

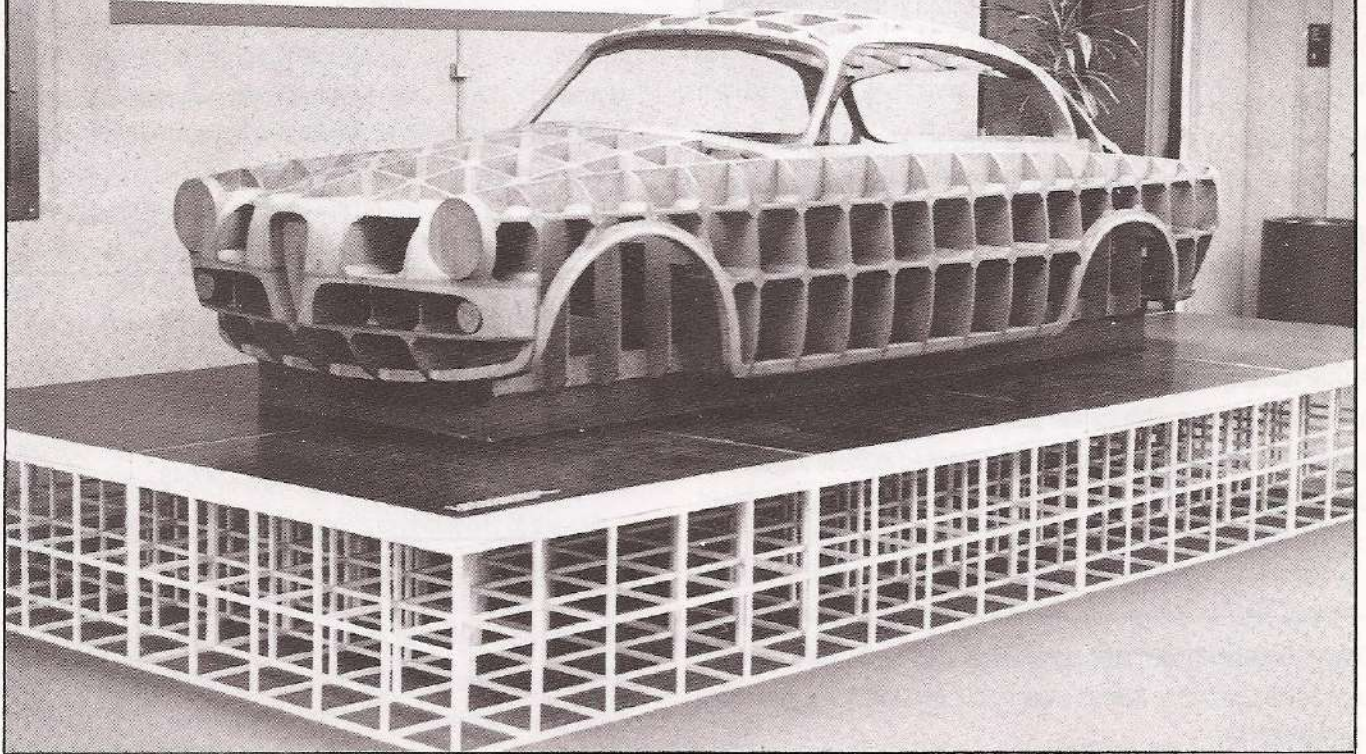
MARCH 1991

ALFACIONADA!



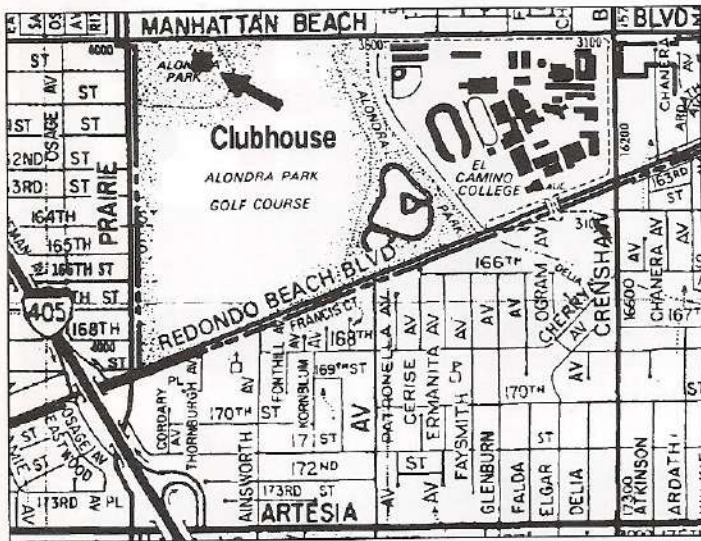
ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

Carrozzeria Italiana



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 tenth of the month for publication in the next 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.

IMPORTANT DEADLINE:

All articles and classified ads are due by the 10th of the month to be featured in the following month's newsletter.

MODIFICATIONS DISCLAIMER:

AROSC is not responsible for the safety or practicality of modifications performed by individual members and described in these pages. The Club suggests you check with your mechanic before modifying your car in any way.

Cover: Original wooden mockup of Guilietta Sprint, by Bertone, as seen at the *Carozzeria Italiana* show by our own **Larry Meyer**

In This Issue...

