

April 1992



Affezionada

THE
JOURNAL
OF THE
ALFA ROMEO
OWNERS
OF
SOUTHERN
CALIFORNIA

Swap Meet p. 6-7
The Story of AROSC Time Trial
Program p. 9

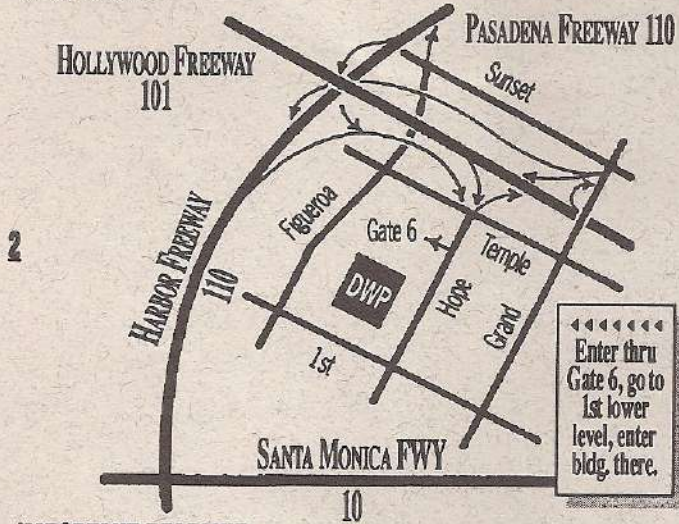


Bill Pringle Mugging for Mom



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.

CLUB MAILING ADDRESS:

P.O. Box 39554, Los Angeles, CA 90039-0554

Do not use the address on the back cover!

◆ Event Article DEADLINES ◆

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Newsletter

Randall Higa
Editor

Diane Greenseid
Art Director

Commercial Display Ad Rates

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

Cover

For further inspection, you can see this photo up close at the home of Mrs. Pringle. Call ahead for an appointment. Photo by Randall Higa

Editor's Desk

Randall Higa

The April general meeting will feature **Bob Macias**, our guest speaker from **NGK Spark Plugs**. Mr. Macias will introduce us to proper spark plug selection procedures, tell us how to read a spark plug, explain the difference between a "hot" and "cold" spark plug, and maybe divulge the number of angels that can dance on the tip of an electrode! Mark your calendars for Friday **April 24** for this informative presentation at the Department of Water and Power Building in Downtown Los Angeles, 111 North Hope Street. With enough luck, you may be the winner of a set of NGK plugs for your Alfa! Please note that this meeting will be in the **Cafeteria** instead of the Auditorium.

CALENDAR

Apr 24	General Meeting - NGK Spark Plugs DWP Cafeteria 111 North Hope, Downtown Los Angeles.
May 2	Long Beach Charities Classic Car Exhibit
May 2 & 3	Wine Tour - Solvang
May 23 & 24	Time Trial and Race , Laguna Seca
May 29	General Meeting
Jun 13	Tech Session , topic to be announced
Jun 26	General Meeting
Jun 28	Le Cercle Concours
Jul 12	Concours d'Inalagance
Jul 23-26	AROC National Convention , St. Louis.
Jul 31	General Meeting
Aug 8 & 9	Time Trial and Race , Willow Springs 20th Anniversary Event
Sep 12 & 13	AROSC Driver's School , Willow Springs
Sep 25	General Meeting
Oct 10 & 11	Time Trial and Race , Willow Springs
Oct 30	General Meeting and Halloween Party
Nov 15	Swap Meet
Dec 5	Christmas Party

The March general meeting featured the **Automobile Club of Southern California** with Oscar Valencia and Irma Sanchez as the guest speakers from the Travel Services department. They presented an exciting video of the Santa Barbara area wine country that will be the destination of the AROSC Wine Tour in May. They emphasized that the Auto Club has an enormous amount of **travel information** that is not necessarily contained on the maps and travel guides that we normally see when we visit our neighborhood Auto Club office. As a member, you can call their department and they will send you an information packet for any area or topic that you desire. They noted that they have information available for areas including the local desert, Mother Lode country, Santa Barbara, San Luis Obispo, and ghost towns.

