with a silicone ball hone. These hones are made by "Brush Research Inc." and are available from your friendly local "Snap-On" dealer or at most auto parts stores under the "K.D. Tool" label. Be sure to use honing oil on the hone. If you can't find honing oil, motor oil will do. Now clean each bore and add some grease.

For ALFAs with hung pedal assemblies, the assembly should be removed as well in order to facilitate honing and cleaning. The procedure is the same except that there is only one rod to contend with.

As for grease, I have been using Valvoline

"Special Moly E.P." with great success for many years. The Valvoline part no. is 633. This grease is fairly inexpensive, is of superior quality, and can be used for wheel bearings as well.

If you have any questions or comments, please give me a call. And don't forget to send in your tech questions! Till next time, **Ciao.**

**rex**

**TREASURER'S REPORT  
ALFA ROMEO OWNERS CLUB  
OF SOUTHERN CALIFORNIA  
YEAR ENDING DECEMBER 31, 1988**

**INCOME**

MEMBERSHIP DUES TOTAL	11,315.14
TRANSFER FROM COMP ACCOUNT	3,500.00
NEWSLETTER ADVERTISING	1,380.00
MISCELLANEOUS	45.00
	----
<b>TOTAL INCOME:</b>	<b>16,240.14</b>

**EXPENSES**

NEWSLETTER PRINTING	4020.60
NEWSLETTER MAILING	3012.74
MISCELLANEOUS EXPENSES	1323.78
DUES SPLIT TO AROC	1613.00
COMPUTER REPAIRS	480.00
YEARLY TROPHYS AND AWARDS	635.00
CLUB'S FEES FOR HALL RENTAL	605.05
SOCIAL DIRECTOR'S EXPENSES	742.56
RENTAL OF VIDEO EQUIPMENT	449.50
T-SHIRT PRINTING AND DESIGN	900.00
K & K INSURANCE	137.00
CLUB DONATION TO M.D.	200.00
CONCOURS EXPENSES	195.79
CHRISTMAS PARTY EXPENSES	771.05
BANK ACCOUNT CHARGES	92.95
P.O. BOX FEES	22.00
DYNAMOMETER FEES	109.55
	----
<b>TOTAL EXPENSES:</b>	<b>\$15,310.57</b>

**BANK BALANCE - DECEMBER 31, 1988: 929.57**



## THE VINTAGE RACING CORNER

PALM SPRINGS VINTAGE GRAND PRIX  
NOVEMBER 19 & 20, 1988

In one beautiful sunny, warm weekend all the Southern California GTA's currently running in Vintage Racing, except one, have been eliminated - the hard way.

In Class D Production we normally find the gorgeous GTA's of Scott Gray, Mark Leonard and the GTAm of our newest hero (and our newest goat), John Cote.

The battle for the Class D race, which was run on Saturday, is always fierce with a tough Scott Gray usually taking home the gold. But newcomer, GTA collector, and AROSC member, Mark Leonard has been improving rapidly. So rapidly, in fact, he qualified his GTA in second place right next to Scott's.

As the green flag was dropped for Saturdays Class D race Scott shot into the lead with a hard pressing Mark right behind. Now the track at Palm Springs is new this year, a tight concrete canyon surrounding the Wyndham Hotel. (I'd give you a better description of the track but I only saw it for a couple of laps, however that's another story for later, suffice to say it's a tight course with a very tight chicane on the back.) As they fought for the lead Scott got loose in a corner and allowed Mark to slip underneath taking the lead in a race for the first time. Meanwhile, unbeknownst to the two battling GTA's, John Cote's GTAm, with his new engine, was quickly making up ground on the leaders. In Scott's hurry to catch Mark he went through the chicane a little too hard, got the back end loose, tried to control the slide with opposite lock and when the rear tires hooked up he found himself facing the wall. BAM! Down one GTA. Now since it was Mark's first time in the lead and he has no Time Trial experience to fall back on, (that's right folks, a Time Trial is just like leading a race!) He was sure there was a car catching him from behind and started driving harder and harder. In fact he was racing himself. The inevitable happened and Mark spun learning a lesson the hard way. The spin slowed Mark down enough for John Cote to slip into the lead for good. Well you

should have heard the Alfa contingent hollering for John as he took the checkered flag. You'd have thought he'd just won Indy. We made so much noise that Fox TV came over to see what all the commotion was about and ended up interviewing John. Now while this was happening John's wife, Eve, hadn't been able to enter the paddock while the race was going on and wasn't aware of the results and moreover didn't believe us when we told her John had won and certainly didn't believe he had been interviewed for TV. It was a great surprise for her and we all had fun with it. And that's how John got to be a hero.