Editor's Desk	3	Library Feature	12
President's Column	3	AROSC Book Service	15
Good News, Etc.	3	Raffles	15
Giulietta Comparison	4	Classified Ads	15
Tour/Seminar/Concours	8	Calendar	Back Cover
Annual Mtg, Awards	10		

Board of Directors

- William J. Pringle** 621 Deodara Dr., Altadena, CA 91001
President (818) 797-0248 (H)
- Stu Schaller** 8821 Lindley, Northridge, CA 91325
Vice President (818) 772-2761
- Tina Van Curen** 1801 Edgecliff Dr., Los Angeles, CA 90026
Secretary (213) 666-4500
- Pierre Valenzuela** 8254 Manzanar Ave., Pico Rivera, CA 90060
Treasurer (213) 923-5305 (213) 336-7498
- Charlie Thieriot** 2500 Roscomare Rd., Los Angeles, CA 90077
Competition (213) 476-8812
- Phil Guiral** 248 Lindero, Long Beach, CA 90803
Concours (213) 439-5550
- Dirk Stoehr** 1512 Addison Rd., Palos Verdes Estates, CA 91356
Membership (213) 378-2451
- Fabio Garbini** 3786 Meier St., Los Angeles, CA 90066
Program (213) 398-1421 (H) (213) 644-2933 (O)
- Al Allen** 3304 Bellevue Avenue, Los Angeles, CA 90026
Member at Large (818) 241-9300 (Days) (213) 413-1954 (Eves)
- Kristin Gurney** 770 N. Fair Oaks Ave., Pasadena, CA 91103
Member at Large (818) 449-0969 (Days) (213) 413-1954 (Eves)

Newsletter

- Louise Velazquez** (213) 934-4508
Editor Mailing Address:
- Steve Gerow** P.O. Box 48616
Art Director Los Angeles, CA 90048

Commercial Ad Rates

1/8 Page	Half Year	\$60.	Full Year	\$100.
1/4 Page		120.		200.
1/2 Page		240.		400.

Editor's Desk

Louise Velazquez

The current issue of Autoweek reports that there are some changes ahead for Alfa Romeo. Plans include a Milano successor in 1992, a replacement for the 33, a new SZ Coupe by the end of 1993 and an all new Spider in 1994. It will be refreshing to see some diversity coming out of Arese again. We hope to have more details soon.

The Competition Committee has made several changes in the upcoming Time Trail Schedule. Racers please note that your cars will have to be ready a week earlier in March (the 23rd & 24th) for Willow Springs and months earlier for the corkscrew at Laguna Seca (now May 26th & 27th). We hope to see some new cars and faces out on the track.

President's Column

William J. Pringle

Moving rapidly into the new year, AROSC members were treated to a fabulous January meeting at El Camino College on the evening of January 26. Guest speaker Strother MacMinn captivated the audience with his excellent presentation. Some classic Alfas were on display from the highly presentable '67 Giulia Super of Mr. and Mrs. Barry Klein to the award winning 1900 Touring Coupe of Mr. Bob Hackamack. As a special treat, Mr. Thomas Wilson of Anaheim Alfa Romeo brought two new 164s and a Spider to whet everyone's appetite with. Hats off to them and everyone else who brought cars to display as well as Pierre Valenzuela for securing the location, Bill and Vickie Dillman for refreshments and Tony Krivanek for arranging the guest speaker to take time for us. Everyone I didn't mention who also helped out...thanks a million!

My condolences to outgoing president Dan Ritter. Dan's Berlina apparently was in a feisty sort of mood and decided to roll over Dan's foot. Ouch! My GTA did that to me once but it was a lot lighter than a Berlina and I have flat feet anyway!

Fresh out of my second board meeting, one of the main topics discussed was that of a membership survey to be seen in the newsletter soon. It was felt that we needed some quality current info on all the members in order to better fulfill everyone's expectations of the club. Other projects in the works is a tool loan program being spearheaded by Al Allen. We will update you as this program gets dialed in.

The February general meeting featured Len Frank who hosts the popular radio program "The Car Show". It can be heard every Saturday from 12:05 to 1:30 pm on KPFK at 90.7 FM on your dial. Len showed some amusing slides he has taken over the years along with great

anecdotes. Thanks for the good time Len, hope to see you at future time trials!

The general meeting for March will be the 29th and will feature Mr. Mike Sperry of Sperry Valve Works. Mike hardly needs an introduction here as he's the foremost authority on Alfa Romeo cylinder head preparation in the country, no, the world, that's it! He may possibly bring a new videotape if it's ready in time.

April brings more amusing stories from another well-known automotive journalist. Mr. T.C. Browne will discuss his experiences over the years with Italian cars, especially Alfa Romeos. T.C. is currently a contributing editor for Road and Track magazine, most recently doing an article on his running of the Mille Miglia.

As of this writing the Long Beach Grand Prix Alfaxtravaganza is well on it's way to becoming the event of the year! Be sure to get your ticket requests in now because they are going real fast. Don't delay, get your money in to Stu Schaller ASAP!

Anyone wishing to attend the next or any board meeting please call me at (818) 797-0248.

Without further ado...Buon Giorno!

Good News, Bad News, & Just News

Stu Schaller

It looks like 1991 is going to be the best year ever for AROSC. We have already had a successful time trial and the first attempt at a full fledged racing program went extremely well.

The board (specifically Tina) is trying to come up with a new monthly meeting place, more central for the majority of club members. Locations already suggested include the D.W.P. in downtown Los Angeles, and Glendale Savings in Glendale. If you have any ideas, please contact Tina at (213) 666-4500. The board is also working on a questionnaire (prepared by Dirk) as to how the club can better serve your needs. If you have any input contact Dirk A.S.A.P. (818)345-5988. The board can still use a lot of help regarding organizing social activities, and the competition committee can use help regarding organizing gymkanas and rallyes. Please contact the respective boards if you have any ideas or if you can volunteer any time.

Classic & Sportscar (2/91), has an article on the Alfa GTV 6 vs. Fiat Abarth Ritmo vs. Lancia H.P.E.. The Alfa Romeo Market Letter (1/91) reports that Alfa prices have declined in the last three months, but I still believe that Keith Martin, the publisher has all Alfas undervalued in his newsletter.

Continued Page 6



Len and friends.