Due to the forecast of rain, the **Long Beach Charities Classic Car Exhibit** was postponed and re-scheduled for **May 2**. Therefore, the deadline for entries has been extended to April 20. You now have a second chance to receive a free pair of Jazzy Blues Concert tickets and discounts to the Wine and Dine event for entering your Alfa in this prestigious concours. Remember that this is also a points-earning **Alfa Club Concours** so please come and admire your favorite Alfa Romeo on display. Call **Phil Guiral** at (213) 439-5550 for more information.

Speaking of our Concours Chairman, Phil Guiral, many of our eagle-eyed club members spotted the March 6, edition of the **Pasadena Star-News** and forwarded copies to the well-ventilated (but dimly lit) copy room of the Alfacionada. The front page featured a color photo and article of none other than **South Pasadena Fire Captain Philip Guiral**.

continued on page 10

STAR-NEWS

Friday, March 6, 1992

Pasadena, California

26 pages

Jurors see tape of the King beating

By Steve D'Amico

The beating was videotaped by a juror in the courtroom during the trial of the man accused of killing Dr. Martin Luther King Jr. Jurors in the courtroom saw a videotape of the beating of James Earl Ray, the man accused of killing Dr. Martin Luther King Jr., during his trial.

The juror, who was not named, said he saw the videotape during the trial. The juror said he was not sure if the videotape was shown to all the jurors.

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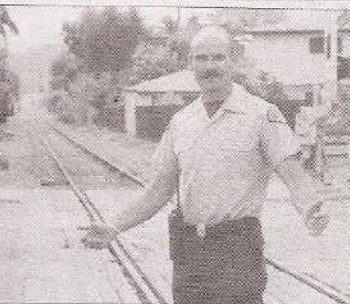
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AQMD adopts credits concept

By Steve D'Amico

The Air Quality Management District (AQMD) has adopted a new concept for allocating credits to companies that reduce their emissions. The concept is called "credits" and is designed to encourage companies to reduce their emissions.



At the recent South Pasadena City Council meeting, Mayor Phillip Guiral (right) was seen talking with a group of people.

Hero of the crossing will pay a price

By Steve D'Amico

The man who saved a child from a runaway train will pay a price for his heroism. The man, who was not named, was injured during the rescue.

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Welfare rolls reach record 13.4 million

By Steve D'Amico

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Il Voli della Phenice

Tina Van Curen

It was a wild winter and I'm happy to see the signs of spring everywhere I look. All around I hear alarm clocks going off at 5:00 AM on Sunday so the really loyal fans can see the start of every Formula One race LIVE. There may not be an Alfa on the grid but we can root for the Ferraris and find a role model among the Italian drivers. I would like to see a discourse on all this new F1 technology at one of our meetings. Any volunteers?

In March, I attended the first (summit?) meeting of the presidents of all the California Alfa clubs. It was very educational and productive. The prevailing theme was that we Alfisti need to stick together. California has more Alfas and more Alfa owners than any other part of the country, by a wide margin. We have places to go, things to do and a wealth of resources to share. From now on there will be a close relationship among the California clubs. We will publish all the calendars and make everyone welcome at all our events. The presidents are now friends after a day of Alfa talk and we will keep in touch. One plan is to compile a list of qualified parts and service providers throughout the state to aid travellers or people who move to another area. We will also try to keep up on political developments and use our voting or letter writing powers when needed. It is unclear how important we are or will be in the future to Fiat and ARDONA. In addition to being a great group of friends, the Alfa club may again become the the only (or certainly the best) support system for owners of all Alfas, new or old. There are many possibilities for this alliance and we have just scratched the surface. Statewide events, cooperative membership drives, united representation to other organizations are just a few

ideas. I would like to hear your ideas and reactions to all this. The more input we have the better job we can do for everyone.

