

AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



OCTOBER 1989

ALFACIONADA!

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

ALFACIONADA is the monthly publication of ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, a regional chapter of ALFA ROMEO OWNERS CLUB, INC. Subscriptions to this newsletter are included as part of the \$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, Calif., 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 related items. This newsletter and its authors and editors assume no liability for the accuracy or legality of any technical information appearing herein.

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EDITOR'S DESK

Gene Zettle

Hiya kids! Hiya! Hiya! Time for another stab a getting this rag out on the streets. If it's late you can blame my mind boggling schedule and the fact that ol' Kathy still hasn't made it over to do her thing with my computer so I can do boxes and columns and all that. Which brings me to a question that's been on my mind ever since I was lucky enough to land this here job again. Why me?!?

Look at Stu Schaller's article this month. In it he asks why, with 500 plus members, we have the same small core group of masochists, loonies, sex offenders and the like, doing the majority of the work for this club year after year.

Part of it is because that selfsame group of wierdos is the most active and the most interested in the club's activities because they want to be. They have discovered that through participation they derive the maximum enjoyment from their hobby, make friends and get to do all sorts of semi-anti-social stuff along the way. They take on these jobs because they enjoy them and hope to encourage others to join in thereby insuring the perpetuation of their madness. In some

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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

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PAROLA DI PRESIDENTE

Dan Ritter

As a non-profit organization, AROSC enjoys tax free status. There are no salaries involved and no overhead to speak of. The money generated by the club come from you, the members. Any residual funds come from advertisers, events such as Time Trials although TT has it's own account which is self-supporting, and fund raisers such as the monthly raffle. Our biggest expenditure is of course the Newsletter which chews up about all of what the club can generate. However there is left over money and that money cannot be put to buy shares of FIAT, placed in a CD or even Lotto tickets. The point here is what to do with what little cash we have at the end of the year. For the past few years the Club's been acquiring computer hardware which for the most part has facilitated club operation greatly and most would like the club to continue to update the programs and expand the data storage capability ie 40 megabyte disks and so on. The drawbacks to becoming computerized is the membership who run the club are now required to learn something about computers. This is not to scare anyone away from volunteering their time because the programs and hardware use by AROSC are quite elementary.

The most prolific program for IBM format is Word Perfect. Other programs used are Lotus 1 2 3 and Paradox. WP 5.0 is now recognized as the premier word-processing program and the three IBM compatibles AROSC owns all have this program. To make the Newsletter Editors job a little easier we who contribute most of the articles and stories submit the material on a floppy disk so as to save retyping time. One of WP's most powerful features is the capability of file storage and retrieval (List Files).

What is happening here is the Club needs to draw upon the membership to find a volunteer to help with the care and feeding of these computers, an enthusiast among enthusiasts for the lack of better word. This does not necessarily need to be a Board position however attendance at some of the Board meetings will be a part of the responsibility. I also envision this position as one of a teacher who can help new Board members familiarize themselves with the software. Interested? Give me a call or "modem" your response.

POINTS OF INTEREST

On the 17th of September the second annual Concours at Barwinkles was held and as mentioned the competition was very close indeed. As one of the judges I can say the cars were well prepared and the 115/105 spiders were well represented. It was nice to see our old friend Pat Hayes competing his beautiful Quattroruote Zagato again. Incidentally Pat was the AROSC Concours director for many years and is currently the President of the Orange County Chapter. What a tough job it is to judge an event with such well prepared cars. As it came down to the wire it was necessary to call in a third judge (Thanks Pat) to break a tie between Phil Gurial's museum quality GTV and Rex Chalmers superbly prepared GTV. The winner is featured in Director Gurial's report. I must mention Phil's efforts this year which have been without peer. Fortunately Phil has graciously agreed to carry-on as Concours Director for next year. For this year 1989, many Thanks Phil.