Dave Gooley Photos

Comparison Report— 1960 Giulietta Sprint and 1961 Giulietta Spider

Len Frank

(Reprinted from *Special Interest Autos*, October, 1984)

ALFA Romeo is a government-controlled auto manufacturer as is Renault and, in 1951, as was VW. In those dim years, Mercedes and BMW were building lackluster versions of their prewar cars. Fiat, the largest automaker in Italy, was doing likewise but was at least readying a new unit-bodied 1400. DKW, all that remained of the prewar Auto Union combine, was building mid-priced two-strokes with baroque styling. Here in the United States, pushrod-operated ohv engines were proliferating, but Ford/Chevy/Plymouth were still using versions of prewar power. Ford had recently discovered i.f.s.; Nash was building America's only unit bodies. Such was the automotive world in the early fifties.

Alfa Romeo had gone back into production of the prewar 2500—a low-volume, high-priced car, but followed it with the 1900. It was Alfa's first unit-bodied car, their first moderately priced car. It had i.f.s., a twin cam engine and a performance level higher than any other similarly sized family sedan. It was just a hint of what was to come.

A couple of years after the 1900 planning started, Alfa started their most ambitious project until the Alfasud 20 years later. The Giulietta prototype was completed in 1953; the production Berlina and Sprint introduced in '54; the Spider in '55.

Look back at what constituted a high-volume production car in those days and compare any of them. Remember that this was Alfa's first "people's car" in over 40 years of production. The unit body was more or less expected, but Alfa chose an engine that was jewel-like almost beyond belief for a small family sedan. A light alloy wet-sleeve block was capped by an alloy hemi head (it had been decades since Alfa had any other

type of combustion chamber). Double overhead camshafts were driven by chain with a simple mechanical tensioner—nearly as reliable as the prewar gears but at a fraction of the cost. The cams opened the valves through the medium of inverted bucket followers with adjustment by caps on the valve stems. A five-main-bearing forged crank with full counterweighting was held in place by alloy main caps. Some cars had steel oil pans but most had alloy pans with cooling fins, swinging-gate oil baffles, and a full windage tray. The only cast iron was in the exhaust headers; water pump, intake manifold and bell housing were all light alloy. So were the transmission housing, differential center section, steering box (by ZF), the huge, flned brake drums, brake shoes and dozens of minor brackets. Some economy car.

Displacement was 1,290 cc—that's a cupful more than a Harley-Davidson 74. Not the stuff to excite the average American, used to cast iron enclosing about 300 cubic inches. But remember when Chevy electrified us with one horsepower per cubic inch? Big time! Alfa, using their conservative C.U.N.A. rating brought the basic Berlina in at 62 horsepower, the T.I. at 74, the Sprint and Spider (normale) at 80, Veloces at 90, and the SS and SZ at an even 100. Add about 15 percent to convert to S.E. gross ratings like Chevy then used.

The early Veloces used alloy doors, hood and trunk, with sliding acrylic door windows in the Sprint replacing the normal roll-up glass. The SS and SZ replaced the early lightweights in 1959. The Veloce ate

The contemporary Porsche 1300s for breakfast. The rarefied Carrera GTs had to be built by Porsche to get a little Zuffenhausen dignity back.

Back to the Alfa proper. Suspension on all Giuliettas, Berlina through SZ, was about the same: short and long forged steel a-arms in front supported by angled coils surrounding the shocks and bearing on the lower arm. An antiroll bar kept lean reasonable. The solid axle in the rear was about as light as Alfa could make it with thin steel tubes bolted onto the beautiful cast alloy center section. Vertical coil springs, again surrounding the tube shocks, mounted on top of the axle. A pair of tubular trailing arms below the axle gave fore/aft location. On top, a triangular bracket of welded steel tubes both absorbs braking torque and locates the axle laterally. Brakes were drums—only the Crosley (among production cars) had disc brakes by that time—but more than generously sized, with finned aluminum mufflers around the iron liners. The dual leading shoe fronts used helical fins, the rears, circumferential. Remember, please, again, that these underpinnings grace a prosaic little four-door, four-passenger sedan as well as the more exotic Sprints and Spiders.

Driving the Spider

The red Spider shown here belongs to Dave Gooley, a photographer whose work has appeared in (and on) SIA. Dave owned a Sprint in years past and managed to convince



himself that Alfa ownership was the key to happiness. Hindsight has wonderful, golden coloration. He sold that first Alfa (bought used and decrepit) when he could no longer afford to keep it running.

Dave's comparisonReport 1961 Spider has had its problems—a lot of neglect can stack up in 20 years to compound a slightly snor-

mal electrical system—but he has attacked them as they appeared. Perhaps \$5,000 has gone into the car including purchase (with a parts car) paint, body work, chrome, a valve job, water pump, brakes, generator, starter.... Not inconsiderable, but only about half the cost of a new Honda Accord. And the Alfa is appreciating.

Dave's car is the most common of all the Giuliettas imported to the United States—there were about 17,100 Spiders (including some 3,000 Veloces) out of nearly 178,000 Giuliettas of all types built from 1954 through 1962. More Sprints (over 27,000, including Veloces) were produced, but fewer brought here.

Comparison with domestic cars of the mid-fifties through 1960 is edifying—the basic Alfa was quite reliable. Contrary to their later reputation and disregarding problems caused by service or lack thereof, Alfa Giuliettas were not overheaters or oil leakers, nor headgasket blowers. Their propensity for rust was no greater than other makes of their time. The early (750 series) cars had the greatest performance but would burn exhaust valves. Valve guides wore faster than their domestic counterparts, but engine speeds were nearly double. Electrical systems and valve burning were improved with time (101 series) but the electrics, at least, were never up to the standards of Delco or Autolite. And since wipers and heater motors were not up to Vermont winters, it was perhaps merciful that the rear-mounted battery and its marginal cable barely warmed the starter as it vainly tried to crank a high-compression engine with a pan full of SAE 40 oil.