When the rains finally stopped, my house and the Alfas were still there. A few weekends of hard work and grease and I am ready for a long season of Alfa fun. Now is the time to turn off the TV, forget the lawnmower and spend some quality time with your CAR. There's Driving School this month at Willow, the Wine Tour in early May and the Time Trial at Laguna Seca on Memorial Day weekend, just to get us rolling! And don't forget to start preparing your special entry for the Concours d'Inelegance coming up in June. Andiamo!



Attention

**Alfa Enthusiasts and
Wine Connoisseurs!
May 2 & 3 Wine Tour**

Dirk Stoehr

AROSC will terrorize the back roads of **Santa Ynez** and visit numerous local wineries for **wine tasting on May 2 and 3, 1992**. Bring your **ALFA** and join us for an exciting weekend of fun, wine tasting, and ALFAs. Even if wine tasting isn't exactly your cup of tea, don't miss driving the incredible made-for-Alfa Romeo back roads of Santa Barbara County. Members from the Alfa Romeo Owners Club of Central Coast are planning to join us and add to merriment.

The only cost for this swell weekend is the price of the hotel room in Solvang (approximately \$90). Space for this event is filling fast, so reserve **NOW** or you may have to wait until next year. So what are you waiting for? Call **Dirk Stoehr at 818-345-3149** and leave a message. Additional information will be forwarded to you.

Good News, Bad News & Just News

Stu Schaller

Fiat's share of the market has been constantly decreasing, not only in the U.S., but throughout the world, and even in Italy. Until 1990, Italy only allowed a maximum of 3,300 cars into their market. This rose to 22,000 cars in 1991, and will reach 138,000 cars by 1999, according to recent trade agreements.

With Fiat purchasing 49% of Maserati, 51% of Innocenti, and U.S. sales actually totalling almost the same exact number in 1991 as 1990 (about 3,600), I do not see how Alfa Romeo can stay much longer, in spite of what they say. Alfa Romeo certainly is losing money here at a fairly quick rate, selling 164's near \$10,000 off sticker prices.

As for old Alfa Romeo's, prices are starting to climb back a little. A very nice 2600 Spider sold for \$28,000 at the Barrett-Jackson Auction, and in the last six months, it was hard to get more

than \$20,000 for any 2600 Spider. Prices are still down compared to two years ago. For example, an excellent 1900 CSS 5-window coupe sold for only \$58,000.

Simon Moore's 8C2300 book is still "in works" with some 188 cars to research as compared to the 43 8C2900's, I can understand why, especially as he plans to make the book as definitive a history as he did with the 2900's.

With the world championship for sports cars still in jeopardy of even existing for 1992, the FIA has announced plans that they may resurrect the stillborn Procar series, for which Alfa built a V-10, 3.5 liter central-engined "plastic 164" in 1988. We may actually see an Alfa Romeo in top-level racing in the near future.

A recent edition of Autoweek announced that Alfa Romeo plans to produce a small displacement rear-drive spider, possibly in addition to a 164 based front-drive one. From the sketch, the car will resemble the old Triumph TR-7, but with a 164 type grille.

I was recently trying to find the 83 mm heater ducting for my 2600 Spider, and found a place that had something very close, as the original type is impossible to find and is not yet been reproduced. This place has all types of ducting and hose, and prices are reasonable: Orme Brothers, 18453 Parthenia Place, Northridge, (818) 885-1414.

The "Inland Empires" Oldest & Finest Alfa Romeo Dealer



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- ABS antilock brake system
- Bosch Motronic fuel ignition
- 120-hp. 2.0-liter engine
- 5-speed manual transmission
- 3-year/36,000-mile limited warranty
- 6-year/60,000-mile anticorrosion*limited warranty against perforation, etc.