The September 22nd Dinner mtg. held at the San Antonio Winery was a super evening. The weather was perfect for dinning alfresco with plenty of good food and wine. The hosts at the winery were cordially attentive and from the comments of the 30 or so who attended, this should be an annual event. Gene Jacobs should be given a round of applause for generously devoting his time and energy to what was an extremely pleasant way to call together AROSC members and share our commonality over dinner. Again well done Gene! The Sept. 30th Oct. 1st Time Trial at Laguna Seca was as usual a rousing success. Unfortunately I was unable to participate however reports indicated that a good time was had by all. The October 27th general meeting at Alondra Park will feature Dick Kindling of Yokoyama Tire so don't miss it!

For the coming months of November, December and January the Calendar looks like this:

In December a Holiday Party will be at Charlie's on the 9th.

Hope to see you at El Camino College on January 26 1990 for the annual year-end awards meeting.

A RIVEDELLA

ways they (we) are creating their own problem. By continuing to shoulder the burden they encourage complacency among the rest. The unseen ones assume someone else will do it. What if we didn't?

Which brings me to another question I found running loose somewhere in my cranium. Who inflicted NEWSLETTER MADNESS on us and why?

I'm afraid I did. Sort of. You see, it was me who reformatted your newsletter from a low budget, fold-over, if-it-looked "OK"-and-got-the-re-on-time-everybody-was-happy-and-really-didn't-care-how-it-looked-so-much-as-long-as-they-actually-recvied-it, to a magazine style rag with some pretensions toward production values and graphic quality. I'm a designer see, and I just felt compelled to do it. I'm reasonably certain that that new format didn't cause the phenomenon of the "Newsletter Contest" put on by the national club, but it did occur shortly after the format change and to be frank, I'm not in favor of it. I'm dead against it. It puts way too much pressure on newsletter editors and, much more importantly, would-be newsletter editors. Hey! Listen up national directors. CANCEL THE CONTEST!! This is volunteer stuff here folks! How are we going to interest people in an already time consuming and demanding volunteer job if they feel they are going to be held up to scrutiny or compared with their predecessor or the club across the way. I'm not saying I want to or am going to change the format again, because I don't and I'm not. It's in my nature to want things to look nice, but it's because I choose to do it that way. Another person should feel free to do it however they choose, and not be made to live up to anyone else's standards by pressure from the local or national clubs. It's a lot more important, after all, to disseminate timely information than it is to make the newsletter look pretty. It's a volunteer job. Lighten up! Which brings me to my final point. As long as we have a ninety percent apathy rate, no one, newsletter editor least of all, should be open to too much criticism from the membership providing he or she is performing the basic task he or she pledged to do. The bells and whistles are extra and should be up to the individual. And, oh yeah, CANCEL THE CONTEST!!

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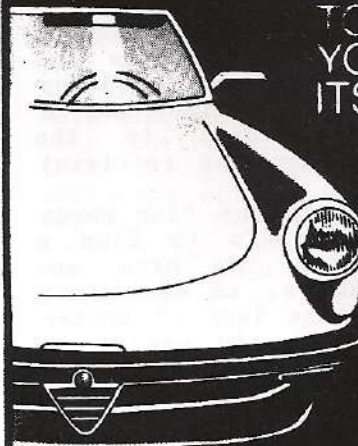
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IL TECNICO FRIGO

Since none of you out there in Alfa Land could come up with a topic for this month's column, I didn't write one. I did however spend many hours on the phone and at my desk compiling AROSC T.T. lap records, 1989 T.T. results and individual point totals to date. Many thanks to Charlie Theiriot, some midnight oil loading and unloading the old IBM; to John Green for finding the '89 Willow results; to John Ireland for helping update some old T.T. results for lap records; and last but not least to my wife Jackie for making dinner, watching the kids, and cleaning off the dining room table so I could spread out the last four years of T.T. results. In the future, Andy Steben has volunteered to report on Time Trials and see that the results get published promptly. I will continue to update points and lap records as required. Now, will somebody please suggest a tech topic for next month?

TIME TRIAL POINTS AS OF 10/89

All points are tentative until final Competition Board meeting.

