

Feb/Mar 1992




# Alfacionada

Willow Springs Rain Event p. 5  
Bear-Napping Scandal p. 6

THE  
JOURNAL  
OF THE  
ALFA ROMEO  
OWNERS  
OF  
SOUTHERN  
CALIFORNIA

Time Trial Teddy's Dad asks:  
"What am I? Chopped Liver?"



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**NATIONALE  
ALFA DE MONDARE**  
LARGEST CIRCULATION OF ANY PAPER ITALY

AMAZING PHOTOS REVEAL:  
**ENZO FERRARI  
& ELVIS  
STEAL TEDDY**



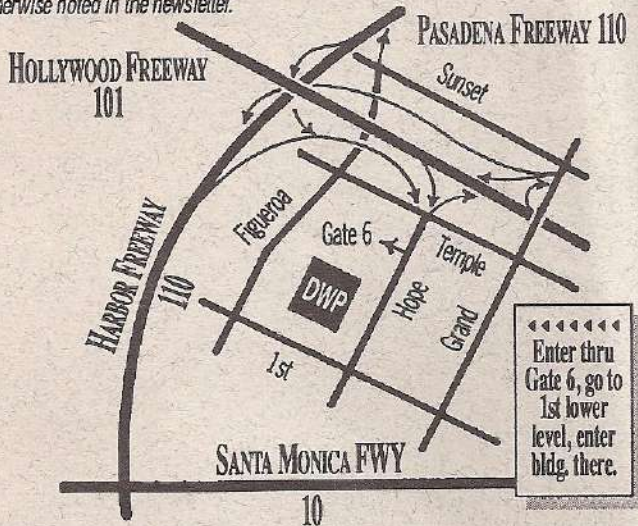
Have you seen this bear?



*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.

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**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** ◆

May Event Articles	March 10
May Classifieds	April 10
June Event Articles	April 10
June Classifieds	May 10
July Event Articles	May 10
July Classifieds	June 10

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## Newsletter

**Randall Higa**  
*Editor*

**Diane Grossfeld**  
*Art Director*

## Commercial Display Ad Rates

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

## Cover

**Alfa Club scandal makes cover of tabloid**  
Concept and photos by Randall Higa

# Editor's Desk

Randall Higa

The March general meeting will be combined with a Spaghetti Cook-Off at the Studio City Unitarian Church.. Please note that this event is on Saturday, March 28 at 6:00 PM. All of you who think that you can beat Paul Newman at making spaghetti sauce, here is your chance to prove it. The club will provide the pasta, bread, and salad; all you need to bring is your spaghetti sauce entries and/or appetites. For more information, call Michelle Schwartz at 213-658-1945.

The first AROSC Drivers School of the year is scheduled for April 11 and 12 at the Streets of Willow race track. If you want to

## CALENDAR

Sunday March 15	<b>AROCC St. Patricks Day Rally</b> Santa Barbara Tom Tompkins (805) 969-3435
March 21	<b>Long Beach Charities Classic Car Exhibit</b>
Sunday March 22	<b>San Diego Historic Races</b> <b>Alfa Corral &amp; Bar b Que</b>
March 28	<b>General Meeting and Spaghetti Cook-Off (Saturday)</b>
Apr 11 & 12	<b>AROCC Driver's School,</b> Willow Springs
Apr 24	<b>General Meeting</b>
May 2 & 3	<b>Wine Tour- Solvang</b>
May 23 & 24	<b>Time Trial and Race,</b> Laguna Seca
May 29	<b>General Meeting</b>
Jun 13	<b>Tech Session,</b> topic to be announced
Jun 26	<b>General Meeting</b>
Jun 28	<b>Le Cercle Concours</b>
Jul 12	<b>Concours d'inelegance</b>
Jul 23-26	<b>AROC National Convention,</b> St. Louis
Jul 31	<b>General Meeting</b>
Aug 8 & 9	<b>Time Trial and Race,</b> Willow Springs
Sep 12 & 13	<b>AROCC Driver's School,</b> Willow Springs
Sep 25	<b>General Meeting</b>
Oct 10 & 11	<b>Time Trial and Race,</b> Willow Springs
Oct 30	<b>General Meeting and Halloween Party</b>
Nov 15	<b>Swap Meet</b>
Dec 5	<b>Christmas Party</b>

learn more about the control and handling of your car for either everyday driving on freeway off-ramps, or on the race track for the next race, or anything in between, this course is for you. See John Green's article and the entry form elsewhere in this issue.

Hopefully, you will reading this before the Long Beach Charities Classic Car Exhibit takes place on March 21. Remember that this is also a points-earning Alfa Club Concours so please come and admire your favorite Alfa Romeo on display.

Congratulations to all 1991 Winners! We had close competition in many of the Time Trial classes that resulted in several ties. Much appreciation is in order for the Time Trial committee and Phil Guiral and the concours judges for their efforts in pulling off a great Time Trial and Concours program. We hope to see more of you out there as either a competitor or spectator in 1992.

More congratulations to the winners of the great raffle prizes at the January general meeting. Vice President Al Allen had over \$1,000 worth of prizes to give away. Lucky prize winners include a driving suit to David Gooley, an Alfa Romeo umbrella to Frank Panto, a Sperry Valve Works \$100 coupon to Al Cortes ("I really need this"), an autographed copy of the Alfa Romeo Museum Book to Murray Cogan, and a nifty Alfa Romeo polo shirt to yours truly.

As reported in Stu's column, there were not too many exciting new things at the Alfa Romeo display at the Los Angeles Auto Show. I suppose the most exciting aspect of the show was that Alfa Romeo showed up. For a company that sells fewer than 4,000 cars a year in the United States, I have to give them a little credit for sticking around. However, it remains to be seen what the great powers of Fiat are planning for Alfa Romeo's U.S. presence in the future. I also give Fiat a little credit for doing a better job at product differentiation between its cars than General Motors; however, that really isn't saying very much...