Compared with British roadsters or Porsche Speedsters, the Alfas more than held their own. With their excellent tops, roll-up windows and commodious trunks, the Giuliettas made the MGAs (the little Alfa was really a contemporary of the primitive MG-TF), TR-3 and Austin-Healey 100 seem positively Spartan—and crude.

Dave's Spider starts easily hot or cold. The single dual-throat Solex has the choke knob near the center of the dash next to the hand throttle. but in California it's seldom necessary. These later Giuliettas have Porsche-type synchromesh on all four speeds (there was a factory five-speed conversion used on Veloce, SS and SZ) with characteristically weakening action on second gear. Dave's car is no exception. Exceptional, though, is its clutch slip, the result of that aforementioned neglect and wear. The mechanically actuated clutch should be, and usually is, one of the Giulietta's nicest features. All of the Alfa's driving controls are pleasant to operate.

Once the clutch bites, the Spider moves off smartly. Alfa, not at all aware (or was it lack of interest?) of American driving conditions, chose to equip the normale with 4.55 rear-end gears, the Veloce with

4.11. The normale has good low-speed torque and—compared with the Veloce—limited high rpm capability. The Veloce has no low-speed torque, and while Alfa didn't approve, more than one Veloce saw 8,000 rpm trying to prove cubic inches weren't everything.

A bit of care is required to avoid gnashing into second, but otherwise the Spider's gearbox is a delight, especially after fumbling with mediocre fwd shift linkages most of our driving time. The Alfa shift linkage grows right out of the top of the gearbox.

Throttle response is excellent, and the noises that accompany throttle use are neat. Performance, using a 5,000 rpm limit out of respect for the elderly, is useful but not nearly indicative of the car's potential. Giuliettas are still highly competitive in SCCA racing, and are among the oldest production cars still running. Acceleration of Dave's car is about the same as a good modern econobox. Again and again the feel of the steering, the excellent brakes, the heft and sensual movement of the shift lever make us wonder if there has been progress at all—or merely change.

Speaking of brakes, Alfa didn't begin using discs until after all of their immediate competitors (Triumph started in 1957) because they simply didn't need them. The last drum-braked Giulias—1600 cc Giuliettas—used a three leading shoe design that exceeded the limits of the tires to transmit retardation for as long as the driver asked them to.

The Spider is nimble without being twitchy. Alfa believes that nosedive and body lean are acceptable tradeoffs for good ride and excellent adhesion on rough roads, and so Dave's car proves. It is very slow to lift its inside rear wheel in hard cornering—endemic in its British counterparts. Dave's Spider does want to drift right when the throttle is closed suddenly—a sure sign that the trailing arm bushings are worn.

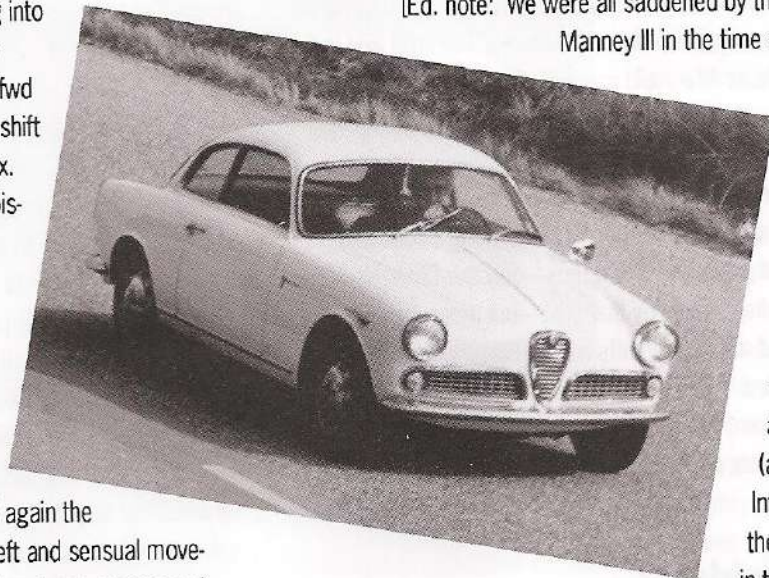
The Spider cruises easily in traffic—Dave drives it regularly six to eight thousand miles a year. High gear performance with the 4.55 gears, naturally is wonderful—better than remembered. It seems happy on either leaded or unleaded premium but has run on regular when driven gently.

Driving the Sprint

There was more than a little *deja vu* in the Early's Sprint. Mine was a '59 but identical in every important way to their '60. The major difference is, that while we both bought them new, they still have theirs, while I, of little faith, sold early.

Marilyn and Jack Early took delivery of their 1960 Sprint Veloce in Paris. Delivery was arranged by friend Henry N. Manney III, then a contributing editor to Road Track (now editor-at-large. Mr. Manney, one of automotive journalism's few real treasures, is desperately ill).

[Ed. note: We were all saddened by the passing of Henry Manney III in the time since this article was written.]



The Earlys have been involved with the West Coast sports car movement since near the beginning. Jack worked with Phil Hill and Ritchie Ginther (and others) at International Motors, then with Ernie McAfee in the Siata 8V days. He

raced a blown MG-TC, and if I don't stop now this article will run forever.

The Earlys had a marvelous time driving around Europe, including one trip to Milan to replace a defective cam follower. They still talk glowingly of the courtesy and service at the factory. Wonder if it's still like that? There has never been any drama in owning the car. Some years ago, it took time out from its daily commute to be reupholstered and painted. About five years ago it burned a valve. Three years ago, the engine and gearbox were gone through. It has about 180,000 km on its odometer.

Though they don't say, I suspect the lack of trauma is due to intelligent and understanding service over the years.