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February 29, 1992

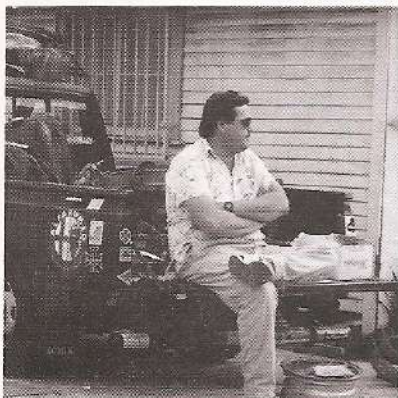
Swap Meet!

Randall Higa

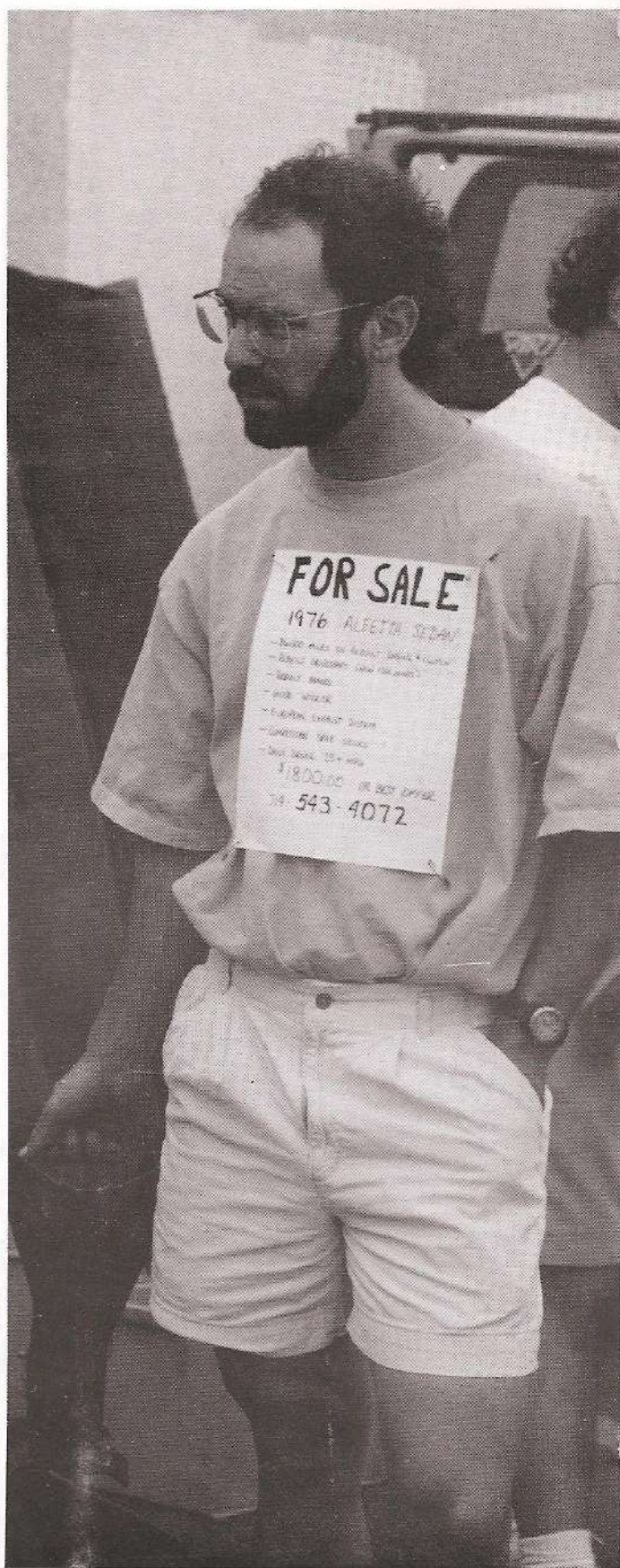
It was truly a buyer's market. The back alley and parking areas of Alfa Ricambi were wall-to-wall Alfa Romeo parts and cars for sale. Fred Schueddekopp had his hands full assigning vendor space and keeping the logistics in proper order. Michelle Schwartz did her usual wonderful job by providing the greatly-appreciated refreshments.

