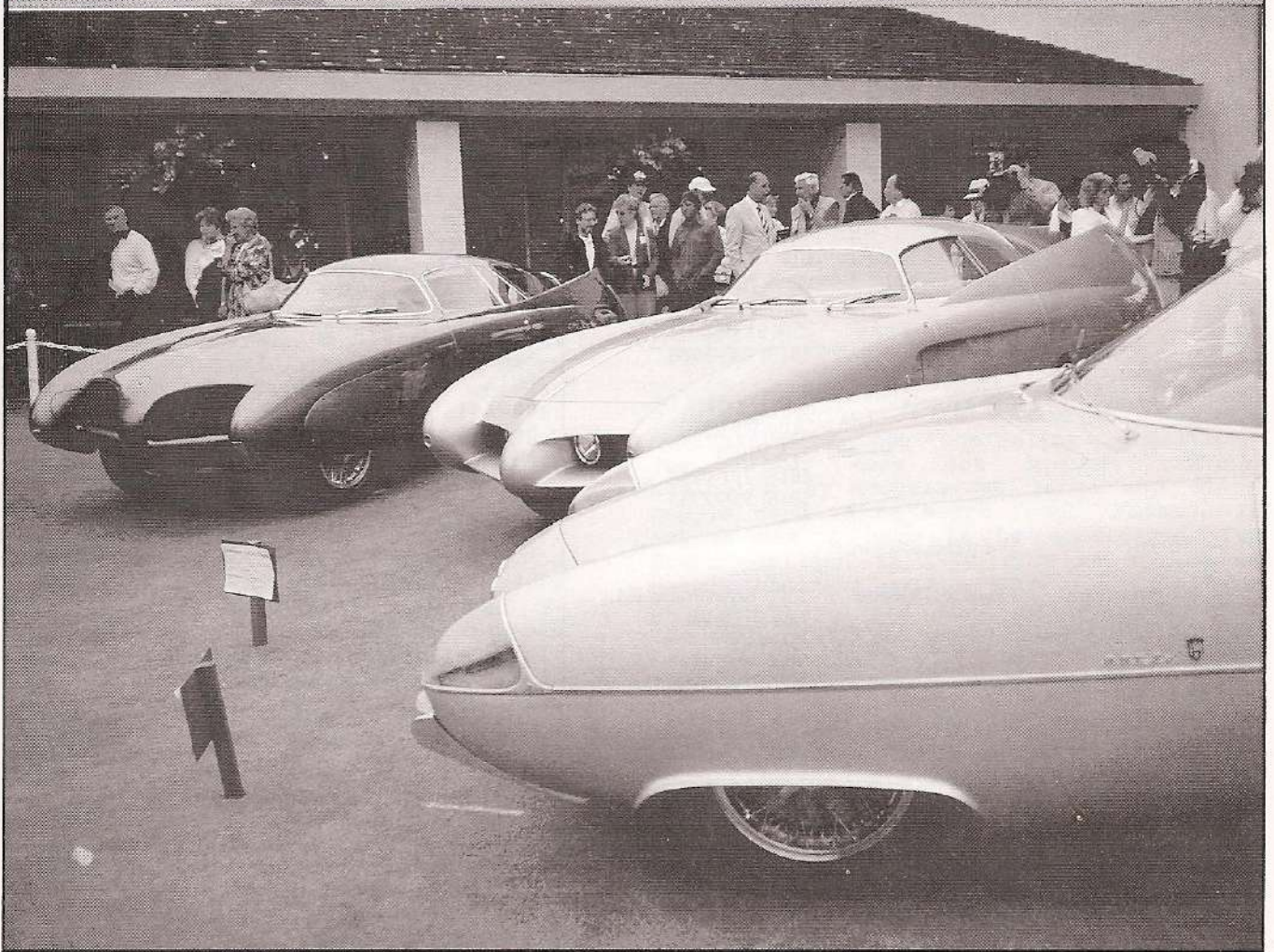


AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



SEPTEMBER 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.