Electric cars and alternate fuel vehicles were in abundance at the Auto Show this year. Most of the major auto manufacturers were displaying a version of vehicle that isn't powered by gasoline or diesel fuel. Not so interestingly, the two local electric power utilities (Department of Water and Power and Southern California Edison) are pushing electric cars so they can sell more power at off-peak periods when they have an abundance of electrical power generation capacity. Hopefully, if electric power is to be the destiny of all future cars, I hope to see a good selection of exciting, sporty, and high performance cars on the market. Remember re-winding those slot car electric motors to make them go real fast?

Speaking of Electric cars, I met Eric Luebben, a member of the Electric Vehicle Association of Southern California. He has successfully converted a Porsche 914 to run on electricity using 9 batteries and a 60 horsepower, midship-mounted electric motor.

However, most interesting to me was a photo he had of an

**continued on page 15**



## Il Voli della Phenice

### 4 Tina Van Curen

I started this back in January so it feels a little like a very late New Year's message but maybe it's right on time. After all, the numerologists and other spiritual types believe the year starts with March, and Chinese new year wasn't that long ago!

This is my first column as President and I would like to begin by thanking outgoing President Bill Pringle and the 1991 Board of Directors for all their hard work in the past year. They have given me and the members of the 1992 Board a tough act to follow.

The Alfa club means many things to many people, I think the most important being a place for all those who love their Alfas to meet and share ideas and experiences. I feel the primary goal of the club is to provide opportunities for all our members to participate in activities which interest them. To this end, I am asking all of you to think about what you want out of the club, and what you would like to put into it, and speak up. Come to the meetings, write to the newsletter editor, call the board members, let us know who you are and what you like.

We have the best Time Trial program around. Come out and see for yourself, sign up for Intro and give it a try. Our driving school is invaluable for street and track drivers, a real bargain AND a lot of fun. This season several of the Concours will be held as part of larger events which include other clubs and a variety of activities. Come show off your Alfa or just admire and dream.

A great way to broaden our range of activities and meet more alfisti is to participate in other chapters' events. Orange County has fun rallies every month, Central California will be hosting wine tours and picnics. San Diego is having a hill climb. All these and more will be announced in Alfacionada. Let's all pick the one's that feel right and go!

As your new president I look forward to working and playing with all the wonderful people I have met through AROSC and getting to know all of you who I haven't met yet. I want to see the Alfa club give every member as much pleasure as his or her Alfa(s). (With less pain and, generally, less grease under the fingernails.)

If I miss you at the Long Beach Concours or the San Diego Historic Races I'll see you at the Spaghetti Cookoff and at the Streets of Willow in April.

Boun 1992!



## Attention Alfa Enthusiasts and Wine Connoisseurs

Dirk Stoehr

**A**ROSC 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 ALFA's.

The only cost for this swell weekend is the price of the hotel room in Solvang (approximately \$90).

**- BUT -**

Space for this event is limited, 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.

JANUARY 4 - 5, 1992

## Willow Springs Rain "Event"

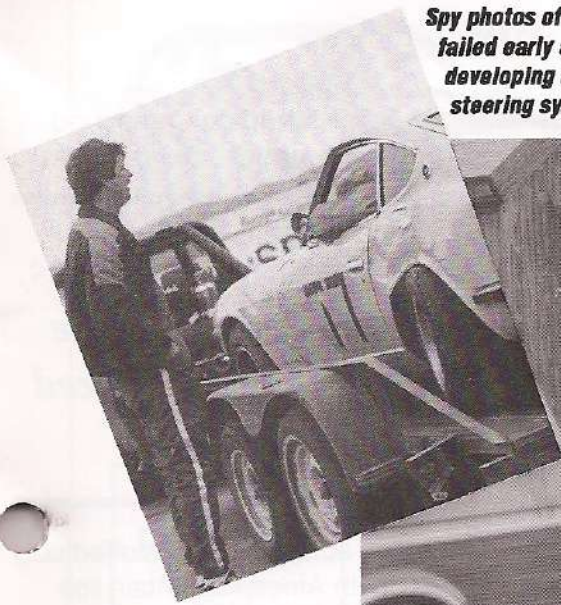
Randall Higa

**S**aturday morning brought overcast skies and cold, brisk air temperatures. And lo, no rain! The great powers of the benevolent Time Trial deity smiled upon the Alfa Club and spilled not a drop of moisture on the desert landscape for the entire day. A big zero for the newscasters that cried rain, sleet, and snow. Nonetheless the roadster drivers kept a watchful eye cocked upwards to check the sky for signs of impending precipitation.

However, rain had fallen on several occasions during the prior week and left the track in an unusual condition. The track was washed clean of its usual coating of melted 008R's and chips of Comp TA's leaving only a slightly damp virgin asphalt surface. The experts agreed that this bode well for good traction and fast lap times.

Nearly evening, the weather reports were bleating high probabilities of rain for Sunday. This was the final tip-off for the Spider drivers to pack it in and head home for the weekend. Dinner on Saturday night at the hotel was reportedly unusually calm and quiet. Everyone seemed to be on their best behavior and not one crumb of food was thrown. Could it be that the rowdy faction of the club was limited to Spider drivers? Could it be that the sedan and coupe drivers are just more mature? Was it merely the calm before the storm?

*Spy photos of Nissan's failed early attempts of developing a four wheel steering system.*



*Alex and Pat loading up in the rain.*

Photos by Randall Higa



*John Green & Charlie Thieriot—John expressing his opinion of the weather.*

For those who stuck around until Sunday, the morning greeting from the sky was rain. Lots of rain. At the driver's meeting (inside the lunch room) a vote was taken and it was decided to cancel the timed runs for the day. Instead a "rain driving school" was conducted for all those who decided to stay and take advantage of the opportunity to learn vehicle handling in the wet. It was a real experience learning threshold braking when a wake of water is streaming over top of the car. Smooth driving was the necessary survival tactic of the day.

By late morning, the decision was made to close the track in order to make an early retreat over the mountain pass back to L.A. The rain had already turned to snow on the pass and the landscape was dusted in soft white powder and spun-out late 70's Camaros.

Despite the foul weather and the dampened spirits, it was a fun and splashy event of the season not for our fair weather friends!