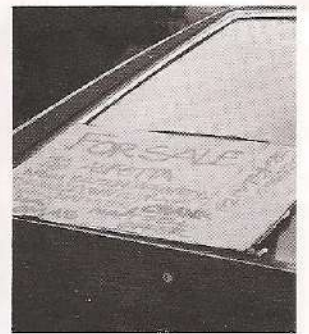
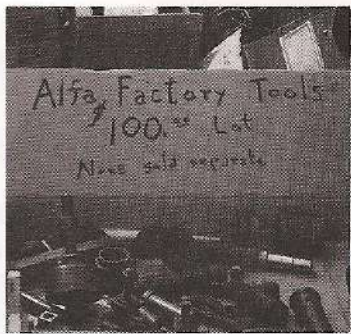
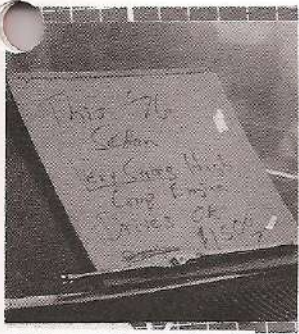
There was a wonderful assortment of Alfa bits and pieces that could be had for very reasonable prices. Careful shoppers were able to find goodies for their 1900 Alfa Romeos to their latest 164's and (almost) everything else in between. It was also a fine venue for just gathering with friends and other Alfisti to enjoy the day.

Unfortunately, a damper was put on the event when one of Alfa Ricambi's neighbors decided to be a bad sport. The club was (unknowingly) using a few of their unoccupied parking spaces. However, without much provocation, they called the



Would you buy a used Alfa part from these men?





Slick advertising was the rule of the day, including the walking ad at left.

Police who dutifully began to ticket all cars (Alfas only, to be exact) that were parked in their parking spaces and those cars that were parked in the alley. A few minutes later, a tow truck appeared and came extremely close to towing John Ireland's beautiful new 164. This lucky writer had the pleasure of mak-

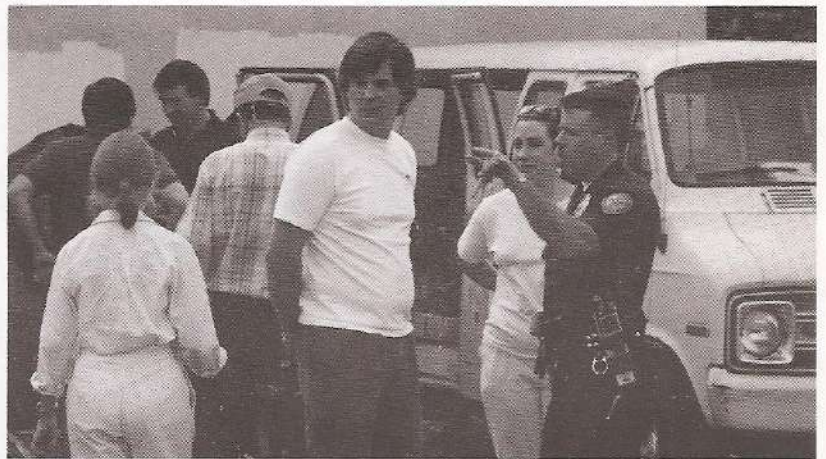
ing out a \$30 check to the City of Glendale for the privilege of parking in the alley.

Other than this minor fiasco, a good time was had by all. Needless to say, the November 15 Swap Meet will be held at another location that will be soon announced.

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Alfa parts were in great abundance.



Busted!



Swap meet organizer Fred Schueddekopp and Al Cortes keeping an eye on the crowd.

