

NOVEMBER 1991



Affezionada

Holiday Party P.4

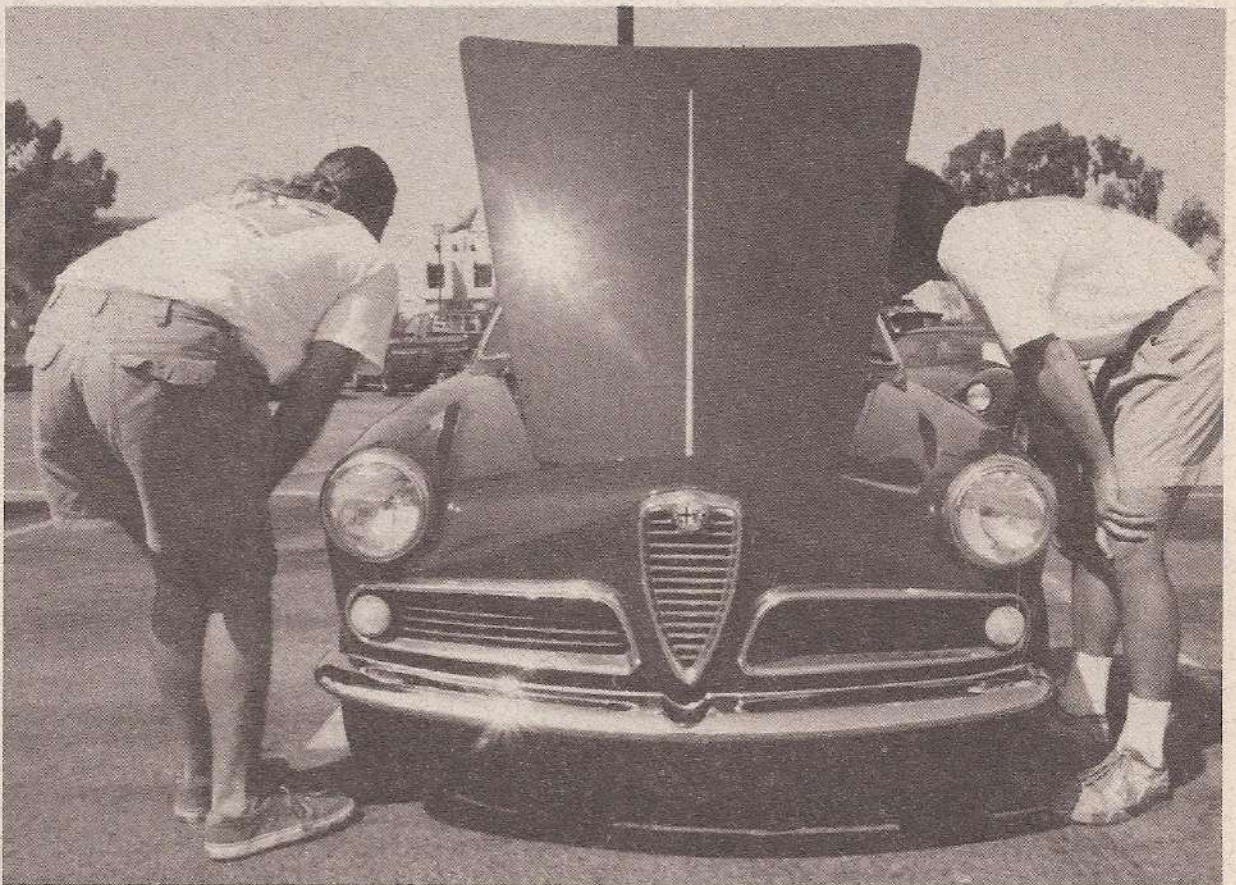
Annual Meeting P.4

Concours P.4,5

Elections P.6

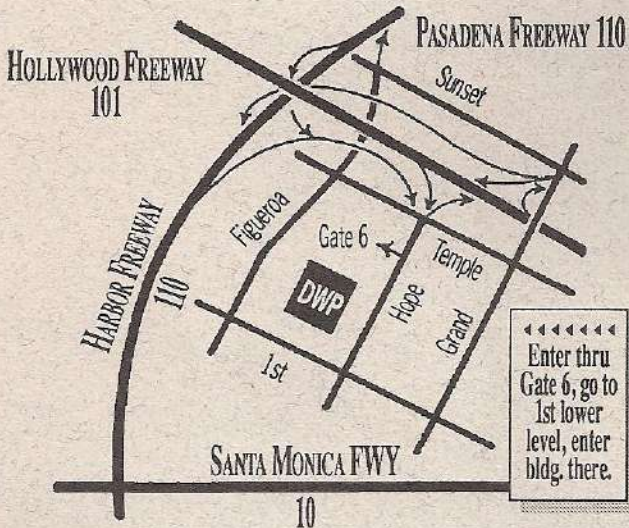
Library Feature P.8

THE
JOURNAL
OF THE
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 the Department of Water and Power Auditorium, located at 111 N. Hope St., Downtown Los Angeles, unless otherwise noted in the newsletter.