BOARD OF DIRECTORS

President:	Dan Ritter	936 Monterey Hermosa Beach, CA 90254 (213) 374-3153 (H) (213) 625-5216 (O)
Vice President:	Louise Velazquez	P.O. Box 11212 Beverly Hills, CA 90213 (213) 934-4508 (O)
Treasurer:	Pierre Valenzuela	8254 Manzanar Ave. Pico Rivera, CA 90060 (213) 923-5305 (213) 336-7498
Secretary:	Joel Hoffman	13119 Strathern St. North Hollywood, CA 91605 (818) 994-4730
Membership:	Dirk Stoehr	4539 Jubilo Dr. Tarzana, CA 91356 (818) 345-5988
Program:	Bill Pringle	621 Deodara Dr. Altadena, CA 91001 (818) 797-0248 (818) 956-7933
Social:	We need someone!	
Competition:	Charlie Thieriot	2500 Roscomare Rd. Los Angeles, CA 90077 (213) 476-8812
Newsletter:	Gene Zettle	1415 Via Zurita Claremont, Ca. 91711 (714) 625-6509 O (714) 625-2876 H

EDITOR'S DESK

Gene Zettle

What the hell happened here!! I'm up to my neck in alligators running my business, trying to shoehorn time in to complete a major remodel on my house and I'm back doing this blankety-blank newsletter. Where are the sanity police when you need them!? Had a chance to dry your eyes yet? OK. Well, in order to get this thing off the ground I had my computer whiz friend Cathy (She's serious about this kinda stuff 'cuz it's how she puts food on her table) install Wordperfect. Great program; it'll produce a first class newsletter with all the little lines and boxes and headings and footers and page numbers and columns and all that good stuff. Problem no. 1; had to get a new board to update my laser printer to work with it. Problem No. 2; we need the correct Wordperfect drivers for my printer before we can do the graphics stuff (Cathy ordered them). This means that at least this issue is gonna be kinda weird in spots; it's a paste-up job and there may be some strange mixing of type faces etc. but it'll get better soon. (We hope)

Now that you've all soaked three hand towels and half a box of tissue mopping those baby blues, I'd just like to say "What the hell happened here!?"

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

Prices are for camera ready art. Please contact the newsletter editor if you need assistance in formulating your advertisement.

PAROLA DI PRESIDENTE

Dan Ritter

Over the last month I was fortunate enough to buy an Alfetta Sports Sedan with the automatic transmission. Intended as a gift for my mother-in-law who needs something to get her back and forth to the market, etc. Her current auto is a thrashed, rusted-out '61 Corvair. The rust is so bad that she put a sheet of plywood on the floorboards so as to avoid stepping through when she got in. I toyed with the idea of getting her a Spider but she can't drive a stick and the cost of a new Milano automatic was quite out of the question. When the Alfetta automatic came along we felt it would be perfect. The Alfetta needed some work but it was worth it, and what a civilized machine it is. With the autotrans. and air cond. this is really an underrated car. One peculiarity with this model is the self-leveling system. Driven via a belt from the fuel injection pump, ATF is pumped to special rear shocks that adjust the rear height of the car. The problem is that due to age the leakage is one fix after another. To remedy this I've installed a good set of gas shocks on the rear and lowered the front torsion bars one notch. I also had to seal the pump that's located at the front which in turn acts as a pulley for the air conditioning. There are a few more things to do on the car before I present it on her birthday. I'll report back at that time on how she's getting along with her first Alfa Romeo.