Concours News

Phil Guiral



Long Beach Charities Classic Car Exhibit - May 2, 1992

Note the change of date! Since the rain caused the cancellation of the March 21 date; this event was rescheduled for May 2. You now have until April 20 to enter your car in this prestigious car show. This is free for us to enter and includes two passes to the Jazz and Blues Festival (\$30 value), two programs (\$2 value), and discounts to the Wine and Dine event (bring your appetites). I will collect \$10 from our club to pay for our awards. This event is held on the grass at Shoreline Park in

Long Beach. Please contact me if you are entering or just interested in going and need more information.

Le Cercle Concours - June 28, 1992

This is one of the nicest concours in this area with 200 to 300 cars. All Alfa Romeos are welcome but only pre-1973 cars are eligible for their trophies. All Alfa Romeos will be eligible for our club awards. The organizers are asking for a \$25 voluntary entry fee if you are competing for a trophy but any amount is fine and it all goes to the City of Hope. This event is generally held on the grass at the Veterans Administration grounds in West L.A. Please call me for more information. Deadline is June 14, 1992.

Keep your eyes on this column for the schedule of upcoming concours. If you have any suggestions for concours venues and/or formats, please let me know. For further information or if you are interested in entering a car please call Phil Guiral at 310-439-5550.

Welcome New Members!

November and December, 1991 New Members

- Steve Biggers, *Stevenson Ranch, 1974 Spider*
- Philip and Lois Barberio, *Westlake Village, 1982 Spider*
- Steve Johnson, *Northridge, 1984 GTV-6*
- Steven Roswold, *Harrington Park, NJ, 1978 Alfetta GT, 1968 Giulia GT Jr.*
- Karl Tronco, *North Hollywood, 1974 GTV, 1978 Spider*

January, 1992 New Members

- Gerry Weissblum, *Van Nuys*
- Gary Pollak, *North Hollywood*
- Bernard Fahimian, *West Los Angeles, 1974 GTV*
- Jeff Ozimek, *Hollywood, 1980 Spider*
- Sabastian Franzen, *Los Angeles, 1974 GTV*
- Rich Schonder, *Los Angeles*

"...a car has no business being so desirable..."*

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:
 Kristin Gurney, AROSC Membership Chairman
 713 Gladys Avenue, Studio D
 Los Angeles, CA 90021

*Road & Track, on Alfa Romeo, circa 1960's

Story of the AROSC Time Trials Program

From Small Acorns Mighty Oaks Grow

John Samson, M.D.

In 1972, a small group of AROSC slalom enthusiasts decided it was time to get their Alfas on the real race tracks of Southern California. Slipping and sliding around pylons was fun but not as much as drifting by an apex of a race course turn.

Heated debates followed at the club meetings about the hazards and dangers of race course time trialing. Doomsayers waxed eloquently about the foolishness of turning members and their Alfas loose on race tracks.

Fortunately for the club, the small pack of wild-eyed slalomist prevailed.

Armed with liability insurance provided the National Club, this band of aficionados pressed on. The big tracks weren't ready to turn their courses over to these enthusiasts. A small drag strip cum road course needed the revenue, and the First AROSC Time Trial was scheduled at Orange County Raceway.

On August 6, 1972, thirty-two entrants presented themselves and their shiny Alfas to the small raceway pre-grid. Twenty-seven male and five female drivers paid their \$20 entry fee. Fifteen GTV's ('67 to '72's), nine Spiders ('59 to '72's), four '67 Supers, two '69 Berlinas, one '67 GTA, and one '63 GTZ passed tech.

Timing was provided by hand-triggered stop watches. No beam to aim; no computer to run in compiling results.

"Red-faced" doomsayers were proven wrong. No significant incidents occurred. As I remember, a plum Berlina brushed an Armco barrier on the straight-away—yes the straight-away! The embarrassed pilot complained of erratic steering. He didn't specify if the failure was human or mechanical. No injuries or serious damage allowed the seedling program to take root and grow.