Time Trial #	3	4	5	Total
J. Cote	6	9	4	19
C. Theiriot	4	6	-	10
A. Leake	-	-	9	9
M. Ashton	-	-	6	6
Jones	-	-	3	3
Class B				
T. McPartland	9	-	9	18
J. Green	-	-	6	6
Class C				
J. Zimmerman	9	6	6	21
D. Crescentini	-	9	9	18
B. Breslow	2	4	-	6
Class D				
T. McPartland	-	9	9	18
H. Rich	9	4	-	13
A. Buangsuwon	1	6	-	7
Class E				
F. Schueddekopp	9	9	-	18
A. Steben	6	6	6	18
A. Brown	4	4	9	17

Class F

R. Chalmers	9	9	9	27
E. Mangino	4	6	6	16
J. Illeman	6	4	4	14

OVERALL 1. Chalmers 2. J. Zimmerman
3. J. Cote

LAP RECORDS

Willow Springs

Class A	Mike Sperry	1:40.48
Class B	Henry Manney	1:46.82
Class C	Dino Crescentini	1:44.21
Class D	Tor McPartland	1:45.75
Class E	Bill Pringle	1:48.02
Class F	Rex Chalmers	1:50.70

Carlsbad

Class A	Mike Sperry	1:04.87
Class B	Mike Sperry	1:06.35
Class C	John Green	1:09.69
Class D	Rex Chalmers	1:09.58
Class E	Rex Chalmers	1:12.71

Laguna Seca - Old Course

Class A	Mike Sperry	1:20.43
Class B	Al Leake Jr.	1:23.27
Class C	Tor McPartland	1:27.38
Class D	Tor McPartland	1:26.29
Class E	Phil Gurial	1:27.92
Class F	Rex Chalmers	1:31.53

Laguna Seca - New Course

Class A	Al Leake Jr.	1:47.89
Class B	Tor McPartland	1:53.03
Class C	Dino Crescentini	1:52.53
Class D	Tor McPartland	1:55.34
Class E	A. Brown	1:59.65
Class F	Rex Chalmers	2:01.34

Riverside - Old Short Course

Class A	Dave Vegher	1:39.52
Class B	Mike Sperry	1:42.57
Class C	Mark Ashton	1:40.94
Class D	Tor McPartland	1:47.37
Class E	Andy Steben	1:50.95
Class F	Dino Crescentini	1:49.67
Class G	Tom Lipkis	1:59.48
Class H	V. Galich	2:02.48

Riverside - New Course

Class A	John Cote	1:49.77
Class B	Tor McPartland	1:49.71
Class C	Jeff Zimmerman	1:56.19
Class D	Harold Rich	1:55.87
Class E	Fred Schueddekopp	1:58.00
Class F	Rex Chalmers	1:57.32
Class G	F. Carbini	2:06.37

TIME TRIAL #3 RIVERSIDE

CLASS A

McPartland, Tor	Alfa GTV	1:50.42	1:50.29	1:50.15	1:49.71
Cote, John	Alfa GTAM			1:50.29	1:49.77
Thieriot, Charlie	Alfa 1750 GTA	1:53.17	1:52.36	1:52.90	1:52.74

CLASS C

Zimmerman, Jeff	Alfa Milano	1:58.51	1:56.44	1:56.19	1:58.90
Simmons, Kit	Alfa Romeo Spider	1:56.84			
Alaman, Louis G.	Alfa Spider	2:01.09	2:01.03	2:01.02	1:59.76
Gaylard, Phyllis	Alfa GTV	2:14.59	2:12.91	2:12.66	2:11.93
Crf/Breslow, Barry	* Alfa Romeo GTV				
Crescentini, Dino	Alfa Romeo GTV				
Kranz, David J.	Alfa Duetto (1968)				

CLASS D

Rich, Harold	Alfa Sprint Veloce	1:56.95	1:58.18	1:56.34	1:55.87
Shanahan, Rob	Alfa Sprint Veloce	2:03.07	2:03.31	2:00.73	2:01.30
Shb/Marouf, Kaid	* Alfa Sprint Veloce	2:05.66	2:04.58	2:03.77	
Bueno, Allan R.	Alfa GTV	2:08.45	2:05.46	2:06.18	2:05.74
Buffa, Carl	67 Sprint GT	2:07.09	2:07.65	2:07.04	2:10.12
Buangsuwon, Ai	Alfa Romeo GTV 6				
Garland, Tom	67 Alfa GTV				
Lorenzini, Bob	Alfa Spider				
Peltola, Jeff SAT	Alfetta GT				
Samson, Steven	Alfa 1750 GTV				