IMPORTANT DEADLINE:

Please send articles, letters, classified ads and photographs to the editor by the tenth of the month for publication in the **next** month's edition. **Photos and manuscripts cannot be returned unless accompanied by a self-addressed envelope with sufficient postage.** Photos, use b/w or color prints—no slides except professional photographers. Send SASE to editor for copy of editorial guidelines, hints, etc.

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.

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.

Event Article DEADLINES

December Classifieds	November 10
January Events	November 10
January Classifieds	December 10
February Events	December 10
February Classifieds	January 10
March Events	January 10
March Classifieds	February 10
April Events	February 10

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Randall Higa	1954 N. Kenmore Ave. Apt. 3, Los Angeles, CA 90027 D (213) 614-6089 E (213) 664-4695

Newsletter

Louise Velazquez Editor	D (213) 934-4508 Fx (818) 398-1434 E (818) 797-8897
Steve Gerow Art Director	Send January Articles to Randall Higa, at above address.

Commercial Display Ad Rates

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

Cover

Action at Barwinkles' Concours. Photo by Randall Higa.

Ol Presidente

William J. Pringle

November brings a time of thanks for everything you have. At this time I would like to thank everyone on the board who saw this club through the year with an awful lot of great events. From the Long Beach Grand Prix dinner in April to the latest concours at Insight Photo-Video, I hope you people out there had a chance to share in some of the fun!

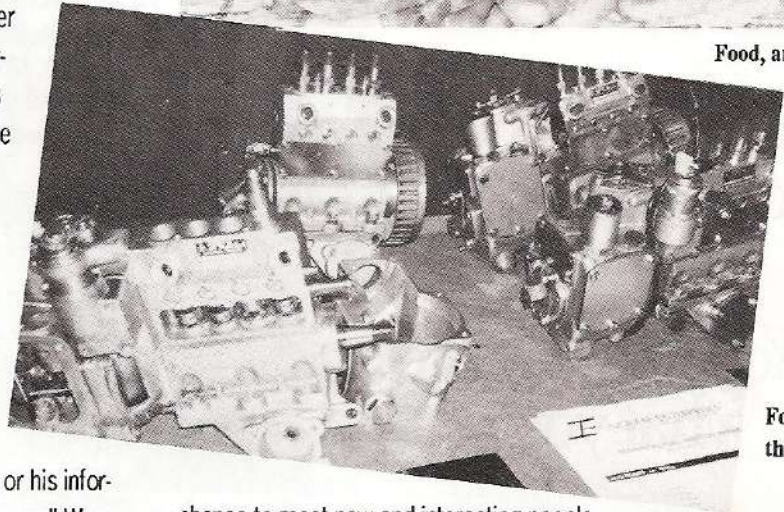
November also is the time for elections and I invite you to look at the list of candidates elsewhere in this issue. You will no doubt see some new names, which is good. New blood is what keeps this club moving ahead. It's what gives this club the ability to stay alive. Besides simply voting for the candidates listed, I invite you to come meet them and the rest of the board at the general meetings, board meetings, time trials, etc. The club as a whole would love to hear from you.

An exceptional turnout benefitted from the technical expertise of **Wes Ingram**, who was our guest speaker at the October general meeting. The topic was a technical discussion on SPICA fuel injection (still probably the most popular technical topic, along with Weber carbs). Ingram Enterprises has engaged in the repair, overhaul and performance enhancing of SPICA injection pumps for the past ten years or so, and Wes is without a doubt the most knowledgeable person on the subject in North America. No brag, just fact. As an added bonus, he happens to be one of the nicest, most down-to-earth people on the planet. In fact, most of the attendees found him so fascinating that they talked his ear off until at least 11:15! Along with his charming wife **Rita**, who accompanied him all the way down from Madera, I would like to extend a very sincere thank-you on behalf of AROSC for a very enlightening evening. Anyone interested in SPICA products or his informative new book can call Alfa Ricambi at (818) 956-7933 or call Wes personally at (209) 822-2762.