The best E ticket ride for the money is the AROSC time trials and last July 29th and 30th was no exception. Great weather and plenty of track time for all. Scuderia Frigo was represented by Dirk Stoehr ('67 TI) and yours truly. Sorry to report that my '66 Giulia Super blew a head gasket and was unable to make the timed runs which occurred on Saturday. However, come Sunday Rex Chalmers upon listening to my tale of woe, promptly offered me his beautifully prepared F-Prod. Berlina. It would have been ungrateful of me not to accept. The only problem was when I attempted to start the practice the seal at the oil filter blew and sprayed oil on the track, delayed the event and caused much alarm in the Chalmers' pit. This brought about my most unGodly fear - Ritter has the Midas touch - the DNFs are two in a row now. Soon

he'll top Berger's list! What amazed me was Rex's calm once he new I shut the motor off in time before all the oil ran out. After a tow back to the pits for a new oil filter and 7 quarts of Kendall I made it in time for the last group of timed runs. What can I say, Rex many thanks. The kicker to this story was that I tried to nurse the Super home with the blow head gasket - right, it didn't make it. The engine almost seized about halfway whereupon I called home and Ada had to pick me up and the next day I towed it home and switched engines. I'm in the midst of rebuilding my 2 liter motor. These time trials are great fun! The next one is on the Sept. 30th weekend at Laguna Seca. Hope I don't flip my car this time.

POINTS OF INTEREST

The next General Meeting will be held at the San Antonio Winery on Friday Sept. 22nd. Gene Jacobs is the event coordinator. By now you should have received the Summer Flier and the notice with RSVP, for \$12.00 a complete dinner including beverage is a bargain. This will take the place of the regular General Meeting normally held every last Friday at Alondra Park. Hop to see you there.

The third and final concours event will be held at Barwinkles on Sept. 17th. This is a critical event in scoring year-end points. Expect to see some outstanding examples of carefully prepared Alfas.

To round out the month of September a time trial is scheduled for Sept. 30th and Oct. 1st at Laguna Seca.

ELECTIONS

Elsewhere in this issue you'll find an attached ballot with names of members nominated by the nominating committee. The ballot does not include members nominated by members at large and these people need to be heard from! Please, if anyone has a name to be considered for Board position in 1990 give me a call or submit the name on the 12th of Nov. at the swap meet. This year as in past years the swap meet will be held at Consolidated Controls, details to follow in the October issue of Alfacionada.

In October we will convene for the last General Meeting at Alondra Park for the year. Be on hand for the representative from Yokohama Tire who will be the guest speaker. That's Oct. 27th, see you there!

TIME TRIAL

TIME TRIAL # 6
RIVERSIDE RACEWAY
OCTOBER 14TH & 15, 1989

Ah, Riverside. The track that wouldn't die.

I'm told there is a plan afoot to sneak out late at nite and pound a wooden stake through turn 6's apex. Wouldn't be surprised if Charlie Thieriot has something to do with it, after all he earned his nickname "Crash" by turning his Trans Am GTA into a trash compactor in the wall at turn 6.

If you are new to the AROSC and haven't been to one of our Time Trials and have always wanted to see Riverside up close and personal now is the time to enter. And, honestly, it may be the last time we will ever run at Riverside. Apparently there is a hold up over some kind of permit which has allowed the track to stay open a few months longer. All the better for us.

If you're unsure what a Time Trial is and whether you'd like to do it or not we've designed a program for you called the **SPECIAL INTRODUCTORY GROUP**. The SIG is a low key introduction to Time Trialing without the need of equipping your car with the normally required safety gear. A helmet, eye protection (sun glasses), leather gloves (w/o holes), cotton or wool clothing head to toe, and your street seatbelt will do. The SIG holds ground school, takes rides in instructors race cars and goes on the track with their own cars in a lead and follow session. And the best part is it only costs \$40.00!

If you are one of those Alfa folks who aren't sure you know enough about your car or your ability rest assured because we put on one of the finest Novice programs in the Western Hemisphere. We have people

like Bill Pringle, Rex Chalmers, Charlie Thieriot, Joe Cannone, Bill Werner, Mike Sperry, Alan Ward and others who will gladly advise you on setting up your Alfa for the track. Our Novice program is fortunate to have Danny Mckeever of **THE DRIVERS CONNECTION** fame, one of the best driving schools in the west, as our chief instructor. (Of course if you aren't fortunate you get me.) And the truth is nobody gives more track time or more timed laps than the good old AROSC.