CLASS E

Schueddekopp, Fred	Alfa 2000 GTV	1:58.90	1:58.89	1:58.00	1:58.68
Steben, Andy	73 Alfa GTV	2:01.26	2:00.82	1:58.78	1:59.81
Brown, Alex	1973 Alfa GTV	2:02.09	2:01.15	2:00.86	2:02.74
Farnsworth, Skip	67 Alfa 1600 Sprint GT	2:03.87	2:02.66	2:02.38	2:02.65
Herting, David	79 Alfa Sprint Veloce	2:05.10	2:06.92	2:05.98	2:06.92
Molina, Daniel	Alfa Spider	2:08.50	2:13.05	2:07.06	2:05.96
Herting, Erika	* 79 Alfa Sprint Veloce	2:08.98	2:07.40	2:06.90	2:06.78
Dillman, Vicki	1750 GTV	2:19.95	2:46.47	2:13.98	2:19.71

CLASS F

Chalmers, Rex	Alfa Berlina	1:57.32	1:57.67	1:57.69	1:57.69
Illeman, Judy	Alfa Graduate	1:59.76	1:59.24	1:59.33	1:59.44
Mangino, Edd	Alfa Spider Veloce	2:00.50	1:59.69	1:59.98	2:01.81
Wood, Jim	Alfa Spider	2:09.69	2:07.73	2:07.21	2:05.25

CLASS G

Garbini, Fabio	Alfa Super	2:06.37	2:06.38	2:07.08	2:08.93
Richard, Rob	Alfa Spider	2:06.77	2:07.00	2:07.31	2:07.33
Smith, Steve	67 Alfa GT Jr	2:08.20	2:08.71	2:07.71	2:08.21

TIME TRIAL #5 LAGUNA SECA

CLASS A

Leake, Al	Giulietta Spider	1:48.47	1:49.28	1:48.97	1:47.89	1:48.79
Ashton, Marc	Junior Z	1:50.35	1:49.21	1:48.90	1:48.02	1:49.83
Cote, John	Alfa GTA/m	1:56.35	1:55.94	1:55.06	1:55.13	1:55
Jones, Matt	GTA Jr.	2:01.91	2:00.75	1:58.03	1:59.02	
Thieriot, Charlie	Alfa 1750 GTA					

CLASS B

McPartland, Tor	GTV (VRC)	1:54.56	1:54.69	1:53.22	1:53.03	1:54.64
Green, John	GTV (VRC)	2:00.56	1:59.23	2:00.47	1:59.81	

CLASS C

Cresentini, Dino	GTV	1:52.53	1:52.64	2:07.02	1:52.97	1:53.37
Zimmerman, Jeff	67 GTV	1:58.30	1:58.24	1:57.33	1:56.80	1:57.80
Farmer, Dale	GTV6	1:57.51	1:57.69	1:57.86	1:57.01	1:57.55
Rich, Harold	Alfa Sprint Veloce	1:59.05	2:00.67	1:59.86	1:57.88	1:59.20
Avery, Doug	GTV 2000	1:59.19	1:59.80	1:59.28	1:58.61	1:58.38
Ruiz, Steve	GTV	2:02.01	2:01.20	1:59.71	1:59.38	
Lorenzini, Bob	Alfa Spider	2:04.44	2:03.08			
Eitelgeorge, John	'56 Spider Monoposto	2:09.36				
Tecau, Shellee	67 GTV	2:12.53	2:11.03	2:11.43	2:10.71	
Gaylard, Phyllis	GTV	2:15.66	2:15.60	2:24.91	2:15.78	2:13.88
Chen, Herb	GTV6	2:24.58	2:23.31	2:22.76	2:19.15	
Barber, Steve	GTV					
Brown, Jere	GTV 2000					
Robinet, Jacky	GTV					