As we approach the holidays, be sure to mark December 7th as "a day which will live in infamy". That is the day which the infamous AROSC Christmas Party will be given at the home of long-time, wise and ancient AROSC member **Charlie Theriot**. Located at the upper end of Roscomare Road, it has a breathtaking view of Stone Canyon Reservoir (if Charlie has trimmed his hedges for God's sake!). I must add that this is traditionally been a very large affair which attracts many people from the club that you may not see at the regular meetings. It's a great



Food, and...



Food for thought.

chance to meet new and interesting people.

The party starts at 8:00pm, the modest cover charge of \$5 will buy all that you can eat (Joel Hoffman excepted), and you should please bring some type of canned good to be donated to the homeless.

Until the next issue in January, I would like to wish all of you wonderful members out there a very warm, safe and pleasant holiday season. Needless to say, I will be busy running my very Christmas-y green and red racer in the November 9-10 Time Trial at Willow Springs. If my schedule permits (read, "budget"), I'll also truck my baby up to Sears Point November 30th and then back out to Willow on December 8th. "Dear Santa: I would like a new set of tires for my Alfa racecar. They need to be big and fat and really sticky. I've been a very good boy...

Buon Natale!

CALENDAR

Dec 7 **Holiday Party**—Charlie Theriot's house
See Article, P. 4

No November or December Meetings

Jan 31 **Annual Meeting**—DWP Auditorium

Deck the Halls and Hang Up Your Coveralls

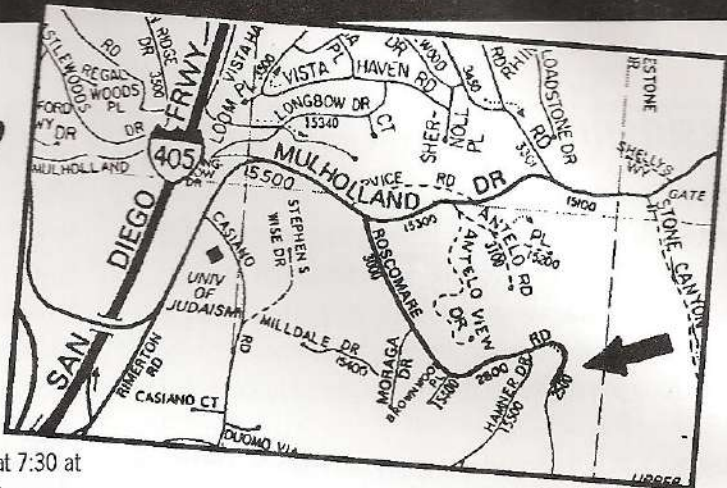
AROSC Annual Holiday Party

Yes, believe it or not it is that time of year already. Come to the AROSC holiday party on December 7 and tell Santa what you want to find under the tree. Headers, Webers, floor jacks and car covers. and anything else Ricambi has to charm your true love. Have you seen the Giulietta's Secret holiday catalogue? (Mama Mia!!)

The traditional Holiday gala will be held Saturday December 7 at 7:30 at Charlie Thieriot's house. Dinner will be served for a nominal fee (\$5.00 per person, BYOB). Don't miss this opportunity to see all your old friends and make some new ones. This is the time when ALL Alfisti gather together to celebrate the season and renew the warmth and camaraderie that makes our club so special. Be there or be a Piazzele!

Charlie's house is at 2500 Roscomare Rd. in Bel Air, right off the 405 at Mulholland Dr. PLEASE R.S.V.P. to (213) 476-8812 by December 1. Be sure to bring some canned food to be donated to the homeless.

Boun Natale e Felice Anno Nuovo!



Annual Meeting January 31

SAVE THE DATE—Friday January 31 is the Annual Meeting. This is the biggest and most exciting meeting of the year. There will be a surprise guest speaker of great renown and more Alfisiti than you have ever seen under one roof before. The food and the frivolity multiplies to match the number and spirits of the members present so don't miss out!

Tradition demands an informal car show, which usually brings out the rare and rarely seen Alfas in our midst. If you love it and want to show it off...BRING IT!

The Annual Meeting also features the introduction of the 1992 Board of Directors. Come and see who you voted for.

Place: DWP Auditorium, 111 N. Hope St. downtown

Time: 8:00 P.M.