IF A YOU WANNA SEE YOUR BLUE FRIEND  
 AGAIN, LISTEN UP AND DON'T CALL  
 THE POLIZEI.  
 THE BEAR, HE'S A SAFE, FOLLOW THESE  
 INSTRUCTIONS GOOD; WE DON' WANNA  
 HIM TO HAVE NO ACCIDENTS.  
 OUR BOMBE\* LAST NITE WAS JUST  
 A WARNING. COOPERATE OR SOMETHING  
 UNFORTUNATE MIGHTA HAPPEN TO  
 THE BLUE BAMBINO.  
 YOU WILL HEAR FROM US SOON  
 WITHA OUR DEMANDS.

BROTHERS OF THE LEFT HAND (DRIVE)

\* ACTUAL BOMB THREAT  
 AT HOTEL FBI NIGHT ED.

FOUND ON MY  
 ALFETTA SUN AM



EH GUMBA  
 YOU LITTL PLEA WILL DO  
 YOU KNOW GOOD!  
 OUR DOCTOR SAY THE BEAR  
 HE OK.  
 FOR ALL YOU HAVE DONE, AN  
 APOLOGY ISA NECESSARY --  
 A PUBLIC APOLOGY --  
 DURING LUNCH, YOU GETTA  
 ON PA AN APOLOGIZE FOR  
 ALL YOUR TRANSGRESSIONS,  
 ON AN' OEEA TRACK.  
 IF A YOU DO THIS THING  
 ANA DO IT SINCERE, YOUR  
 BAMBINO WILL BE RETURNED.

BROTHERS OF THE LEFT HAND (DRIVE)

# Bear-Napping Scandal at Race Track!

Randall Higa

**G**ruesome ransom notes were discovered by a very bitter and mournful Alfa Club Time Trial and Race participant, Paul Blankenship, after the apparent disappearance of his faithful teddy bear at the last AROSC Time Trial and Race event. This represents the most heinous, bizarre, and scandalous crime ever committed at an organized Alfa Club event. Mr. Blankenship is a regular participant in the Alfa Club Time Trial and Race events and has been seen running his vehicles with his Teddy securely attached to the front grille.

Due to the seriousness of the crime, the Willow Springs Sheriff had enlisted the help of the Rosamond Police. Further assistance was provided when the Tropico Gold Mine community formed a posse. The only clue found by these seasoned law enforcement officials was a small shred of synthetic fur in one of

the cages at the Exotic Feline Breeding Compound. However, the boys in lab (working around the clock)

***This represents the most heinous, bizarre, and scandalous crime ever committed at an organized Alfa Club event.***

discovered that the fur was actually from a stuffed dog that was a gift to a rare South African mountain lion.

Hopes were temporarily raised when our crack Alfacionada investigative reporters questioned a local

op duster at the Basque Restaurant who claimed to see a teddy bear being carried off into a flying saucer by none other than Enzo Ferrari and Elvis Presley. Recent sightings of other *disco volantes* (see cover of January issue of *Alfacionada*) substantiate the possibility of this report. Officials from Edwards Air Force Base came close to substantiating this story but ended up refuting the report explaining that it was Colonel Sanders and not Elvis who was with Enzo entering the flying saucer. Unfortunately, the crop duster was unable to continue the questioning after passing out from too many pitchers of sangria. The FBI and close family have requested that his identity remain anonymous.

With all possible trails of evidence having turned into dead-ends, a teary-eyed Blakenship submitted the following open letter to the ruthless and cold-hearted criminals:

February 10, 1992

The Bear Nappers  
 "Brothers of the Left Hand (Drive)"  
 c/o A.R.O.S.C.

Many of you Time Trialers know that I have had a teddy bear mascot on the front of my time trial cars for over 1-1/2 years. It has been a source of enjoyment and good luck to me.

Last Saturday night some "Bear Nappers" kidnapped "Time Trial Teddy" from my Alfetta as it was parked at the hotel parking lot. A note was left on the car from the "Brothers of the Left Hand (Drive)\*. Have you no shame and compassion??!!

On Sunday at the Drivers Meeting I made an impassioned request, no plea, for Teddys safe return. Later Sunday a ransom demand was made, but due to track scheduling problems due to the weather I was unable to comply with them.

Now after some calm reflection I have realized what a prima donna and burden the bear had become. Yea, sure, he gets all the attention at time trials while I'm out there busting my a...! All the women come by looking for Teddy. What am I, chopped liver?!

So keep the damn bear. You pay his bar tabs and travel expenses. I've had it with Teddy. Good luck Gumba.

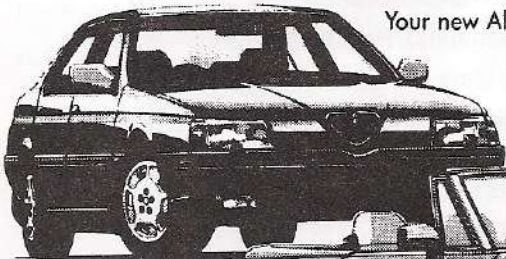
Free at last, free at last!

*Paul Blankenship*  
 Paul Blankenship #25  
 Alfetta GT

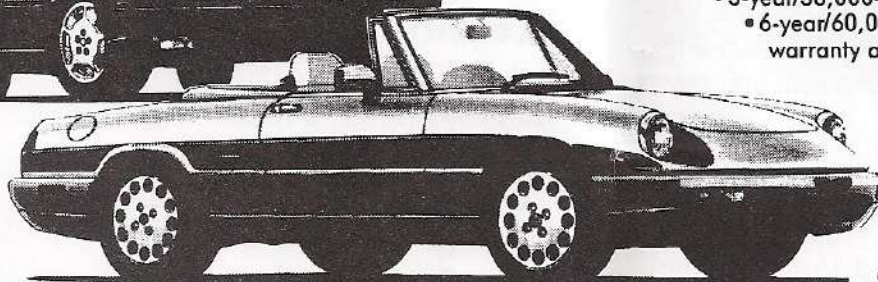
\* I guess that eliminates Charlie as a suspect.

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- 6-year/60,000-mile anticorrosion\*limited warranty against perforation, etc.



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## April Drivers School

April 11/12, 1992

If you're thinking of going to the Drivers School - RUSH YOUR ENTRY FORM IN! There are only a few days left and a few slots open.