CLASS D

McPartland, Tor	Alfa GTV	1:56.95	1:56.41	1:55.91	1:56.82	1:55.34
Simmons, Kit	'78 Spider	1:58.28	1:58.00	1:57.05	1:58.36	1:57.64
Henderson, Andrew	66 GT	2:00.69	2:00.20	1:58.86	1:58.18	1:58.27
Zimmerman, Alan	Giulietta Spider Veloc	2:03.19	2:02.61	2:02.29	2:02.40	2:00.70
Avakian, Simon	MILANO 3.0	2:05.65	2:05.20	2:04.13	2:03.33	2:02.89
Dawson, John	74 Spider	2:10.85	2:09.57	2:09.36	2:07.84	
Henderson, Robin	66 GT					
Lehmann, Gerry	GTV6					
Levi, Alan	GTV 2000					
Peltola, Jeff	ALFETTA GT					
Ruscilli, Jack	'56 Spider Monoposto					
Stockinger, Lisa	GTV6					

CLASS E

Brown, Alex	1973 Alfa GTV	2:00.40	2:01.32	2:01.19	2:00.52	1:59.65
Steben, Andy	GTV	2:01.85	2:01.39	2:00.30	2:00.31	2:00.31
Harding, Scott	74 Spider	2:08.19	2:06.17	2:05.86	2:05.05	
Herting, David	79 Alfa Sprint Veloce	2:08.34	2:08.05	2:07.39	2:06.40	2:06.33
Avery, Ron	GTV	2:09.50	2:07.83	2:07.68	2:06.77	2:07.32
Pagnone, Paul	Alfa Spider	2:10.14	2:10.00	2:10.08	2:09.52	
Molina, Daniel	Alfa Spider	2:12.16	2:11.78	2:11.46	2:10.04	2:11.11
Herting, Erika	79 Alfa Sprint Veloce	2:13.81	2:13.92	2:12.59	2:39.80	
Pearson, Brad	'81 Spider					
Pearson, Leslie	'81 spider					

CLASS F

Chalmers, Rex	Alfa Berlina	2:02.17	2:01.34	2:02.06	2:01.67	2:01.95
Mangino, Edd	Alfa Spider Veloce	2:03.29	2:03.19	2:02.40	2:01.91	2:02.18
Illeman, Judy	Spider	2:05.95	2:05.85	2:06.47	2:05.09	2:06.10
Richard, Rob	Alfa Spider	2:08.88	2:08.07	2:08.22	2:07.77	2:17.89
Rivera, Oscar	GTV 2000					
Garbini, Fabio	Alfa Super	2:11.94	2:11.28	2:13.29	2:12.50	

Book & Video Review

By William J. Pringle

The steady growth in video popularity over the last decade has seen an evolution of the traditional automotive repair manual. Basically, it works like this--a trained professional auto technician (or reasonable likeness) performs specific repair procedures and is filmed by a video camera. The repair procedures are put on video tape and the benefit is that you actually get to see a particular repair procedure in process. Sounds like a great concept whose time has come? We'll see!

The automotive video tune-up series most familiar to Alfa Romeo owners is produced by Peter Allen Video Productions. They advertise in the "Alfa Owner" magazine and offer an **In-Tune Video Manual** for \$24.95 plus shipping. Their claim is that "you don't need prior experience to tune your Alfa Romeo like a pro. You'll learn--and see--everything you need to know from timing to wheel bearing adjustment in 60 crystal clear minutes of video instruction." The idea is that a novice do-it-yourselfer, equipped with a few basic tools will be able, with the aid of this video manual, to perform basic maintenance and tune-up procedures on his or her Alfa Romeo.