Differences in the Sprint and Spider are immediately obvious. The Veloce engine starts instantly but takes a bit of warming. Recollection tells me that cold-weather starting—if, indeed, the starter circuit is up to the job—needs no choke. A few pumps on the pedal and the dual Weber DCOE-2 carbs supply enough fuel for most contingencies. Whether or not the ignition will fire the mixture is another question. But this, after all, is Southern California, and the Early car, which has always been close to optimum, has never had this problem.

No clutch trouble on the Sprint either, and a good thing it is too because of that complete lack of low-speed torque—the tach starts at 2,000 rpm. The higher weight of the Sprint combined with the 4.11 gearing makes getting off the line smartly a matter of 4,000+ rpm with clutch juggling. Done just right it's the beginning of a 10-second run to 60. Done wrong, it gets expensive.

Continued Overleaf

Specifications: 1961 Spider and 1960 Sprint

	1961 Spider	1960 Sprint
Price when new	\$3,150 (price dropped from 1960—\$3,515)	\$4,144 (US) in Paris, about \$3,200
Standard equipment	Pirelli Cinturato Radials, heater, vinyl bucket seats	Pirelli Cinturato radials, heater
Optional equipment	None	None
Engine type	Inline four-cylinder, alloy block and head, wet sleeves, five mains	Same
Bore and stroke	2.91 x 2.95 (74mm x 77mm)	Same
Displacement	78.7 cu. in. (1290cc)	Same
Max bhp @ rpm	92 @ 6,000 SAE gross (see text)	103 @ 6,500 SAE gross
Max torque @ rpm	79.6 @ 4,000 SAE gross	96 @ 4,500 SAE gross
Compression ratio	8.5:1	9.5:1
Induction system	Single dual throat Solex 35 APAIG progressive carburetor on aluminum manifold	Dual Weber 40 DCOE 2 (Dual throat side drafts)
Exhaust system	Cast iron 4-into-1 header w/muffler and resonator	Steel tubular headers 4-2-1 w/muffler and resonator
Electrical system	12V Lucas/Marelli battery/coil	Same
Clutch type	Single plate	Same
Disc diameter	N/A	N/A
Actuation	Mechanical linkage	Same
Transmission type	Four-speed, Porsche-type synchros on all forward speeds	Same
Ratios:	1st 3.31:1	Same
	2nd 1.96:1	Same
	3rd 1.35:1	Same
	4th 1.00:1	Same
	Reverse N/A	N/A
Differential type	Conventional ring and pinion in light alloy center section	Same
Ratio	4.55:1	4.11:1
Drive axles	In steel tubes bolted onto center section	Same
Steering type	ZF worm/roller	Same
Turns lock to lock	2.8	Same
Ratio	N/A	N/A
Turn circle	36 feet	Should be more than Spider—longer w.b.—but always listed the same
Brakes type	Dual leading shoe front, lead and trailing rear (drums)	Same
Drum diameter	Front 10.5", rear 10.0"	Same
Total swept area	264 square inches	Same
Frame	Unit, steel	Same
Body construction	Steel—fenders formed from small welded sections	Same
Body style	Two-passenger convertible, spare tire behind seats under folding top	2+2 steel bodied coupe. Spare in trunk. Early Veloces had aluminum doors/hood/trunk, plastic windows
Suspension, front	SLA, forged, coil springs, tube shocks, anti-sway bar	Same
Suspension, rear	Coils, tube shocks, solid axle located by lower trailing arms and upper torque reaction bracket providing lateral location	Same
Tires	(Originals) 155 x 15 Pirelli Cinturatos	Same
Wheels	Steel (Borrani) 4-bolt, 4.5" wide	Same
Wheelbase	88.6 inches	93.7 inches
Overall length	153.6 inches	156.6 inches
Overall height	49.25 inches (top down)	51.8 inches
	52.6 inches (top up)	
Overall width	62.2 inches	60.2 inches
Front tread	51 inches	Same
Rear tread	50 inches	Same
Ground clearance	7.0 inches	Same
Curb weight	840 kg (1,848 pounds)	895 kg (1,969 pounds)
Crankcase	Light alloy with cooling fins and trapdoor oil baffles, 6 quart capacity	Same
Cooling system capacity	8.0 quarts	Same
Fuel tank	12.5 gallons	21 gallons
Fuel consumption, best	35	32
Fuel consumption, avg.	25	24
Performance, 0-60	12.8 seconds	11.8 seconds
Top speed	100+	118 (factory)

The second gear synchro is perfect—if there is a nicer gearbox I have never found it. Sadly, the suspension on the Early car is a bit tired, so throwing it around is not a pleasurable proposition. Body roll and nose-dive are greater than the Spider's and, coupled with the Sprint's longer wheelbase and higher weight, the handling is slowed. The front end is a bit loose as well, but surprisingly the trailing arm bushings seemed good. Nothing serious wrong, just some 80,000 miles of wear.

Cruising is a pleasure. Seats are comfortable but without the lateral location of better modern seats. Visibility is not up to modern standards either, nor is ventilation. For its day, however, the Bertone-designed coupe was exceptional. Rear seat space is of the "4-2 what?" variety, but front seat room is excellent.