Sunday dawned to find us getting ready for the recreation of the original Trans-Am race. As most of you remember the Trans-Am was a race for Mustangs, Camaros etc. against GTV/A's, Datsun 510's and Porsche 911's. (A GTA actually won the very first Trans-Am ever run.) It was a race that gave us such heroes as Mark Donohue, Parnelli Jones and George Follmer as well as Alfa Romeo's Horst Kweck and our own Charlie Thieriot. (No Crash's not exactly a hero you see, but, well he did race in the Trans-Am and what's left of his original race car can be seen hanging from Dave Vegher's wall.) So anyway back to Sunday racing. When practice started Mark and John picked up where they left off on Saturday. Mark sneaking by in turn one and being harried by John with lots of new found confidence, unfortunately they forgot it was a practice. Unknown to either driver, John and routed his new armored brake line OVER his sway bar which had been slowly cutting it in half all weekend. As the two GTA's came down the front straight (the fastest part of the track) Mark started his turn-in to turn one under hard braking and as John, right behind - I mean right behind, pushed on his go slow pedal he found the only working brakes in the near vicinity were on Mark's car. BAM! down two GTA's. And that's how John got to be a goat.

That left the Trans-Am with the GTV's of Ilona Shillman and Tor McPartland. Although greatly overmatched by the Mustangs Tor drove his usual good, aggressive race and Ilona drove smoothly and fast managing to put a great move on Danny Ongias as he tried to steal her line into turn one in his 911. It was a great move and got a good cheer from the crowd.

John Ireland had a great qualifying session to put his '58 Spider Veloce 4th on the grid of the F



Production race right next to an old Alfa hero 'Toly Aruntloff in a 50's racing Morgan. Unfortunately gridded right behind 'Toly was one of the giant Allards and John's old nemesis, Lynn Mills, in her Team Yellow Sprite. The strategy was for 'Toly's apparently faster Morgan to block the Allard ( a flea stopping a truck) and to allow John's Spider and 'Toly to go thru turn one side by side. Since the Allard has trouble stopping and turning the thought was if the two smaller cars could get to the first two turns ahead of the Allard they would lose him. Well don't you know it looked pretty good on paper. As they came out of the last turn on the warmup lap the Allard stood by only weapon, the gas pedal, sneaking by a suddenly not so fast Morgan on the left. Meanwhile the Damsel Demon, Lynn Mills had fallen back just enough to get a running start and had stuck her bumper right onto the Allard's tail giving her Sprite a two down the front straight. John Ireland, (see it was Rex Chalmers idea all along, honest folks), suddenly finding 'Toly not as fast as we had thought, was forced to the outside of the Morgan and the Allard to make a three car abreast line heading for turn one. John arrived at the turn in the same moment as the Allard and Ms Mills and, of course, being the gentleman he is he tried to cut them off the

turn forcing the Allard and Sprite to give way. Ha! Does an elephant move for a gazelle? Not on your life. And to compound the trouble that Dastardly Darn Dame, Lynn Mills used the tow to carry her in front of our good Vice President moving him back to sixth. And that Sports Fans, as they say, was the race (you can ask John to tell you about the Aardvark later). No matter what John did he couldn't get by the nimble Lynn nor could Lynn nor could Lynn get by the slug of a plug Allard. It was terrific while it lasted but it didn't last long enough. Not long enough for the Allard's brakes to give out and give them room to race, so they finished as they have finished all season with that Nasty, Mean, No good, Rotten \*!@#S\*\* Lynn Mills just edging our Fine, Noble, Decent, Wonderful Paolo Gambini to the finish.

What of Scuderia Frigo you ask? It was sabotage, pure and simple sabotage. Someone poured British wine in the gas tank and in a spasm of horror the old girl just up and seized as tight as my wife's...uh, never mind. I guess you can say two laps and a good party should be good enough for anyone and I guess it was.

See you at the next race.

**juan verde**



JOHN COTE'S GTAm AT PRE-GRID IN PALM SPRINGS



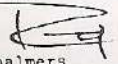
## AROSC TIME TRIAL CLASSIFICATION CODE CHANGES 12/27/88

<u>Model</u>	<u>Stock Cam Points</u>	<u>Total Basic Model Points</u>
2000 Alfetta GT (75-76) (77-79)	5	162/164
2000 Spider (75-76) (77-79)	5	153/155
2000 Spider (82 on) with 5 1/2 inch wheels and 70 series tires (additions extra)	5	153
2000 Berlina (72-74) (74 with Impact bumpers)	5	145/143

### Modification Points

Ported, polished, and/or matched ported cast iron exhaust headers	1 point
Cast Iron headers replaced with tubular header	5 points
Open exhaust (delete total exhaust points)	6 points
Non-stock springs or torsion bars, front (including cut springs)	4 points
Non-stock springs, rear (including cut springs)	4 points
Modified anti-sway bar, front (including solid bushings and/or mounts)	2 points
Modified anti-sway bar, rear (including solid bushings and/or mounts)	2 points

thank you,



Rex Chalmers  
Director of Class.  
213-836-3160



A DAY AT THE RACES: KATE BENSON, JOHN GREEN AND GRACIE LOU.