In order to be properly equipped to run in the event you need a five point safety harness, Snell 80 or better helmet, leather or nomex gloves, cotton, wool or nomex clothing (again dressed head to toe), a fire extinguisher within reach of the driver, shatter resistant eye cover, and a roll bar in open cars, this combined with passing the technical inspection will get you on the track. If, heaven forbid, you don't own an Alfa but would like to enter anyway you'd be very welcome.

Our new editor, Gene (welcome back) Zettle has placed the entry form in this newsletter so fill it out, send it in and come join a great bunch of people.

THE ENTRY DEADLINE FOR RIVERSIDE MUST BE POSTMARKED NLT WEDNESDAY, OCTOBER 4TH

MAIL COMPLETED ENTRY TO:
JOHN GREEN
14435 VALERIO ST., #6
VAN NUYS, CA 91405,

Technical Inspection will be held on
SATURDAY SEPTEMBER 23RD, 10AM - 2PM

OMEGA MOTORSPORTS
3822 CLARINGTON BL.
CULVER CITY
213-836-3160
REX CHALMERS

ALFACIONADA

GTA SPORTS CARS
18734 VENTURA
TARZANA, CA
818-996-6787
JOE CANNONE

VINTAGE PREP
2911 S. MAIN ST.
UNIT B
SANTA ANA, CA
714-556-5011
PAUL VAN DER LINDEN

ALFA RICAMBI
6644 SAN FERNANDO RD.
GLENDALE, CA
818-956-7933
BILL PRINGLE

IN SAN DIEGO CALL:
FRANK MCCORMACK
619-538-0516

OR CALL FOR AN APPOINTMENT
WARD & DEAN RACING
213-754-6008

If you have questions concerning the technical inspection call Bill Pringle at ALFA RICAMBI and any questions concerning the classification of your Alfa call Rex Chalmers at OMEGA MOTORSPORTS.

Now realizing you may have received this newsletter after September 23rd just call the nearest tech shop to you and arrange to have your car inspected.

In case this newsletter reaches you early - we are running our 5th event of the year at LAGUNA SECA RACEWAY on the weekend of September 30th and October 1st. If you are interested in trying to enter at the last minute (and if we have space) call me right away!!

We need help at the track with registration, Tech, Pre-Grid and Timing. If you would like to help see the ENTRY FORM or give me a call.

FOR ADDITIONAL INFORMATION CALL:
JOHN GREEN 818-994-2318 or
CHARLIE THIERIOT 213-476-8812

If you are already on the Time Trail mailing list please wait until you receive your normal entry in the mail.

Until the next time.

John Green

ELECTIONS

The nominating committee of the Board of Directors has placed the following names in nomination for the offices indicated. Anyone wishing to place additional names in nomination should contact Dan Ritter. Nominations will also be open at the election site at the swap meet in November.

Nominees for Office

PRESIDENT	Dan Ritter
VICE PRESIDENT	Louise Velazquez
SECRETARY	Stu Schaller
PROGRAM	Dirk Stoehr
MEMBERSHIP	John Deghi
SOCIAL	Open
NEWSLETTER	Gene Zettle
COMPETITION	Charlie Thieriot

ANNOUNCEMENT

Bill Pringle said he'd kill me if I didn't put this blurb in regarding the General Meeting on October 27th.

The guest lecturer will be Richard Smallwood, representative for Yokohama Tire. He will have all the poop on the hot tire setups and a 20 minute film. Bill says if you're not there he'll kill you all!

GOOD NEWS, BAD NEWS & JUST NEWS

Stu Schaller

It hasn't been a good month for me in regard to Alfa matters. At the beginning of the month, I sold my 1900 T.I. Berlina to Al Cortes simply because I could not afford it. I know that at least it is in the right hands, as Al has a number of 1900's and has the ability to properly restore the car. When it is finished, somewhere down the road, Al and I plan to enter it in the Mille Miglia revival and the Carrera Pan America revival, as these cars were successful internationally in the 2 litre sedan class, and actually won this class in one of the Mille Miglias and in the last Carrera.