The first of our biannual Drivers Schools is scheduled for April 11th and 12th at the Streets Of Willow Springs. The school is divided into three different types of classes. The first is the Basic Street/Beginning Drivers Car Control Clinic which covers all aspects of driving from how to properly grip the steering wheel to how to control your car in a skid (this is aimed at young, inexperienced drivers and drivers that would like to learn emergency car control as well as just plain good driving habits). The second is for beginning to advanced Time Trialers and the last is the Race Class devoted to the beginning racer.

The costs are \$135 for the Basic Street and the Time Trial/High Performance classes and \$160 for the beginning Race Class. Because of the track size we only have room for 25 Basic Street students so the entry must be on a first come first entered basis. (If for no other reason you should enter for the Saturday night party - it's getting to be legendary).

### ENTRY POSTMARK DEADLINE:

Not Later Than Friday, April 3rd

We have arranged a special priced hotel for those of you wishing to stay over night. The ANTELOPE VALLEY INN, 44055 N. Sierra Hwy, Lancaster, 805-948-4651, \$47 for single or double. Make sure you say you're with the ALFA CLUB.

### BRING YOUR OWN CAR

Cars other than Alfa's are not only allowed but welcomed. You will use your own car without having to invest in added safety equipment. The only equipment you'll need (except for the racing school) is your street seat belt in good condition, a Snell approved helmet and proper clothes, shoes and

gloves (Helmets will be available for rent at the track for \$25 ea. if you pre-arrange it with me). Due to insurance OPEN CARS must have a roll bar for the track portion but are not needed for the Skid Pad which means that if you have a Spider you might want to find someone to share a car for the track portion. You will need to get your car tech'd at one of the authorized tech shops (a \$10 fee).

### TECHNICAL INSPECTION:

Saturday April, 4th 10AM - 2PM (You may bring late entry forms to OMEGA MOTORSPORTS on Tech Saturday)

### OMEGA MOTORSPORTS

3822 CLARINGTON AVE.  
CULVER CITY, CA 90232  
213-836-3160 Rex

### VINTAGE PREP

2911 S. Main ST.  
Santa Ana, CA 92707  
714-556-5011 Paul

### THE TRANSMISSION MAN

24309 Creekside Road  
Valencia, CA 91355  
805-254-2222, Jeff/Bill

### OR CALL FOR AN APPOINTMENT:

Bill Lawhorn, Downey, 213-869-4696  
Vince & Dicks Service, Glendale 818-249-6959  
Bud Clark, Anaheim/Orange, 714-282-7378  
Sun Int'l. (Renaults), Redondo, 213-372-4621  
GTA Sports Cars, Tarzana, Joe, 818-996-6787  
Sperry Valve Works, Signal Hill, 213-988-5691

### MAIL COMPLETED ENTRY TO:

John Green  
14435 Valerio St., # 6  
Van Nuys, CA 91405,  
818-994-2318

*Ciao,*

**JOHN GREEN**



## Concours News

### Phil Guiral

In order to make concours more interesting and give people more to do and see, I would like to try something new this year. I am organizing some of our club concours in conjunction with other major shows. We would enter the show and compete for their trophies, but also have our own club judges and accumulate points for our awards. This method gives participants more competition, more awards, and more to do when you bring a car for five or six hours. The problem we are facing with our low turn out is that once you've seen the five or six cars entered, what do you do the rest of the day? I'm also getting burned-out organizing a concours, only to have five cars show up from a club of 500 people. Any suggestions would be welcome!

#### Upcoming concours:

##### **Long Beach Charities Classic Car Exhibit -**

March 21, 1992

This is free for us to enter and includes two passes to the Jazz and

Blues Festival (\$30 value) and two programs (\$2 value). 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. To enter, call 213-436-7727 for an entry form. Deadline is March 16, 1992. Please contact me if you are entering.

##### **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 at the Veteran's Administration in West L.A. Please call me for more information. Deadline is June 14, 1992.

For further information or if you are interested in entering a car please call Phil Guiral at 310-439-5550.

# 4TH ANNUAL HISTORIC GRAND PRIX OF SAN DIEGO

San Diego Jack Murphy Stadium  
Sunday, March 22, 1992  
9:00 a.m. till ????

ALFA ROMEO CORRAL AND BARBEQUE  
Bring whatever you want to BBQ and a side dish—  
AROCSD will supply grills, soft drinks & dessert.



# February Time Trial and Race

Alisa Kincaid

**T**he February 8 & 9 Time Trial at Willow Springs was a great success with 95 cars entered. It attracted many new people from SCCA as well as former students from our AROSC driving school. There were 40 novice drivers which indicates just how many new people are joining our race and time trial events. One guy commented that he had been racing for 5 years with SCCA and our Alfa event was the first time he ever had fun racing! Top time of the day came from **Jon Haines** in a Formula Ford. Jon turned a sizzling 1:35. **Tracy Culp** brought his newly acquired Christmas present in the form of a competition prepared 944 Porsche and turned an impressive 1:44. Other new cars on the block included an Alfa Spider which **John Cote** burned the midnight oil to get ready for the event. **Tony Krivanek** brought a 1959 Stanguellini Formula Jr. out to test for a customer. The car performed perfectly and is now on its way to Reno. (I would bet Tony kept the shirt.) Newcomer **Bonnie LeLesch** came out for her first time trial driving a red 240Z. Bonnie turned an impressive 1:58, carving 17 seconds off her time between her first and last laps. **Peter Horvath** dominated N class with a 1:40 in his eye catching yellow Mitsubishi Eclipse. The race was exciting as usual with **Rob Smith**, in a white 240Z, **Marc Rapollo** driving an Eagle Talon and **Marshall Buck** in his Corvette as they diced it out for first place. **Marshall Buck** came up the winner. The racers also included **Cindy Haan** who drove a showroom stock Mitsubishi Starion. The car was recently brought out of mothballs and ran very well. Cindy races professionally for Team Mitsubishi and is an inspiration to us all. Predictably, she won her class. The largest class in the race was E. **Robert Berk** placed first in another 240Z. Congrats to all the winners.