Insight Photo Concours

Below are the results of the Oct. 19th concours. Despite a turnout of only six cars, everyone enjoyed themselves and had a chance to snap those prize-winning shots in the photo contest. Charlie will declare the winners of the photo contest at a future time.

Spiders		Coupes	
Carl Tronco	198	Fred Biba	196*
1978 Spider		1984 GTV 6	
Randall Harris	192	Stu Schaller	167
1963 Spider		2600 Coupe	
Philip Guiral	191**	Dick Hughes	189
1967 Duetto		1959 Sprint. Race Car	

*Best of Show **Peoples' Choice

Concours Results for the Year

Philip Guiral	801
Fred Biba	790
Carl Tronco	590
Randall Harris	570
Rex Chalmers	388

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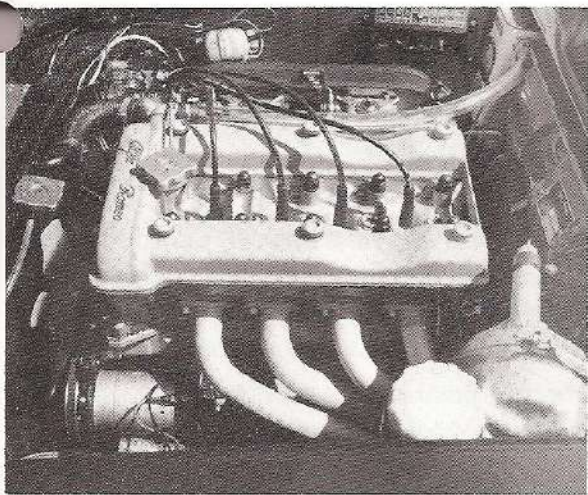
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5



Dick Hughes,
Warren Caswell and
Fred Biba

BARWINKLE'S CONCOURS

Photos by Randall Higa



1992 Election Candidates' Statements

PRESIDENT

Tina Van Curen

Before I learned to drive I fell in love with my uncle's 2600 Spider and the infatuation has only gotten worse as time passed. The '67 Giulia Super, the '65 Spider Veloce (oh, where have they gone??) the '71 Spider, which I loved for so long and which met its fate at Las Vegas, the new PHENICE and now another '67 Giulia Super on the drawing board. I think it is a combination of the Italian blood in me and a family of incurable gear heads which makes the Alfa an integral part of my life.

As a member of AROSC I have found a genuinely simpatico group of people who have a lot to give to one another and the club. As President I will strive to make AROSC a fun and rewarding experience for everyone who loves their Alfa. We have over 500 members and I would like to see all of us participate and enjoy our club. in a variety of events, be they social, technical or competitive.

VICE PRESIDENT

Al Allen

I became involved with the AROSC Board of Directors to institute a tool loan program, something that has created interest in the past but never materialized. This program is currently awaiting the results of the AROSC membership survey. After the current Vice President's resignation during the 1991 term I volunteered to assume the duties of this position.

My involvement with Alfa Romeos began in 1985 and has escalated to ownership of four Alfas from the '70's and '80's and the "necessary spares" plus a sporting "non-Alfa" from Modena. I do my own maintenance so I am constantly discovering new processes for repairs that all the manuals have overlooked.

As Vice President I promise you more interesting and varied raffle prizes at our general meetings and annual events and a more social club ambiance.

SECRETARY

Dirk Stoehr

Greetings fellow Alfa enthusiasts!

I would like you to consider my services in the position of Secretary.

For the past three years I have thoroughly enjoyed serving as Membership Director and taking part in the direction of our club. I've owned Alfas since 1979 and I've been a member of AROSC since 1984.

Put me on the Board and I'll do everything I can to make the '92 year exciting and fun. With your support and input we can do it.

TREASURER

Brad Sterling

Top 10 Reasons to elect Brad Sterling as AROSC Treasurer:

- #10. He has two years of experience in cash control.
- #9. He earned a BA degree with an Accounting emphasis.
- #8 He wants to help make the club more exciting.
- #7. He will loan tools to any AROSC member.
- #6. He owns no tools.
- #5. He's experienced with banking procedures.
- #4. He's used to paying bills.
- #3. He has prepared tax returns for third parties before.
- #2. He thinks some funds should be set aside to TP the Miata club headquarters.

And the #1 reason to elect Brad Sterling AROSC Treasurer
He's new to the club and wants to get involved!