I also stuffed the nose of my 2600 Spider, jamming on the brakes and swerving to the right to avoid a kid dashing across the street. Unfortunately, as I swerved, the right front wheel jumped the curb, the steering wheel was ripped from my hands, and I wound up with the front of the car against a light post. At least the car is repairable, and I didn't hurt anyone, but parts are going to be a bit of a pain, as there are only 170 of these cars still known to exist.

Don Veta's 750 Giulietta Sprint is coming along well and the major dent in the roof has been properly based out and repaired. I decided to take my car to the same place, George Yacoubian, in Pacoima. His prices are certainly fair, if not downright cheap by today's standards, not with cans upon cans of Bondo.

The Indy car effort of Alfa has been going along in a reasonable manner for its first year, except for the disaster which struck when one of the 2 cars that exist was partially destroyed due to the decision of the CART officials to leave the car, abandoned with electrical problems, in a vulnerable place on the course. Andretti ran into it when he had nowhere to go when being cut off by another car. Since that time the "new" Alfa has been a mid-field runner; its best since its first race has been 16th at Pocono.

'til next month,

Stu

The Right Stuff to Put You Out Front

Alfa Romeo

MORE POWER!

- Headers • Camshafts •
- Carb Conversions •
- Induction Systems •

BETTER HANDLING!

- Springs • Torsion Bars •
- Sway Bars • Shocks •
- Alloy Wheels •

GOOD LOOKS!

- Spoilers • Side Skirts •
- Air Dams • Alloy Wheels •

We are Automotive Performance and Design Specialists. We'll help you get your Alfa to run and

look the way you want.