In both cars, the steering wheels beg for an arms-out position, but the pedals leave legs bent. Strangely

Italian, but it suits me. The Early car has excellent straight-line performance as long as revs are kept up. It's a

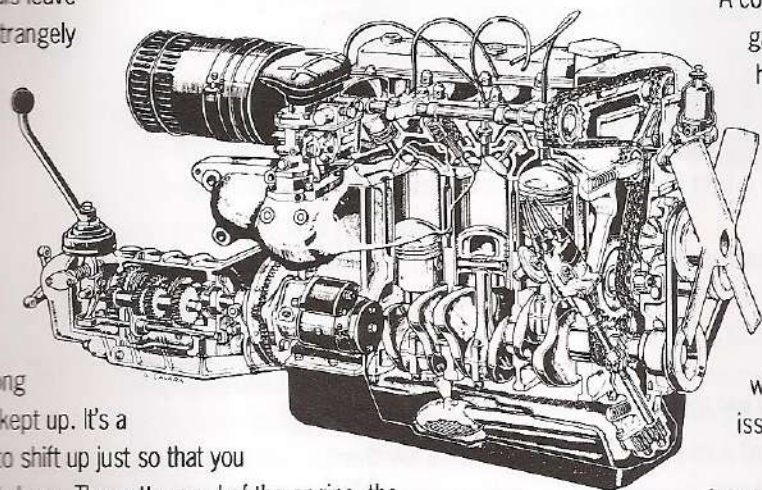
temptation to shift up just so that you have to shift down. The gutty growl of the engine, the entire driveline, are about as good as it ever needs to get.

Marilyn Early has decided that 24 years with the same car is probably long enough, so if the right person comes along, she might just sell. Dave Gooley would like to sell his spare car as well.

Fortunately, I'm broke.

Editor's Note

Many thanks to the wonderful Len Frank for excavating this article from his archives. It was originally run in *Special Interest Autos* #83 in October of 1984. We thought it made sense to run it again now with the resurgent interest in 60's Alfas. David Gooley, club member and photographer extraordinaire has provided the custom photo for us. There have been some changes in the years since Len first wrote this: Fiat purchased Alfa, David Gooley bought Marilyn Early's lovely Sprint and Len Frank says he's still broke but is determined to reverse that trend.



An AROSC Special Event— *It's a Tour, a Seminar and a Concours!*

On Saturday April 27 members of AROSC will have the opportunity to visit Vintage Racing Services. Owner **Tony Krivanek** will show us through his shop and demonstrate how he restores classic sports cars and vintage race cars. We are sure to see some very special one of a kind beauties.

There will also be a concours, the perfect place for anyone who loves to have people admire their Alfa to show it off to a truly appreciative audience, your fellow Alfisti!

A concours, in the unofficial AROSC dictionary, is defined as a gathering of Alfa lovers heaping praise on one another for hard work, TLC, and the good taste to own an Alfa. There is a category for everyone and every car from fresh off the showroom floor to older than any of us will admit to, and from daily driver to Pebble Beach perfect. There is also a novice class, so even if you can't spell concours yet you could end up a winner.

This is the first event of the season and a rare opportunity to see how show cars are prepared, so what are you waiting for? To enter tear out the form in this issue and mail it today.

If you need information or encouragement call Phil Guiral at (213) 439-5550 or Stu Schaller at (818) 772-2761.

Vintage Racing Services is at 14705 Keswick St. in Van Nuys, 1 block North of Satocoy and 1 block West of Van Nuys Blvd. The tour/seminar will begin at 9:00 A.M..

Good News From Page 1

The plans for the Long Beach Gran Prix event are going well, and even though it is past the official closing date, we will try to accommodate you if you call me immediately at (213) 378-2451.

In regard to Alfa miniatures, as far as I am aware, there is only one scheduled mass-production model to be produced in 1991, a SZ (the new ES30), to be made by Macthbox. New books on "real" Alfas include a Duetto book (in Italian) and one on the early GTVs (105 series).

AROSC Concours Entry Form

Date: April 27, 1991

Location: Vintage Racing Services

Name: _____ Phone :(_____)

Address: _____ Apt.#: _____

City: _____ Zip: _____

CAR #1

CAR #2

Make: _____ Make: _____

Model: _____ Model: _____

Year: _____ Color: _____ Year: _____ Color: _____

Body Style: _____ Body Style: _____

1. I understand that my entry fee is not refundable. I further understand that this event is governed by the AROSC 1991-1992 Competition Code and that in the event of any dispute the decision of the Concours Board is final.

2. **Release of Liability:** I, the undersigned, desiring to enter and participate in the above described event, do hereby release the Alfa Romeo Owners Club and the Alfa Romeo Owners of Southern California; these organizations' respective members, officers, directors, or chairpersons; any sponsors of the event; the owners and managers of the site; the event officials; and any other persons assisting at the event; jointly and severally from any and all liability arising out of my participation in said event.

Signature: _____ Date: _____

Entry Fee (Full amount must accompany this form):

Concours Entry, No. of Cars _____ @ \$10.00 per car \$ _____

TOTAL enclosed \$ _____

ENTRY DEADLINE: Postmarked Wednesday April 17, 1991.

Make checks payable to: AROSC

Mail completed form to: Phil Guiral, 248 Lindero, Long Beach 90803

Information: (213) 439-5550

AROSC Annual Meeting

Tina Van Curen

The AROSC annual meeting was held at El Camino College on Saturday January 26. The meeting was preceded by an informal concours which set the mood for an Alfisti evening. Our thanks to all who shared their prized Alfas with us.

Outgoing president Dan Ritter bade us all a fond farewell and then turned the meeting over to incoming president Bill Pringle who introduced the new Board of Directors.

The highlight of the meeting was a thoroughly entertaining slide presentation on the history (evolution?) of automotive design by Strother McMinn of Art Center.