## Time Trial Results

Willow Springs, February 9, 1992

NO.	CL	NAME	CAR	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
33	A	THIERIOT, CHARLIE	ALFA GTA	1:51.057	1:49.396	1:48.694	1:48.888	<b>1:47.823</b>
71	B	ST. JAMES JON	DUETTO	1:43.308	1:42.731	<b>1:42.070</b>	1:46.057	1:43.664
40	B	KINNEY, MICHAEL	ALFA GTV	<b>1:48.217</b>	1:48.416	1:48.950	1:48.857	1:48.484
174	D	PELTOLA, JEFF	GTV6	1:46.084	1:44.775	1:44.867	1:44.718	<b>1:44.462</b>
62	D	WOOLERY, GERRY	ALFA GTV	1:49.261	1:48.892	<b>1:48.209</b>	1:48.822	1:50.619
77	D	HILL, ROBERT	ALFETTA	1:57.386	1:55.796	1:55.395	<b>1:54.627</b>	1:54.845
50	E	BROWN, ALEX	ALFA GTV	1:47.772	1:45.806	1:49.641	1:45.408	<b>1:45.139</b>
222	E	GRAY, BRADLY	GTV	1:56.058	1:53.790	2:01.229	<b>1:52.741</b>	
27	E	LOMAS, JERRY	ALFA GTV	1:56.331	1:55.841	1:55.139	<b>1:53.859</b>	1:54.091
102	E	MATLOFF, HOWARD	SPRINT VEL	1:54.963	1:54.398	1:54.731	<b>1:54.220</b>	1:54.983
25	E	BLANKENSHIP, P.	ALFETTA GT	1:56.478	1:55.342	1:55.534	1:55.473	<b>1:54.949</b>
501	E	RINALDI, PAT	ALFA GTV	2:00.499	1:57.535	1:59.111	2:00.184	<b>1:57.181</b>
158	E	PORTZ, KEN	SPIDER	2:07.425	2:06.056	<b>2:05.116</b>	2:06.035	2:05.286
206	F	AVAKIAN, SIMON	BERLINA	1:54.389	1:52.612	1:56.611	<b>1:52.408</b>	1:52.945
117	F	LETH, STEVEN	SPIDER	1:58.213	1:57.597	1:57.506	1:56.992	<b>1:56.662</b>
61	F	COTE, JOHN	SPIDER	2:01.067	2:00.921	2:00.316	2:00.345	<b>1:59.942</b>
2	M	HAINES, JON	F FORD	1:42.164	1:37.761	1:37.451	1:36.447	<b>1:35.825</b>
221	M	ELLIS, PAUL	DUNESTANG	1:43.593	<b>1:42.705</b>	1:44.149	1:42.976	1:43.470
242	M	LELESCH, MICHAEL	ELAN	1:53.377	1:53.680	1:52.895	<b>1:51.825</b>	1:51.987
214	M	PAUL, STEVE	DUNESTANG	<b>1:52.409</b>	1:58.029	1:53.440	1:52.580	1:52.769
31	N	HORVATH, PETER	ECLIPSE	1:42.418	1:42.182	<b>1:40.784</b>	1:41.654	1:47.065
69	N	SIMMONS, KIT	MR2 TURBO	<b>1:43.264</b>				
17	N	INTERLANDI, LUIGI	300ZX	1:48.351	1:46.157	1:45.584	<b>1:45.462</b>	1:46.339
52	N	ALZIN, ALBERT	EAGLE	1:47.303	1:47.900	1:46.459	1:45.758	<b>1:45.57</b>
147	O	WEBB, SCOTT	SUPRA	1:43.816	1:43.013	1:42.790	<b>1:42.474</b>	1:42.694
12	O	CULP, TRACY	PORSCHE 944	1:45.746	1:45.387	1:45.100	1:44.819	<b>1:44.538</b>
41	O	KRANEN, GEORGE	T-BIRD	1:45.989	<b>1:44.950</b>	1:49.525	1:46.621	1:46.647
171	O	FLINCHBAUGH, C.	RX7	1:50.212	1:47.901	<b>1:47.284</b>	1:47.670	1:47.496
68	O	RYBA, LU	DATSUN 280	1:51.272	1:50.813	1:49.982	1:48.998	<b>1:48.970</b>
111	O	MERCHAN, F.	COROLLA	1:50.086	1:50.399	1:49.870	1:50.185	<b>1:48.425</b>
14	O	WOODARD, ALAN	J. HEALY	1:53.043	1:51.988	1:52.481	<b>1:51.596</b>	
666	O	DOBKIN, MARK	HONDA CIVIC	1:54.903	1:55.018	1:52.472	1:51.746	<b>1:51.641</b>
11	O	HEREDIA, LEONARD	COROLLA	1:54.063	1:54.662	1:54.351	1:54.207	<b>1:53.655</b>
225	O	ARANIS, ELCID	CAMARO Z28	1:58.564	1:56.077	1:55.101	<b>1:53.665</b>	1:54.533
165	O	COBBS, JOSEPH	MUSTANG	1:59.183	1:55.613	<b>1:54.001</b>	1:54.842	1:55.078
168	O	VANDERUAL, EEEKE	280Z	<b>1:58.250</b>	1:59.831	1:58.737	1:58.535	2:00.311
241	O	LELESCH, BONNIE	240Z	2:15.343	2:09.267	2:05.948	2:00.569	<b>1:58.588</b>
47	O	ALEXANDER, JOHN	300ZX	2:01.640	<b>1:59.796</b>	2:01.563	2:02.012	2:00.083
224	O	STUEBEN, JOE	MUSTANG	2:15.337	2:05.718	<b>2:04.568</b>	2:07.039	2:05.120
89	P	HAMILTON, STEVE	MR2	1:49.362	1:47.132	1:47.326	<b>1:46.995</b>	
254	P	YERUMYAN, R.	MAZDA RX3	1:51.146	1:49.753	1:48.924	1:49.327	<b>1:48.133</b>
83	P	FISHER, DAVID	MR2	1:50.832	1:50.155	1:50.006	1:49.426	<b>1:48.699</b>
24	P	CAHLIK, JEFF	FIERO	1:50.613	1:49.997	1:49.610	1:49.495	<b>1:49.285</b>
257	P	EDWARDS, BRIAN	CAMARO IRO	1:50.669	1:50.589	<b>1:50.381</b>	1:50.470	1:51.020
251	P	CHILINGARYAN, S.	RX3	1:52.419	1:51.801	1:51.069	1:50.848	<b>1:50.535</b>
169	P	SIGAL, GENE	BMW 325i	1:51.282	1:52.523	1:51.491	<b>1:50.916</b>	1:51.054
163	P	DOMINGUEZ, TONY	TOYOTA MR2	1:52.008	4:12.690	<b>1:51.260</b>	1:51.315	1:52.535
191	P	CLARK, ROBIN	VW GTI	1:53.817	1:53.515	1:53.033	<b>1:52.432</b>	1:53.397
159	P	WELSH, PETER	BMW1600	1:55.986	1:58.059	1:55.405	1:54.606	<b>1:54.330</b>
119	P	MCCORMICK, FRANK	VW GTI	1:58.393	1:55.404	1:55.638	<b>1:54.781</b>	1:54.985
227	P	BROWN, KEITH	MR2	1:58.624	1:59.742	1:57.866	<b>1:55.912</b>	2:01.973
215	P	RICHMAN, JOHN	BMW 320i	1:58.114	1:57.817	1:57.517	<b>1:56.053</b>	1:56.329
125	P	MURPH, GARY	OPEL GT	1:56.995	1:57.842	1:57.012	<b>1:56.856</b>	
247	P	SMART, TODD	MR2	1:58.167	1:58.502	<b>1:57.002</b>	1:58.399	1:57.507
115	P	WYNNÉ, MICHELE	BMW 320i	2:02.934	2:03.670	2:04.004	2:01.211	<b>2:00.790</b>
135	Q	LEE, JOSEPH	RX7	1:55.669	<b>1:55.009</b>	1:55.991	1:55.991	1:56.618
411	Q	WELCOMER, ROBERT	BMW 320i	2:03.855	<b>2:00.641</b>	2:02.014	2:02.990	2:02.677
711	Q	FOURNIER, ROGER	BMW 325e	2:06.589	2:06.227	2:03.475	2:01.020	<b>2:00.711</b>
735	Q	SEHO, KENNETH	MAZDA RX7	2:04.501	<b>2:02.903</b>	2:03.434	2:04.907	2:03.616
777	Q	SAUTO, CARLOS	ACCORD	2:16.513	2:16.736	2:15.930	2:15.258	<b>2:14.11</b>