shankle

.....the unfair advantage



automotive engineering

9135-F4 Alabama Ave, Chatsworth, CA 91311
Phone 818-709-6155 FAX 818-709-8169

15% AROSC DISCOUNT CATALOG \$5.00

Alfa Romeo Parts
& Accessories

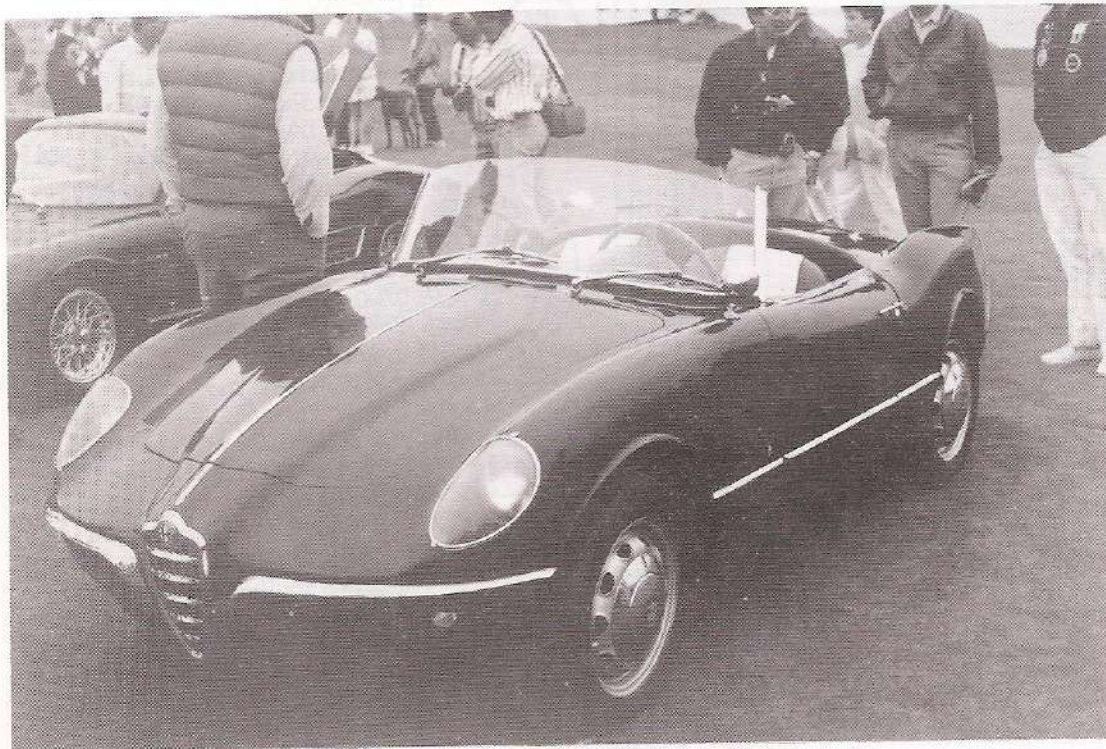
Free Catalog



centerline products

P.O. Box 1466, Boulder, Colorado 80306
(303) 447-0239

ALFACIONADA



These are some beautiful shots of some beautiful Alfas at the 1989 Pebble Beach Concours d'Elegance. They were taken by Dan Ritter and if you look carefully you can see some drool on one of the fenders. Pebble Beach had a magnificent turnout of Alfas this year. In class O-1 Italian Coachwork 1949-54 Said Marouf's '53 B.A.T. 5 Bertone coupe was first and Lorenzo Zambrano's B.A.T. 7 Bertone coupe was third. In class J Brenda Butler's beautiful '31 6C1750 Gran Sport Zagato was second. She also won the Road & Track trophy. Lorenzo's B.A.T. 7 won the Briggs Cunningham trophy and Gary Kaberle's B.A.T. 9 won the Co-Chairmen's award. All three B.A.T.s (will we ever see them together again?) are on the cover. I took the photo amidst a sea of people with an old automatic camera all the while wishing I could have gotten an aerial view of these absolutely fantastically bizarre and wonderful cars.

remove the actuator and adjust the screw either up or down accordingly. This procedure can be laborious but it really is the best way to set the screw because all actuators are not created equal. To paraphrase Huey Lewis, we're not living in a perfect world.

Your actuator should now be properly set. Now it's time to check mixture and ignition timing and several other related items, but not at this time. If anyone is interested in further discussion of the complexities of Spica fuel injection, let me know and I'll try to get it in some future column.

Now I'd like to put in a little plug for Alfa Ricambi and their resident "il Duce"

- (27) long control rod
- (28) short control rod

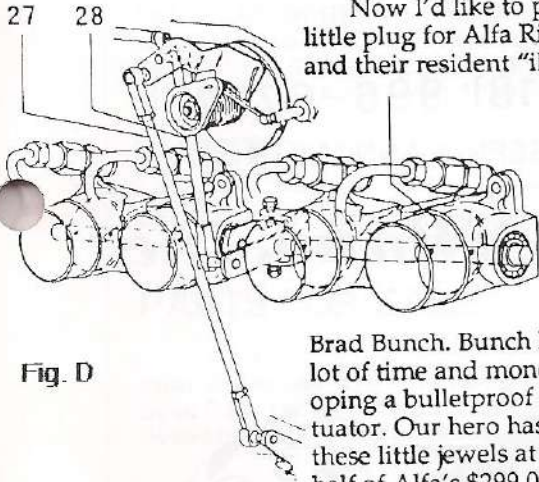


Fig. D

Brad Bunch. Bunch has spent a lot of time and money developing a bulletproof rebuilt actuator. Our hero has priced these little jewels at less than half of Alfa's \$299.00 retail price for a new actuator. It's only \$138.95 for a rebuilt Ricambi unit.

Two more items before I sign off; Neil, regarding your question about your fan belt, the answer is no, the screeching can't be caused by the actuator.

If any of you are in the market for a rebuilt injection pump, I would strongly suggest you give Jon Norman a call at (415) 525-9435.

'Till next time,
Ciao.

Table A

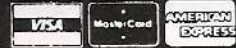
Dummy Actuator	Application
27 mm	Up to and incl 1974
27 8 mm	1975, 1976 48 state
28 mm	1976 Calif 1977 1978 on, all

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



ESTABLISHED TO MAINTAIN YOUR ALFA AT ITS VERY BEST

Your one-stop source for stock, high-performance, competition parts, from Alfetta to Zagato.