The very same members that spoke so strongly against the first Time Trial entered the next one and became staunch supporters

and leaders of the Time Trial Program.

Our breakthrough to the big tracks occurred via Riverside International Raceway (RIR). Les Richter, the director of the raceway through its glory years, found himself sans a track physician for an Indy car race. I volunteered to fill the vacancy and the racing was allowed to go on. Mr. Richter paid his "debt" to me by giving AROSC a track date. The event went without a problem and our credibility was established.

The rest is history. Our roots were deeply set in many tracks; RIR, Willow Springs, Ontario Motor Speedway, Carlsbad, Pomona Fairgrounds, and Laguna Seca.

The impact of the the AROSC program was felt around the nation. Slowly, other chapters conducted pyonless, real track Time Trials. Our code book was adopted as a model for the national chapter after AROSC successfully ran the Alfa Pacifica event.

As I review the names of the charter members of the Time Trial Program, few are still involved in speed events, either as competitors or officials. Many AROSC members were pivotal in the continuation of the program. A few stand out in my mind; my sons Mark and Steve swept more miles of RIR asphalt curves with push brooms in those early years than most members have driven in cars. Bill Kohl took over from me as director in the mid-'70's as



John Samson, M.D. driving his 1969 GTV in the first AROSC Time Trials, August 6, 1972.

my interests turned to IMSA and SCCA racing. Phyllis Gaylord, Alan Ward, and Charlie Thieriot truly kept the program afloat during some tough seasons. Phyllis' idea for a Special Introductory Group (SIG) breathed new life into the Time Trial Program.

Opening the entries to all makes injected more interest. John Green succeeded me as SIG director and improved upon it greatly. We must all be impressed with Charlie Thieriot who has shown the perseverance and faith of Job in guiding the competition program for so many years. I'm sure I have missed many names of contributors to the program, but this was not meant to be a complete list. To see the program grow into full-fledged racing makes me feel proud. The little acorn has become an Oak Tree.

The Willow Springs August 1992 event will mark the 20th anniversary of the AROSC Time Trial Program. See you there!

Editor's Desk (continued from page 3)

Our concours chairman was the hero and celebrity of day for **saving the life** of a (say, what!) Porsche driver whose car got bumped by a Cadillac onto some railroad tracks. In a single act of selfless bravery, Phil pulled the dazed and injured driver from the car only seconds before a train smashed into the Porsche and pushed it 200 feet down the tracks. Phil's heroic events were also recorded on the Channel 2 evening news and in two different local editions of the Los Angeles Times.

When the occasionally-perceptive Alfacionada reporter asked why he didn't also save the Porsche from the ravages of the train's cow-catcher, Phil conceded that he preferred to maintain his job as the Alfa Club concours chairman. Atta boy, Phil!

10 Pick up a copy of the April 1992 issue of Road & Track for **Peter Egan's** column. He had been invited to a midwest Alfa Romeo Owner's Club meeting and recounts his apprehensions and experiences of the event. It is a very perceptive and humorous report of the typical social interactions that occur at an Alfa Club meeting. Hopefully, we may have him speak at one of our upcoming meetings.

The **Oklahoma AROC** is organizing a **Bocce** tournament at the St. Louis National Convention. If you are interested in being part of a AROSC two member Bocce team, please contact Tina Van Curen at (213) 666-4500. If you need some practice with your game of Bocce or would like to see it being played, check out the Market City Cafe in Old Pasadena at 33 Fair Oaks.

If you have a later Alfa Romeo (GTV-6, Milano, 164, or '82 and later Spider), the **Alfa Romeo Owners Club of Central Coast (AROCCC)** has an event for you. They are hosting a **Bosch Electronic Ignition/Fuel Injection Tech Session** on April 26 in Santa Barbara. You may also want to mark your calendars for their **Annual Picnic and Fun Concours** on July 26. Call chapter president Tom Tompkins at 805-969-3435 for more information about these and other upcoming events del norte.