Fastest time by HAINES, JON car #2 F FORD Time of 1:35.825



**Newcomers:**  
**Jerry Lomas and his**  
**1967 GTV (below);**  
**Jon St. James, class B**  
**winner in 1967 Duetto**  
**(right)**



Photos by Randall Higa

## Good News, Bad News & Just News

Stu Schaller

**T**he Annual Meeting of 1992 was held at the Department of Water and Power in Downtown Los Angeles on Friday, January 31st. Although attendance was down slightly from the previous year, **more cars** showed up for display. The older Alfas were represented by a Giulietta Spider, a Giulia Spider and a 2600 coupe, and the newer cars by a Duetto, a variety of '70's and '80's spiders, 105 series GTV's and an assortment of Alfetta-based GTV's.

**Awards** were presented by **Charlie Thierlot**, and the new Board of Directors was announced. After a short break for snacks and further viewing of the cars, **Pat Braden**, the noted Alfa historian, presented a slide show on Alfas from the beginning to the 1950's.

Because notice had not appeared in time, the concours planned for February 2nd in Santa Monica had to be cancelled, and the **first concours** of the year will take place at **Long Beach** on Saturday, **March 21st**. As this event is run by Beach Charities, you should contact both Debra Clinger at 213-436-7727 and our Concours Director, **Phil Guiral** at 213-439-5550 for information.

I don't know about you, but I didn't find very much interest at the **Los Angeles Auto Show** held during the first part of January. The only things new for Alfa Romeo were a **bright yellow paint** option for the Spider, and a **metallic burgundy** for the 164. No one seemed to know if Alfa Romeo intends to ever import the Type 33, or the intentions for the Milano replacement, the **155**.

Chrysler showed a new car, the **Concorde**, with a 3.5 liter, 6-cylinder motor. Is it possible that the arrangements with Alfa Romeo existed only to steal some technology? A 1/2 million dollar sports car, the **M.C.A.** (Monte Carlo Automobile) was of some interest in the fact that the motor, a V-12, 4-liter, twin-turbocharged, was designed by **Carlo Chiti**, formerly of Alfa **Autodelta**.

Plans for the International **1900 Convention**, to be held in St. Louis in conjunction with the Club's National Convention on July 23-26, 1992 are coming along. **Griff Borgeson**, author of a recent Alfa book, and perhaps the world's foremost automotive historian, will possibly be the convention's keynote speaker. By the way, for those of you thinking about going, the **Chicago Historic Races** at Elkhart Lake are the weekend before, and the **Meadowbrook Concours** is the weekend after the convention.

There are a number of "special" **1900 events** planned. The organizer of all the 1900 stuff is **Carter Hendricks**, formerly of Phil Hill's shop. His address is, 3336 Washington, St. Louis, MO 63103, phone, 314-531-3088.

## Race Results

Willow Springs, February 9, 1992

NO.	CL	NAME	CAR	PLACE OVERALL	PLACE IN CLASS
	C	BUCK, MARSHALL	CORVETTE	1	1
21	C	SMITH, BOB	240 Z	2	2
911	D	HAAN, CINDY	STARION	3	1
15	D	RAPPOLO, MARC	EAGLE	4	2
27	E	BERK, ROBERT	240 Z	5	1
79	E	RAPPOLO, D.	EAGLE	6	2
91	E	RICH, HAROLD	ALFETTA	7	3
4	E	DEDMAN, CHUCK	JENSEN	8	4
22	E	PURDIE, JOHN	240 Z	9	5
141	E	LUND, GREG	BMW 320i	10	6
87	E	RICHARD, ROB	SPIDER	11	7
99	F	SWAIN, DAVID	SCIROCCO	12	1
102	F	MATLOFF, H.	ALFA SPRINT	13	2



Carol Huntington exclaiming, "I could have had a V-8!"