PROMPT WORLDWIDE SHIPPING

FAX (818) 956-5160
1-800-225-ALFA
(818) 956-7933

6644 SAN FERNANDO RD., GLENDALE, CA. 91201

There's no trick to making an Alfa fast and reliable.

You just have to know what you're doing.

We have over 15 years experience repairing, maintaining, modifying, racing and caring for Alfa Romeo motorcars.

Please call for an appointment or to discuss your needs.



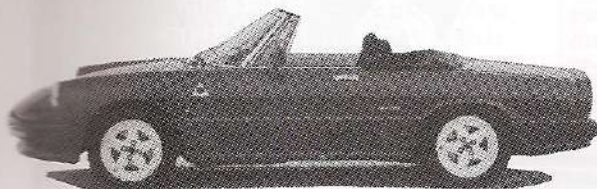
omega motorsports

3872 Clarington Avenue, Culver City
(213) 836-3160

ALFA ROMEO PARTS

Original and Aftermarket Parts
DISCOUNT PRICES

Catalog - \$3⁰⁰ T-Shirts - \$11⁰⁰



EUROPARTS CONNECTION

1425 Gardena Ave., Unit 7 • Glendale, California 91204

Toll Free USA: 1-800-228-EURO
Calif: 818-242-1122 • Fax: 818-242-1471



WORLDWIDE
SHIPPING



GTA

*Sports
Car*



Alfa Romeo

AND OTHER
FINE ITALIAN MOTOR CARS
service & parts

18734 Ventura Blvd. Tarzana, Calif.
(rear-building)

(818) 996-6787

JOSEPH CANNONE Prop.

ALFA ONLY

Service and Repair for
Alfa's Only!

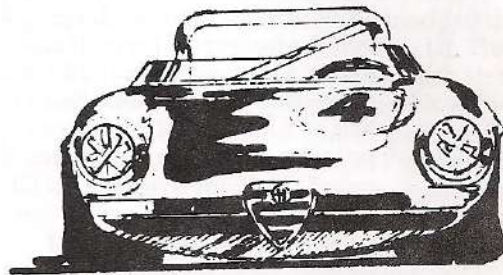
Parts NEW and USED

(213) 662-3916

3422 Glendale Blvd., L.A.

½ Mi. So. of Glendale
in Atwater Village

Alfa Milano, Inc.



We offer you the expertise of
Mr. Aquiles Gemba

formerly with Autodelta and
Alfa Romeo factory.

NEW ADDRESS!

1652 S. La Cienega Blvd.
Los Angeles, CA 90035
(213) 652-2404

CARS FOR SALE

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.

'82 - '85 Spider. Low to moderate mileage example in good condition. Enthusiast. Veloce or Graduate OK. Edd Mangino, (213) 545-1451 days or evenings.

WANTED

Set of four Ward & Deane springs with 5\8" rear bar. Joel Hoffman, (818) 994-4730.

PARTS FOR SALE

Rear Bumper for 1978 Sport Sedan, like new, \$200.00. Contact John Clark (818) 360-4018 or (818) 360-1546.

JOHN GREEN'S AROSC VIDEOS

1985, '86, '87 AND 1988

VHS OR BETA

ALL FOUR YEARS ON ONE TAPE

FOR ONLY

\$22.50

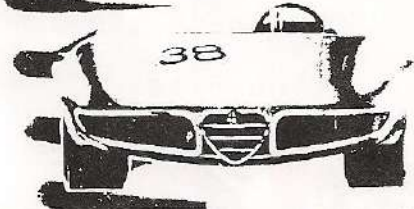
(Including Shipping)

Send checks payable to:

John Green
14435 Valerio, #6
Van Nuys, CA 91405

EXPERT GENERAL SERVICE AND MAINTENANCE

A complete line of chassis and drive train components for racing and high performance street use are also available.