The video tape is divided into 11 different sections: 1) Location of engine components 2) Spark plugs & compression 3) Ignition 4) Timing 5) Valve clearance 6) Fuel system 7) Oil change 8) Transmission oil check 9) Alternator belt adjustment 10) Wheel bearing adjustment 11) Preventative maintenance

First of all this is the only video tape that Peter Allen carries on Alfa Romeo. Keep in mind that it covers basically one model--Spider. In fact it uses a late model L-Jetronic car as an example and no mention is given to either a GTV-6 or Milano. Additionally there is no mention of SPICA fuel injection either. Also it doesn't illustrate the fact that 80% of all the Alfa Romeo models that make up the U.S. market are related to one common chassis/engine type. Come to think of it, there is a lot of important information missing from this video tape manual or simply incorrect!

Among some of the ambiguous or outright erroneous technical information shown in this video are as follows. The engine oil drain plug size is first given as 26mm and then later on we are told it is 27mm. Pretty confusing for a novice! Other abnormalities show an early Marelli distributor on the bench to illustrate replacement of the points...but they never told us how to get the damn thing out of the car. Ignition timing adjustment is illustrated on an L-Jetronic car which, oddly enough, should never require adjustment due to the fact that it is computer controlled.

The mysterious world of valve adjustment is thankfully left to simply checking the clearances (eliminating the inevitable bent valves) but no tightening torque values are given for the valve cover nuts. Once again, the

novice do-it-yourselfer would have to find out the hard way if they overtightened them (it doesn't take much to pull a stud out of the cam caps!).

The most common procedure the Alfa Romeo owner performs on his or her car offended me the most--oil and filter change. Oil filter removal is shown being done through the bottom of the car--a physical impossibility unless the body sheet metal is modified for the filter to clear between the side of the oil pan and the front cross member side gussets. Sure enough, the correct method (up through the top) is substituted for the traditional flat-rate hacker technique of beating the body sheet metal away from the oil pan with a ballpeen hammer to save 3 lousy minutes of labor time. Some unsuspecting person is definitely going to be ticked off when he finds out there is no way in hell that oil filter is going to come out through the bottom of his or her car!

The insult that really finishes this video off is in the closing section entitled "Preventative Maintenance". Here we learn to check tire air pressure and how to check for underbody rust. Rather than spend a few minutes actually using an Alfa Spider as an example, the producer cut costs by substituting a Honda Accord instead! I mean the Alfa Spider was already on the hoist to show wheel bearing adjustment so why not film the sequence on tire pressure and rust inspection at the same time? It seems pretty elementary to me but maybe there's something I don't know about video tape production techniques.

In summary, this video maintenance manual bothers me because it claims to teach tune-up techniques to the inexperienced but at the same time fails to provide the truly inexperienced layperson the necessary information to do the job correctly and with the high level of craft the marque is deserving of. I understand the logistical nightmare that Mr. Allen had to go through to produce his "In-Tune Series" (they cover approximately a dozen or more different makes of automobile) but his product falls short in several respects. Firstly because it has technical deficiencies, which can't be tolerated with a nationally-selling product in an age of ever-increasing litigation. Secondly because the potential of the video medium is enormous in the area of automotive mechanics and this video manual limits its own marketability by its inability to address the concerns of the consumer as well as the retail store who could be its most enthusiastic supporter.

(The author has ten years of professional experience with Alfa Romeo automobiles--six years as an independent mechanic/garage owner, three years as a service manager at a major Alfa Romeo dealership in Southern California and one year as a technical advisor with Alfa Ricambi. The opinions expressed are those solely of the author and any criticisms and/or comments regarding this article are greatly appreciated.)

[This article appears courtesy of Performance Quarterly published by Alfa Ricambi, Inc.]

GOOD NEWS, BAD NEWS & JUST NEWS

Stu Schaller

It's the 10th of October and I would have forgotten about my column for *Alfacionada* if it wasn't for a call from Bill Pringle. The last month has been rather hectic for me. I had to take a trip to New York on business at the last second, rather than show up at the San Antonio Winery meeting; my girlfriend asked me to spend a weekend away from L.A. at her girlfriend's house; my 2600 is still at the body shop awaiting approval from the insurance company; my niece and nephew both have October birthdays, and, of course, just the general garbage associated with making a living.