For a more social event, the **Orange County Alfa Romeo Club** has scheduled their popular **Mange Mobilia**, on April 25. This is an event that combines great food, great friends, and of course, great cars. It is a progressive dinner where one course of the meal is served at each of five homes. The annual **Overnight Rally** (destination and route unknown until you get there) will be on May 16 and 17. For more information on their events del sud, call Terry Dooley at 714-962-1636.

During the Annual Meeting in January, a Drill-Out broken bolt extractor set was mistakenly taken from the stage. Our Vice President Al Allen brought one to display to the membership but was inadvertently taken as one of the raffle prizes or as a freebie. If you happened to have gotten a hold of this gizmo, please return it (no questions asked) to Al Allen at the address listed on the back of the front cover.

Classified Ads

1986 GTV-6. Red with black leather interior, wood steering wheel, sunroof, 79,000 miles, 3-liter clutch, low miles, new water pump, new battery, functioning air conditioning, original, all service records since 30,000 miles, all see **SOLD** Sandeman ("Alfa Doc") including recent 75,000 service. THIS IS THE LAST YEAR OF THE LAST "TRUE" ALFA ROMEO COUPES! Must see and must drive! \$7,000. Randall (213) 664-4695

1967 GTV. Vintage Race prepared GTV, new red paint and body restoration, original seats and door panels just re-upholstered, Ward and Dean suspension modification, engine compartment cleaned and repainted, zero-time Vegher built 2 liter race prepared engine with 45 DCOE's and zero-time Vegher-built transmission, limited slip differential. Registered in Calif. with license plate, "1967 GTV". Price \$18,000. John Samson, M.D. (310) 427-6761.

1958 Giulietta Spider. Authentic and eligible vintage racing car. Recent and thorough preparation by Vintage Racing Services. \$16,000, OBO, (310) 822-0034.

VERY SPECIAL 1977 SPIDER. 15,000 miles on new engine, 11.5 cams, high compression pistons and valves, aluminum flywheel, Shankle header, Shankle fiberglass bumpers, new silver paint, new tires, new pullout radio, bra, boot, must see and drive. All paperwork available. \$5,000. Leonard R. Garner, Jr. (818) 766-4784.

1974 Spider. Very good condition, many new items, sell or trade for Guilia Super or Alfetta GT

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1969 Berlina. Rolling chassis, good base for restoration, Any offer Peter Bomelburg. (619) 484-6975.

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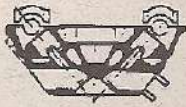
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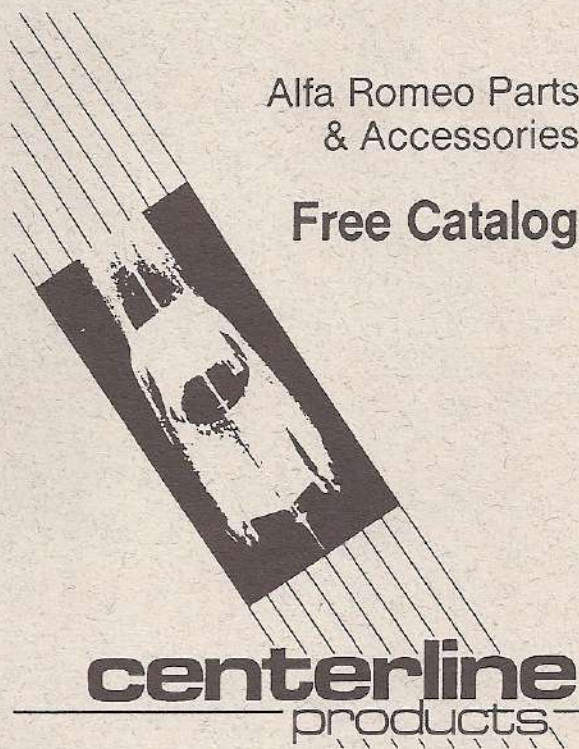
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