COMPETITION

Charlie Thieriot

I have been driving, racing and romancing Alfas for longer than it is necessary to confess. I have been an active member of the Alfa Club since 1973. I was Competition Director in the late '70s, played other roles for a while and became Competition Director again in 1985. I enjoy the job and have developed a great team who help make our events possible.

I have three Alfas, including my GTA from the CanAm days, which I drive around and in the Time Trials (yes, on the right side). The Alfa club is an important part of my life and I genuinely want to continue to do my part for the club as a member of the Board.

MEMBERSHIP

Kristin Gurney

As the proud co-owner of more than three Alfas (Please don't ask how many!), I know how important it is to receive timely information from AROC and AROSC. As Membership Director I will resolve all problems, from missing newsletters to uncashed cheques, as fast as is humanly possible for an Alfa nut.

I have numerous ideas for enticing those Alfa owning non-AROSC people to join our fun loving and crazy group and become "Alfacionadas."

PROGRAM

Fred Schueddekopp

I have been active in the Alfa club since moving to California from Canada in 1984. I have several Alfas which have been used for Time Trials and driving around and also a race car for Vintage events.

This was my first year helping with the Board and I would like to continue next year.

Program involves finding interesting speakers for our monthly and annual general meetings and managing tech clinics as often as possible. Like most of us, I can always use help and ideas to keep things happening.

NEWSLETTER EDITOR

Randall Higa

Since attending an Alfa Romeo Concours in 1985, I have been severely afflicted with a passion for that Italian marque of automobile that we all dearly love. This has led to joining the Alfa Romeo Owners Club and acquiring a 1986 GTV-6, which serves as time trial machinery for my wife and me, and a 1979 Spider, which serves as a daily domesticated daily driver and occasional canyon warrior. My involvement in the club has rekindled my journalistic tendencies such that I have had several stories and photographs published in various Alfa Romeo newsletters. I have attended several of the recent AROSC board meetings and sincerely enjoy working together with the board members. I believe that I am now ready to take the plunge and serve as your humble Newsletter editor.

SOCIAL DIRECTOR

Michelle Schwartz

As the current Social Director I enjoy participating in the AROSC meetings and events. Besides being very organized, I love to have fun and share it with others. Being Social Director has given me this opportunity and I hope to continue in my position with the club.

MEMBER AT LARGO

Steve Gerow

I've been intrigued with the redesign of Alfacionada and with the process of publishing it on the Macintosh. My qualifications are as follows:

- Member of AROSC for 18 years.
- Expert in Quark Xpress software
- Owner of 87 Milano, 67 GTV
- Glutton for punishment.

A.R.O.S.C. 1992 BALLOT

PRESIDENT

Tina Van Curen _____

VICE PRESIDENT

Al Allen _____

SECRETARY

Dirk Stoehr _____

TREASURER

Brad Sterling _____

COMPETITION

Charlie Thieriot _____

MEMBERSHIP

Kristin Gurney _____

PROGRAM

Fred Schueddekopp _____

NEWSLETTER EDITOR

Randall Higa _____

SOCIAL CHAIRMAN

Michelle Schwartz _____

MEMBER AT LARGE

Steve Gerow _____

Send ballot by November 30 to

A.R.O.S.C.

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AROSC Library Feature

Reviewed by Larry Meyer

The Alfasud: A Collector's Guide

by David Owen (1985) [Donated by Stu Schaller]

On a vacation to Paris a few years ago, I would occasionally find myself unwinding from the great sights by looking at all the unfamiliar cars which were so imaginatively parked in my old left bank neighborhood. Any Alfa lover would smile at the very Gaulic passion for beauty and excitement, as personified by the many sporting models. At that time, Alfetta GT's were relatively common, and Alfasud Sprints were everywhere.

If you haven't had your own face to face encounter with a 'Sud, both the tiny sedan and GT were styled by Giugiaro, with the four door carrying on the ugly-but-cute tradition of the Giulia Super, while the Sprint looks like a junior Alfetta GT.

On subsequent travels through Europe, I have seen that such Alfasuds as still survive have achieved a sort of cult car status where people of modest means want a characterful, strong performer. Whether in the Irish countryside or in the suburbs of Copenhagen, the occasional Sud can still be found, often driven with real style and verve.