Alfa seems to be getting a lot of publicity with the impending release of the 164, unfortunately not all good. The car is now almost two years old and with the new Japanese invasion of Toyota's Lexus and Nissan's Infinity, the 164 seems to stand little chance of real success, especially at the \$30,000 plus it will probably have to cost.

continued page 11

EXPERT GENERAL SERVICE AND MAINTENANCE

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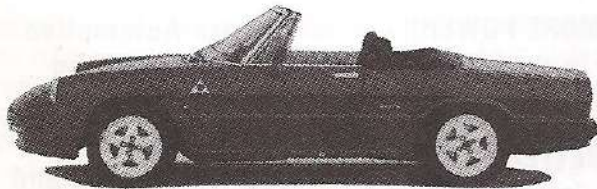


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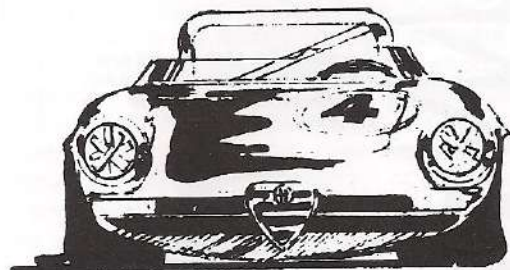
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1974 Alfa Spider, Good condition, \$3,500 OBO. Call Jeff at (818) 247-9088.

1981 GTV6, One of the nicest GTV6's in the Southland. Gorgeous 501 red, Concours interior, 10.6 cam, Sperry port & polish, Prima Flow exhaust, new cam belt, no rev limiter, New Yokohama 509's, 3 liter clutch, Koni gas shocks, 140 MPH speedo, Mitsubishi car phone. A very tight, very quick GTV6. Must sell. Will consider partial trade. John (818) 994-2318.

1978 Sport Sedan Red/gray. Excellent body and interior. Strong engine. A/C, alloy wheels. New Koni adjustable shocks, brake pads. Oil changed every 2500 miles. All records for past 10 years. \$3,100.00. Edd Mangino, (213) 545-1451 days or evenings.

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* '87 Milano Gold Red with grey interior. Sunroof, Air, power windows, AM/FM cassette stereo. \$9,800 OBO. Ask for Al or Paul, (213) 264-8747, 8 AM to 4PM Monday - Friday.

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* Denotes new ad. Ads will run for two issues unless otherwise instructed.

ANNUAL SWAP MEET

IMPORTANT NOTICE!

The annual AROSC swap meet will be held at the back parking lot of Alfa Ricambi on Sunday November 12 from 10:00 AM until 3:00 PM. Sellers will be limited to a space of one parking stall only which will be given on a first come, first served basis--starting at 9:00 AM sharp! The address is **6644 San Fernando Rd. in Glendale (almost Burbank)**. Exit the 5 freeway at Western Avenue. Take it east to San Fernando Road and turn left. Go north two blocks and find Alfa Ricambi on the east (right) side of the street. Spectators park on the street please.

I see that the 1990 Spider has some changes in the engine compartment, with some 5-7 more horsepower at 500 fewer RPM. Unfortunately I have not found one to test drive as yet, to see if the difference is apparent.

Dan Ritter has put my name into nomination for an office for next year, and I'm happy to help as much as I can. I must admit, however, that I am a little angry that with 500 plus members it seems that the same people do the great majority of the work year after year. How about some relief for some of the other long term officers? Any volunteers?

'til next month,

Stu

CALENDAR

October 21,22 TIME TRIAL at
Riverside

October 27 General Meeting -
Alondra Park

November 2 Board Meeting

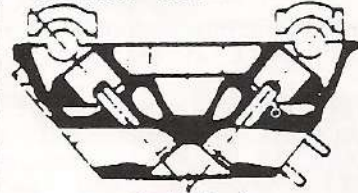
November 12 Swap Meet,
Elections,
General Meeting
At Alfa Ricambi

November 18,19 Palm Springs Vintage
Races

December 9 Holiday party at
Charlie Theiriot's

January 26 Year-end Awards
meeting at El Camino
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