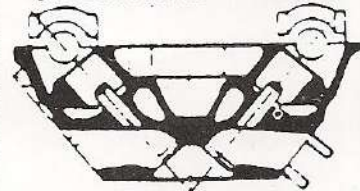
WARD & DEANE RACING

Shop Location: 1317 W El Segundo Blvd
Gardena, Ca
Telephone: (213) 754-6008

Mailing Address: 115 N. Oak St. No. 15 Inglewood, CA 90301

OPEN DAYS
EVENINGS
WEEKENDS

SPERRY VALVE WORKS



Specializing in

ALFA ROMEO HEAD WORK

The complete Alfa head shop that offers:

- High performance valve jobs
- Porting and polishing
- Big valves
- Street cams

Contact us directly or insist that your mechanic sends your Alfa head out for a Sperry Valve Job

Call or write for a Free Brochure

Sperry Valve Works
1645 West Sepulveda #10
Torrance, California 90501
(213) 325-7549

CALENDAR

Sept. 30\Oct. 1 TIME TRIAL at Laguna Seca Raceway
October 3 Board Meeting
October 7 & 8 Vintage Races at Willow Springs
October 14 Vino del Sud
October 27 General Meeting - Alondra Park
October 28,29 TIME TRIAL at Riverside (tentative)
November 2 Board Meeting
November 11 Swap Meet/Elections/General Meeting
November 18,19 Palm Springs Vintage Races



A.R.O.S.C. 

U.S. POSTAGE PAID
FIRST CLASS

Permit No. 656
Claremont, Ca. 91711

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA P.O. BOX 947 LAWDALE, CALIFORNIA 90260-0947

**ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA
TIME TRIAL ENTRY**

Event Location: _____ Event Date: _____

DRIVER #1, CAR # _____ DRIVER #2, CAR # _____

Name: _____

Address: _____

Phone: _____

License #: CA _____ AROSC _____ CA _____ AROSC _____

Other Comp. Lic.: _____

Drug Allergies: _____

Emergency contact: _____

phone: _____

Novice (ck): (1st) _____ (2nd) _____ (3rd) _____ (1st) _____ (2nd) _____ (3rd) _____

Please list experience: _____

I understand that my entry fee is NOT REFUNDABLE. I understand that this event is governed by the AROSC COMPETITION CODE and that in a matter of dispute, the decision of the Time Trial Director is final. I further understand that any falsification of the Classification form or FAILURE TO UPDATE said form will lead to suspension of my Time Trial License and forfeiture of all points accumulated for the year.

I, the undersigned, hereby release the Alfa Romeo Owner's Club, its officers, the Alfa Romeo Owner's of Southern California, its officers, the sponsor(s) of the event, the management and owners of the event facility, and anyone working at the event from any liability for damage to my car or equipment, the loss of the same, and from any liability relating to injury to me or anyone accompanying me, whether adult or minor, which may result from my presence at this event as a spectator, worker, or participant. I understand the above and of free will and without duress sign below:

Driver #1: _____ Date: _____

Driver #2: _____ Date: _____

Car Information

Status & Fees

Make: _____		Driver #1	Driver #2
Model: _____	Chet. Box(es)		
Color: _____ CC: _____	Time Trial	\$100 []	70 []
Expected (or past) Lap Time: _____	Introductory Group	40 []	40 []
ALFA'S ONLY	Non-AROSC Member	10 []	10 []
Base Model Points: _____ Mod Points: _____	Late Tech. Inspect.	20 []	
Total Points: _____ Class: _____	Dinner(s)	16 []	lea. M C F *
NON ALFAS			
HP: _____ Weight: _____	Total Amount Enclosed: \$		

WE NEED VOLUNTEERS (PLS CK): TECH INSP: _____ REGISTRATION: _____ SCH: _____ PRE GRID: _____ TIMING: _____ OTHER: _____

- NOTES: (1) Pls. fill in ALL of the boxes. We can't classify you or make up run groups if boxes not filled in.
 (2) If you do not have a permanent car number assigned a temp. number will be assigned at the track.
 (3) The AROSC Competition License is issued upon successful completion of the Novice School. The license application is issued at the track.
 (*) Please check for dinner selection - M=Meat, C=Chicken, F=Fish.