## The Disco Volante Story

Stu Schaller

In 1946, 1947, and 1948, Alfa Romeo was almost unbeatable in Grand Prix racing with their Type 158, created for the 1.5 litre voiture class in the late 1930's. In 1949, with threat of serious opposition from the English 16-cylinder BRM and from Ferrari with their new, unsupercharged 4.5 litre cars which were allowed by the rules to run against the 1.5 litre supercharged Alfas, Alfa Romeo decided to sit the year out.

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As neither of these cars had really fulfilled their promise, Alfa decided to return to the Grand Prix wars in 1950. With victories at San Remo, Silverstone, Monaco, Bari, and at the Swiss, Belgian, and French Grand Prix, Alfa, and their driver Farina easily won the newly inaugurated World's Championship.

By 1951, Ferrari had developed their 4.5 litre car, the type 375, to the point it was very competitive. In fact, the Ferrari had a slight advantage as they were getting some 7 to 8 miles per gallon compared to the 2 miles per gallon the Alfas were getting, eliminating the need for pit stops. Alfa also only had a slight horsepower advantage, the 158's having about 400 HP compared to the 370 HP of the Ferraris. By the end of 1951, Ferrari was winning as often as Alfa; Ferrari winning 3 of the last 5 races that year.

In 1952, Alfa moved away from Grand Prix racing, deciding to concentrate on sports cars instead. The problem was how Alfa could become competitive, as the only cars they had were the pre-war designed 6C 2500, and the 1900; competitive in its class, but not really capable of overall wins. There was a 3-litre version of the 1900 motor which had been run in the 1950 Mille Miglia in a 6C 2500 derived coupe. Retirement from the Grand Prix wars freed up the needed funds for development. The motor developed about 220 HP in it's initial form, but had excellent development potential.

Also in 1952, an entirely new sports racing car was produced with a tubular chassis and 1900 suspension. The main reason for this car was aerodynamic studies, but it provided the basis for a full-fledged assault on the sports car scene. Three of these cars were produced in conjunction with Touring, having an unusual appearance, which was to be known as the Flying Saucer or Disco Volante. Two of these cars were spiders and one was a coupe, all with 2 litre motors. A fourth Disco Volante was built with a body by Zagato, and used for hill climbs, and later sold to the Swiss driver, J. Ducrey. This car now resides in the Schlumph Museum in France.

One of the Touring bodied cars was fitted with the 3 litre motor, and served as a test mule for the 1953 cars. It no longer exists, but both the 2 litre spider and coupe with Touring coachwork reside in the Alfa Romeo Museum. In 1953, six new cars were pro-

duced, having DeDion rear ends, five-speed gearboxes, and 3.5 litre motors, developed from the earlier 3 litres. These new motors used six single barrels of the earlier motor.

We now run into some problems as various sources say all six cars were bodied by Colli as racing coupes, and other sources say only four cars were bodied by Colli. In any case, by 1955, there was a 6C 3500 with a body by Boano for Juan Peron, and in 1956, a 6C 3500 bodied by Pininfarina, known as Super Flow One. Later in 1956, another 6C 3500, also Pininfarina bodied, known as Super Flow Two, arrived on the scene. Various sources differ as to the fact if this was simply a modification of Super Flow One, or another of the original six cars.

In 1959, a Pininfarina 6C 3500 Super Sport, with coachwork looking very Duetto-like, was shown at Geneva, and in 1960 a similar coupe appeared. Again, various sources differ, some saying that both these cars were derived from the Super Flow chassis, and others saying that they were re-bodied Colli race cars. It is known for certain that one of the Colli bodied cars was re-bodied by Zagato for the Swiss driver Bonnier; this car still exists, but I am not sure where it is today.

Getting back to the story of the Colli bodied coupes, three cars were entered in the 1953 Mille Miglia, #602 driven by Fangio and Sala, #603 driven by Kling and Klenk, and #631 driven by Sanesi and Cagna. One source says that a fourth Colli Coupe was entered with a 2 litre motor, driven by Zehender and De Giuseppe, but, in fact, this was a Touring bodied 1900 Corto. The Disco's of Kling and Sanesi were forced to retire, but Fangio struggled on in spite of the fact the tie-rod had broken and he could steer only with the right front wheel. Fangio would wind up finishing second, in one of the greatest drives of all time.

At Le Mans, three cars were entered and were at one time running third and fourth, but all eventually retired. At Spa, a single car was entered for Sanesi and Fangio but it again retired while in third. Three cars were entered at the Nurburgring, but were withdrawn due to a fault in the steering, discovered in practice.

In Merona Italy, three cars were entered, one being a spider with a 3 litre rather than a 3.5 litre motor. The spider became known as the Supercortemaggiore, after the name of the race, but again, it is not certain if this car is a re-body of one of the original six, or if this is an entirely new car. Yet another car appeared as a spider, this time with two rather than one headrest. This car has been in a number of the recent Mille Miglia retros. Is this car the Supercortemaggiore car, modified, or yet another car?

What we know for sure is that there were four cars in the original series, two Touring spiders, one Touring coupe, and a Zagato bodied spider, all with 2 litre motors. We also know that one of the Touring spiders became a test mule with a 3 litre motor. There were at

*continued on page 14*

## Mama Mia...That's Italian!

**S**aturday March 28 marks the return of one of AROSC's most popular events, the SPAGHETTI COOKOFF!!

This year's extravaganza will be held at:

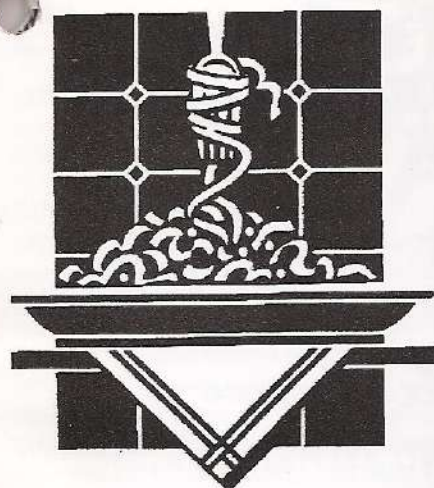
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Starting at 6:00 P.M.