TOR MCPARTLAND TO HAROLD RICH: "THAT'S THE BEST \$20 I'VE EVER SPENT."



HAROLD RICH'S ALFETTA SET A NEW LAP RECORD FOR CLASS D. UNFORTUNATELY FOR HAROLD, HE WASN'T DRIVING AT THE TIME.





JUDY ILLEMAN FLASHES A WINNING SMILE AFTER OBLITERATING HER OWN CLASS F LAP RECORD.



**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  
436 Van Buren, Los Altos, CA 94022 (415) 949-3271

**1967 SPIDER DUEITTO**

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, (old enough to drink) AROSC Class C, Concours and V.A.R.A. E/mp winner 87/88. Lap record holder Palm Springs. Fresh Vegher 1600 engine, Autodelta 10.6 Cams, Venolia pistons, Sperry Stg. V, Van der Linden Comp Headers, GTA Close Ratio gearbox, Tilton, 512 w/fresh limited slip, two sets Panasports, Cage, much, much more. Specs and pictures available. Truly turn key. GTA performance at less than 1/3 the price! Best offer over \$22,500.  
John Green (818) 994-2318.

**1967 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 and 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 Chromodora Daytonas, 7) boost, oil temp, fuel press., additional gauges in factory bezels, 8) factory trick seats have leather. All this plus much, much more. I've owned this car for 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.

**1969 GTV**

4,000 miles on rebuilt engine, new brakes, shocks, battery, clutch. Looks great. \$5800. Call John (213) 544-0286

**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.

**1981 GTV6**

"President's Day Sale". New Concours quality paint (Auto FLM-501 Red), must see interior. Koni Gas shocks, 3 Litre Clutch, Re-built Engine and trans (30,000 miles), 195/60 008 Yokohamas, lots more. Immaculately maintained by Rex Chalmers. Would consider partial trade for nice Berlina.  
John (818) 994-2318.

**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 Ruffenberg (619) 295-2026.

**1987 MILANO**

Metallic blue/grey interior, A/C, removeable Alfa/Clarion stereo cassette, still under Alfa extended warranty, well maintained. \$10,950.  
Nick Avery (818) 789-1074.

**PARTS FOR SALE**

**750/101 GIULIETTA SPRINT PARTS**

Bumpers, doors, grills, trunk lids, brake drums, misc. @ \$5 - \$65.  
Paul 6-10 PM. (805) 962-1629.

**ALLOY WHEELS**

put your ALFETTA, GTV on railroad tracks for the next TIME TRIAL or SLALOM, 4 RONAL 13" Rims, Lugs and Spacers. Put 7" of 60 profile tire on the track with used Goodyear BR60 shaved GT Radials. \$400.  
Call George (805) 969-0567.

**TIME TRIAL INSTRUCTOR FOR RENT**

Noted So. Cal SCCA Showroom Stock winning driver, Journalist and Instructor wishes to rent his private instruction services for a shared Time Trial ride. One-on-one instruction.  
CALL LEN FRANK (213) 438-0285.



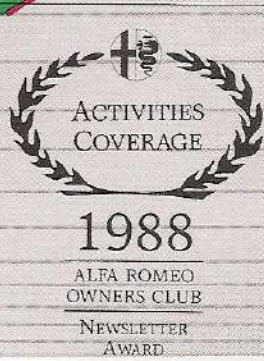
# CALENDAR

JANUARY	28	7:30 PM - OPEN BAR 8:30 PM - MEETING	AROSC GENERAL MEETING & <u>ELECTIONS</u> GUEST SPEAKERS: DON FULLER - MOTORTREND & ROBERT LIVINGSTON FROM ARI UNITARIAN CHURCH 12355 MOOR PARK BLVD. STUDIO CITY
	31	7:30 PM	BOARD OF DIRECTORS MEETING ITCHY FOOT RESTAURANT - DOWNTOWN
FEB.	4 & 5	ALL DAY	TIME TRIAL - RIVERSIDE RACEWAY (ROLL BARS <u>NOT</u> REQUIRED)
	24	8:00 PM	AROSC GENERAL MEETING - ALONDRA PARK FEATURING <u>1988 SPECIAL EVENT VIDEO</u> HOSTED BY JOHN GREEN
	28	7:30 PM	AROSC BOARD OF DIRECTORS MEETING THE RED LION
MAR.	25 & 26	ALL DAY	TIME TRIAL - RIVERSIDE
	31	8:00 PM	AROSC GENERAL MEETING - ALONDRA PARK SPEAKER: ROBERT GECCO ON " <u>CURRENT TRENDS IN MODERN AUTO FINISHING</u> "

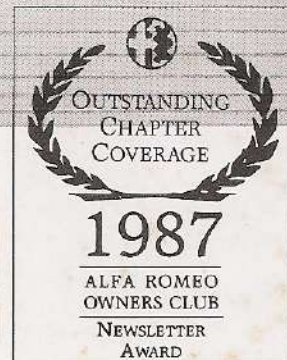


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