I myself am one of those who are disappointed that the Alfasud and its successor, the 33, never made it to the U.S.—with the right equipment, it might have proved a very popular entry into the small car market. In Owen's book, we are given a lot of political background in addition to the ink about the cars themselves, as there have been few cars in Europe more bound up with power politics. Basically, the situation was that northern Italy had experienced rapid economic growth through the mid to late 1960's, while the south remained desperately poor. In such a politically explosive environment, the government put heavy pressure on its nationalized industries to spread the wealth by locating new plants in the south, rather than creating more jobs in the area around Milan and Turin.

In Alfa's case, this fit in well with the emerging corporate strategy, as management saw the same signs as Fiat, Renault, and VW that Europe was going through a period of very rapid economic growth, which in turn meant there were many more first time car buyers, than in the '50's. The niche, of course, was for small, basic cars rather than the jewel-like 101 and 105 series machines.

The outgrowth was a large new auto plant outside of Naples, on the site of a World War II Alfa aero engine factory, at Pomigliano d'Arco. The design team, lead by the Italo-Austrian engineer Rudolf Hruska, was given instructions to consider an entirely fresh approach, and the resulting car bore no relationship to previous Alfas. Formerly employed by Porsche, Hruska came up with a front wheel drive design, powered by a watercooled SOHC boxer four. The boxer package made possible several design innovations - it was low and light, helping to keep the center of gravity well down; it was compact, meaning it could be positioned longitudinally, with transmission behind. Thus, a much more satisfactory shift linkage, than the nasty cables found on most transverse engine arrangements. Fitted with four wheel discs from the beginning (1972), the fronts were mounted inboard for lower unsprung weight. Typical Alfa care and development was lavished on the suspension, and the finished product was a

real eye opener for road testers, far surpassing the capabilities of other small cars of the day, while setting new standards for noise reduction.

From there, it would be wonderful to say that Alfa lived happily ever after, but we all know that wasn't the case! A number of very serious problems surfaced almost immediately, which were never successfully solved. First, even though a main feature of the design brief was ease of manufacture, and by most standards Hruska's team delivered, the southern Italians were not up to the task. As a result, production never reached more than 50% of the original targets, and quality control was quite poor. If that weren't enough, the cars rusted through very quickly. While the designers were very successful in coming up with a light, rigid car, they did it with thin gauge, recycled steel which proved to be extremely prone to rust.

In a word, Alfa created a highly desirable car, only to find it couldn't build enough to supply the ensuing demand, which meant the Alfasud was never a major sales success. And while owners loved the car, at least in the beginning, poor quality control and serious rust problems ensured the love affair would be short lived. It is no exaggeration to say that the Alfasud was the single biggest reason why Alfa never got it together to come up with a first rate successor to the 105 series. The grand social experiment of employment for southern Italians was an expensive failure that was a main contributor to the eventual Fiat buyout.

What came after for Alfa can mainly be seen as pragmatic adjustments to disaster. When demand fell with the second oil crisis of the late '70's, the order backlogs disappeared, solving the production bottleneck the hard way. To win back some reputation for the car, the company pushed the Alfasud upmarket, with rust proofing and performance and luxury upgrades. The further reductions in demand brought on by higher prices, meant more excess capacity, which led to Alfa building a Nissan known as the Arna. Phase 2, of course, was the re-bodying of the 'Sud as the 33. An "all new" model represented a new start for production as well, with the build quality problem finally solved through the heavy use of robotics.

For all that, if you find yourself bouncing along in a rental car over a rough, narrow road leading toward the Gaelic-speaking west country of Ireland, don't be surprised to see an Alfasud flying past pulling 5,000 rpm.

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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
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New Member Renewal

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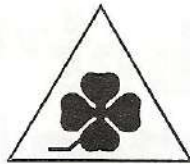
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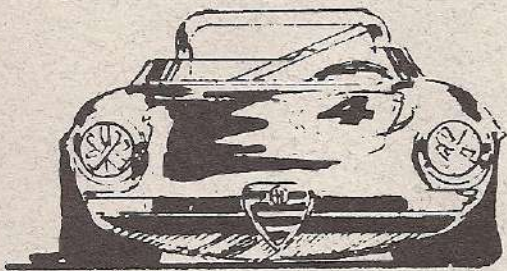
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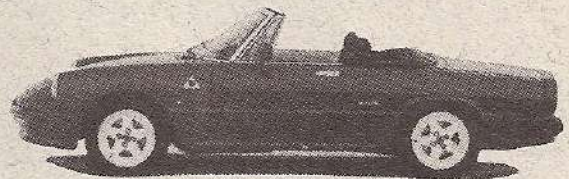
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Permit No. 490

18146:20:02-92:DEC
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