- All of our club's famous and infamous chefs de cuisine will be competing for the title of Sauce Supreme.
- The winner will be decided by vote of all those who can eat enough spaghetti to taste all the sauces.
- Dinner and soft drinks will be provided. Bring your own vino or whatever makes you feel Italian.
- All prospective chefs should call Michelle Schwartz at (213) 658-1945 by March 10.
- Prospective gourmands/judges should RSVP to Michelle by March 15..



### Editor's Desk continued from page 3

electrified 1975 Alfa Romeo Spider! Andy Rigrod of Santa Monica had a Spider converted last year by the Solar Electric Company. This Spider now has a General Electric jet engine starter motor, 18 six-volt lead acid batteries, a Curtis mosfet solid state controller, a 40 mile city range, and a weight of 3,600 pounds. Not exactly exciting figures but at least he got rid of his air pump and catalytic converter!

It is reported that in the not-to-distant future, manufacturers could be selling A.C. electric motor and battery conversion packages for production cars that will be capable of providing similar performance characteristics of the original internal combustion power plants. If you are truly interested in the leading edge electric car technologies, don't miss the Solar and Electric 500 race in Phoenix, Arizona on April 24 to 26, 1992.

The Alfa Romeo Owners Club of Central California (AROC-CC) has a number of interesting upcoming activities that are open to all other AROC chapters. Led by president, "Tom" Tompkins, AROC-CC has planned a series of events in the upcoming months including a Fun Rally & Celebration of St. Patrick's Alfa Green on March 15, a Bosch Electronic Ignition/Fuel Injection Tech Session on April 26, a Wine Tour (in conjunction with AROSC) on May 2-3, and the Annual Picnic and Fun Concours on July 26. Of major interest is AROCCC's very comprehensive Technical Library that spans all Alfa Romeos from 1923 to 1992 that is accessible to all AROC members. For further information on AROCCC activities, the Technical Library, travel in the Santa Barbara area, or if your Alfa Romeo has a breakdown in Ventura, Santa Barbara or San Louis Obispo Counties, write AROCCC at 705 Oak Grove Drive, Santa Barbara, CA 93108, or call 805-969-3435.

The Orange County Alfa Romeo Club has scheduled a trip to

the private Evans Museum and Restoration Shop and Automobile Museum at Balboa Park in San Diego on March 14. Also planned is their most popular event, the 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, call Terry Dooley at 714-962-1636.

As we go to press, I became aware of a new concept in automotive and motorcycle journalism and information services. Gordon Jennings and Steve Anderson, formerly with Cycle magazine, are putting together an electronic, interactive, on-line, magazine project called, "Wheelbase." You will need a computer and a modem, a \$50 introductory kit with instructions and software, and approximately \$12 an hour to be on-line. With the ability to unload and download information and with a user-friendly but powerful data base, information can be easily and quickly put into the system or stored on your hard disk for future reading. They plan to market this primarily to automobile and motorcycle clubs internationally. Imagine having direct access with enthusiasts from all over the world! All of you budding journalists will now have an outlet for your words (bits and bytes?) to be read or at least downloaded to a stranger's hard disk. The system is expected to be available in approximately a month from the time you read this. For more information and to be on the mailing list, call 1-800-682-8441.

**Correction:** The January Calendar incorrectly listed the dates of AROSC Driver's School at Willow Springs. The correct date is April 11 & 12.

**Disco Volante Story**

*continued from page 12*

least six, and as many as 11 3.5 litre coupes that exist if we count the Boano and Pininfarina cars as new, and we have either one or two three litre Supercortemaggiore types.

In their time, when running properly, the Discos showed much promise, being very competitive with their contemporaries, the Lancia D-24 and Jaguar C-Type. However, Alfa felt the unreliability problem could hurt Alfa's prestige, so they were not run again after the Italian race.

A number of major transformations were taking place at Alfa which led to their turning away from top level racing and from speciality to production car building; ending the Disco Volante story, but creating a new era; that of the Giulietta.

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**1967 GTV.** Vintage Race prepared GTV, new red paint and body restoration, original seals 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 DCOEs 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.

**EUROPEAN ALFA PARTS:** 105 1300cc engine complete (perfect for vintage race or Giulietta replacement) \$700; European intake assembly (incl. manifold, air cleaner box, linkage and carb. support strut) \$300; Weber 40DCOE carbs. \$200/pair; 105 oil pan \$150. Pat (805) 967-3340.

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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.

**WANTED: COMPUTER FOR AROSC CLUB USE.** IBM compatible computers are needed by the AROSC Club for various tasks such as maintaining the membership roster, Time Trial/Race registration, accounting, etc. Would prefer 286/386 machine with hard drive. As a non-profit organization, we are looking for donations, extended loaners, or something reasonably cheap. Call Tina Van Curen at (213) 852-7731 (days) or (213) 666-4500 (evenings).

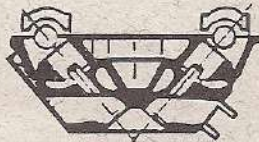
**WANTED: COMPUTER TO BORROW OR TRADE.** I need the part-time or full-time use of an IBM compatible, 286/386 minimum 2 megabytes RAM, hard drive, VGA graphics, modem, and Windows 3.0. Can trade or partial trade for Toshiba 3100 portable (286, 640 RAM, 10 meg hard drive, 3-1/2" drive, and 5-1/4" outboard drive, plasma display) and/or shared use of "Wheelbase" software. Wheelbase is an interactive motorcycle and automobile computer service database that is currently in beta testing. BE INVOLVED ON THE GROUND FLOOR OF THE FUTURE OF MOTORING JOURNALISM! Randall Higa. (213) 664-4695.

**AROSC DIVERS HANDBOOK** only \$10 plus S&H. The "How To" book on the So. Cal chapters Time Trial Program. Call or write JOHN GREEN, 14435 Valerio, #6, Van Nuys, CA 91405. 818-994-2318.

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