Competition Director Charlie Thieriot announced the winners of the 1990 awards. They are:

CONCOURS

1st Dirk Stoehr
2nd Fred Biba
3rd Tom Stoner
4th Bill Reinert
5th Brad Fried

TIME TRIALS

Class A

1st John Cote'

Class C

1st Harold Rich

Class D

1st Tor McPartland
2nd Jeff Peltola
3rd Andrew Henderson /
Len Frank

Class E

1st Alex Brown
2nd Pat Rinaldi
3rd Pat Moran /
Rob Richard

Class F

1st Judy Illeman
2nd Rex Chalmers

Class G

1st Si Robin

OVERALL WINNERS

1st Dirk Stoehr
2nd Rex Chalmers
3rd Ron Avery

RAFFLE WINNERS

Alfa Ricambi Gift Certificates
Steve Fields
Bob Gaukel
Ric Delgado
Eriminas Gift Certificates
Bill Dillman
Jay Lieber
Shankle Gift Certificates
Fred Biba
Ron Bonucci
Alfa Romeo Buyers Guides
Dave Gooley
Ruth Klein
Joel Hoffman
Europarts card case
Judy Illeman
Bonicci Book
Marcia Walker

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 AND DEANE RACING

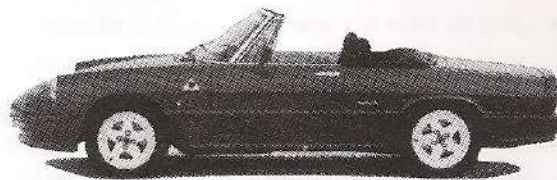
Shop Location: 1317 W El Segundo Blvd
Gardena, Ca
Telephone: (213) 754-6008
Mailing Address: 115 N. Oak St. No. 15 Inglewood, CA 90301

OPEN DAYS
EVENINGS
WEEKENDS

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

Alfa Romeo Owners of Southern California
presents

AN INDY CAR WEEKEND AT THE LONG BEACH GRAND PRIX

April 12, 13 & 14

Cheer your marque to victory as Alfa Romeo and Patrick Racing International contest the 1991 CART PPG Indy Car World Series.

Friday, April 12 Activities:

Practice for the Grand Prix
Party featuring Danny Sullivan and speakers from Alfacorse,
ARDONA and Patrick Racing International at the Hyatt Regency
Buffet and no-host Bar

Saturday, April 13 Activities:

Qualifying for the Grand Prix

Sunday April 14 Activities:

Celebrity Race
Long Beach Grand Prix

Ticket Prices:

Friday Party	\$40.00
Sunday Race	\$40.00
Friday Party and Sunday Race	\$75.00
Friday Party and 3 Day Race Ticket	\$125.00

Race ticket prices include parking.

For Information call: Stu Schaller, V.P. AROSC (818) 772-2761

TICKET ORDER FORM

Name: _____ Phone: _____

Address: _____

Party and 3 Day Race Ticket	@\$125.00	No. _____	\$ _____
Party and Sunday Race Ticket	@75.00	No. _____	\$ _____
Party Only	@\$40.00	No. _____	\$ _____
Sunday Race Only	@\$40.00	No. _____	\$ _____
Total			\$ _____

Make Check payable to: AROSC Include Self-addressed stamped envelope
Send to: Stu Schaller, 8821 Lindley Ave., Northridge, CA 91325

AROSC Library Feature

Reviewed by Larry Meyer

Alfa Romeo Giulia Berlinas 1962-76

Compiled by R.M. Clarke [Donated by Louise Velazquez]

For most of us, our Alfas are every day drivers first and foremost, and what we crave is the most beautiful and fast example we can find. For me, it is a black Alfaetta Sprint Veloce, but for others it may be a red GTV6, a plum colored GTV, or a silver spider. 105 Berlinas usually don't even come up in conversation.

12 And yet, most of our AROSC presidents over the years have owned a Giulia Super or 1750 or 2000 Berlina, they are popular with mechanics, and are a frequent sighting at our time trials. It is not unheard of for a '60's Ferrari enthusiast to run a Super for transportation. If all this is a mystery to you, then I recommend our Brookland Books collection of road tests and features. This series features a variety of interesting models from the last 30 years, and is basically a collection of English language magazine article reprints. In this edition, we have several English and Australian publications represented, in addition to R&T, C/D, and SCG.

You'll find for starters that the Giulia TI, and more particularly the Super, practically defined the sport sedan market in Europe and over here. Most of the road testers were quite enthusiastic about these cars, and many, including Len Frank, bought one. By the last years of the 2000 Berlina, the other top European builders were catching up to or

surpassing Alfa in many important road test criteria, but the cars still got very favorable reviews.

This all traces to Alfa's basic philosophy, of course, where the sedans were really interchangeable with the GT's and spiders underneath. A unique approach in the '20's, and still rare in the '60's, it has finally become a rule today, in the super-competitive new car marketplace. In fact, all that competition explains some of the Alfa malaise which led to the Fiat buy-out.

In terms of 1991, the mechanical appeal of the old Supers and Berlinas is still there, and most people will tell you a 105 series Alfa is the oldest range which can still be subjected to daily or frequent use, from a parts availability standpoint. Despite a big runup in Giulia Super and TI Super prices, these cars can make an attractive cult car or time trial machine. Conversely, it costs just as much to restore a sedan as it does a Duetto or GTV, and it is hard to imagine a 4-door ever having the appreciation potential of the purely sporting models. It all depends on your point of view, though, as a Berlina is much less a target for vandals or thieves than a spider, for example.

As a final note, an R&T owner survey is included in this anthology, and shows almost unanimous approval for the 105 series—something like 94% would have bought another one—which confirms that people knew how good they were from the beginning. In the same survey is a statistic that surprised me: only 5% of respondents to that 1970 survey did their own work. I guess most people found even twin Webers to be too intimidating to work on.

Join the Club that Knows When to Say Yes.

We invite the participation of the following:

- Leadfoots
- Techno-Nerds
- Socialites
- Scribes/ Photogs
- Ingenues/ GQs/ World-weary adventurers
- Sages
- Former Ferrari owners with cash flow problems

Whatever your demographic category, as long as you've got Alfas in your blood, an AROSC membership offers the following potential benefits:

- *Alfacionada*, your guide to the LA area Alfa scene.
- Membership in the national Alfa Romeo owners club; *Alfa Owner*, its monthly magazine, with many articles on current Alfa events, rumors, technical, historical and competition topics. It also carries ads from all the major suppliers of aftermarket parts and accessories.
- Popular Time Trial, Race, and Concours Schedules
- Social Events, parties, tours, trips to Long Beach and Monterey
- 1000 years of collective technical expertise, repair guidance
- Great Raffle prizes at the meetings
- Friendlier people than German car clubs
- Cool T-shirts available at extra cost.

Alfa Romeo Owners of Southern California

Membership Application

- Dues for 12 months to AROSC and National (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: _____

Phone Numbers: Home: () _____

Work: () _____

Please Mail To: Dirk Stoehr, AROSC Membership Chairman
4539 Jubilo Drive, Tarzana, CA 91356

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



13

Alfa Romeo Parts
& Accessories

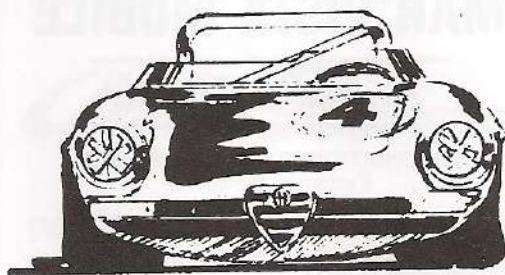
Free Catalog



centerline
products

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

Alfa Milano, Inc.

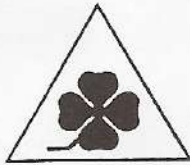


We offer you the expertise of
Mr. Aquiles Gemba

formerly with Autodelta and
Alfa Romeo factory.

NEW ADDRESS!

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



SUPER PRODUCTIONS

670 W 17th Street, Unit F-3
Costa Mesa CA 92627

Bill Stevens & York Kielnecker

*Exclusively Alfa Romeo
Repair and Service
By Appointment Only
(714) 642-3177
9:00 - 6:00
Monday - Friday*

14

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



MAR VISTA MOBILE

Recession Specials

RECONDITIONED TRANSMISSIONS
Exchange (or Yours)
\$425.00
▲▲▲

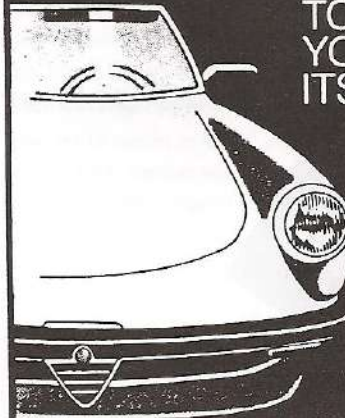
REBUILT 2000 HEADS
Valves & Seats Cut; GTV6 Guide Seals;
New Silicone Bronze Guides; Surfacing
Exchange (or Yours)
\$175.00
▲▲▲

REBUILT GIGLIETTA WATER PUMPS
\$95.00
▲▲▲

SPECIALIZING IN RESTORATIONS OF
750/101 SERIES CARS

3822 W. 139th St., #11, Hawthorne 90250
(213) 644-2933

CALL FOR APPOINTMENT



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

For Sale

'82 GTV 6, Blk/Blue, 58K miles, driven daily, \$37-50
(805) 379-0973-Eves.

1976-79 Alfaetta/GTV parts: Complete heater unit. Windshield wiper unit with arms. Dash wiring harness. Headlights with chrome trim. Also have one Cromodora wheel (new) for Spider (\$75.00)
(805) 379-0973 Eves.

'67 GTV, Solid, rust-free original. 22 yrs. of documentation. Sperry Stage 5 equipped 1600, Freshened by Omega Motorsports. \$7700.
(818) 718-0740.

Wanted

For '60 Giulietta Sprint coupe—need steering wheel and various trim pieces. Must be in excellent condition. (818) 797-8897.

The AROSC Book Service

Beginning next month, **Stu Schaller** will publish a list of books being offered to club members at a discount.

As the rate of discount varies greatly with specific titles and with the total amount of books ordered, the actual order will not be placed until I have requests for at least fifty books in total.

All orders must be paid for in advance. Books not on the list may be ordered by special arrangement, but must also be made in advance.

All checks should be made out to Stu Schaller, and addressed to: Stu Schaller, AROSC Book Fund, 8821 Lindley, Northridge, CA. 91325.



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.

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

CALENDAR

Mar 2-3 *Drivers School* -Willow Springs
Mar 23-24 *Time Trial* -Willow Springs
Mar 29 *Meeting*-Mike Sperry
April 12-14 *Long Beach Grand Prix*
Party and Races
April 26 *Meeting* -T. C. Brown
April 27 *Tech Seminar / Concours*
Vintage Racing Services (P. 8)
May 26-27 *Time Trial* -Laguna Seca

DREW KELLEY

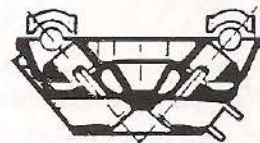
(213) 529-2721

ITALIAN MOTORS Ltd.
Personal Care for Ferrari and other Fine European Motorcars

8860-FROSECRANS AVE. DOWNEY, CA 90242

SPERRY VALVE WORKS

SPECIALIZING IN ALFA ROMEO
CYLINDER HEAD WORK



The complete Alfa head shop that offers:

- High Performance Valve Job
- Porting and Polishing
- Oversized Valves
- High Performance Cams
- Connecting Rod Service
- Aluminum Flywheels

Contact us direct or insist your
mechanic sends your Alfa head
out for a Sperry Valve job.

CALL OR WRITE FOR A FREE
BROCHURE.

SPERRY VALVE WORKS

2829 GUNDRY AVE.
SIGNAL HILL, CA 90806
213 • 988-5960



FAX: 213 • 988-5962



A.R.O.S.C. 

18146:20:02-92:APR
DAN RITTER
936 MONTEREY BLVD
HERMOSA BEACH CA 90254

FIRST CLASS
U.S. POSTAGE
PAID
Pasadena, CA
Permit No. 490

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