

July 1992



# affezionada

THE  
JOURNAL  
OF THE  
ALFA ROMEO  
OWNERS  
OF  
SOUTHERN  
CALIFORNIA

Concours  
d'Inelegance—  
rescheduled:  
August 23



**20th Anniversary Time Trial and Race,  
Willow Springs: August 8 & 9**



**"Get your Kicks  
on Route 66",  
General Meeting:  
July 31**



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

◆ **Event Article DEADLINES** ◆

September Classifieds  
 October Event Articles  
 October Classifieds  
 November Event Articles  
 November Classifieds

August 10  
 August 10  
 September 10  
 September 10  
 October 10

## Board of Directors

<i>Tina Van Curen</i> 1801 Edgecliffe Dr. Los Angeles, CA 90026	President	(213) 666-4500 Eves
<i>Al Allen</i> 713 Gladys Ave., Studio D Los Angeles, CA 90021	Vice President	(213) 689-7739 Days (213) 484-1481 Eves
<i>Dirk Stoehr</i> 4539 Jubilo Dr. Tarzana, CA 91356	Secretary	(213) 385-1203 Days (818) 345-9841 Eves.
<i>Brad Sterling</i> 6635 Wilkinson Avenue, #206 North Hollywood, CA 91606	Treasurer	(818) 507-7714 Days (818) 764-1357 Eves.
<i>Kristin Gurney</i> 713 Gladys Ave., Studio D Los Angeles, CA 90021	Membership	(818) 623-2313 Days (213) 484-1481 Eves.
<i>Randall Higa</i> 6007 Eucalyptus Lane Los Angeles, CA 90042	Newsletter	(213) 614-6089 Days (213) 344-8828 Eves.
<i>Fred Schueddekopp</i> 12131 Turquoise St. Garden Grove, CA	Program	(800) 433-0101 Days (714) 893-3727 Eves.
<i>Charlie Thieriot</i> 2500 Roscomare Rd. Los Angeles, CA 90077	Competition	(310) 459-0027 Days (310) 476-8812 Eves.
<i>Michelle Schwartz</i> 1109 #D Catin Street Simi Valley, CA 93065	Social Director	(805) 522-5236 Eves.
<i>Steve Gerow</i> 1434 E. Loma Alta Dr. Altadena, CA 91001	Member at Large	(818) 791-8287 Eves.
<i>Phil Guiral</i> 248 Lindero Long Beach, CA 90803	Concours	(310) 439-5550 Eves.
<i>Larry Meyer</i> 497 E. California Blvd. # 315 Pasadena, CA 91106	Librarian	(818) 500-6424 Days (818) 440-1803 Eves.

## 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

Top photo: John Samson giving out Time Trial trophies, circa 1975. Middle: From left to right: Bill Kohl, John Samson, Jim Newman, Riverside Raceway, 1975. (From the photo album of John Samson.) Below: Route 66, somewhere between Kingman and Peach Springs. Photo by Randall Higa.

# Editor's Desk

Randall Higa

**T**he **July General Meeting** will feature **Dan Harlow**, the President of the **California Historic Route 66 Association** as our guest speaker. His slide show and presentation will trace the history, describe the present condition, and explain the activities that are planned for Route 66. This year is 66th anniversary of the "Mother Road" that, "...winds from Chicago to L.A..." Some of my best memories of Route 66 include blasting down the road in the GTV6 between Kingman and Peach Springs, Arizona; flying over the

whoop-de-doo between Barstow and Helendale and bouncing down the dirt road between Topock and Oatman. Mark your calendars for **Friday, July 31** at 8:00 PM for the monthly general meeting in the auditorium at the Department of Water and Power Building in Downtown Los Angeles, 111 North Hope Street. Get your kicks on

## CALENDAR

Jul 23-26	<b>AROC National Convention</b> , St. Louis
July 31 8:00 PM	<b>General Meeting - Route 66</b> <b>Department of Water and Power Auditorium</b> 111 North Hope Street, Downtown Los Angeles
Aug 8 & 9	<b>Time Trial and Race</b> , Willow Springs <b>20th Anniversary Event</b>
Aug 23	<b>Concours d'Inelegance</b> (rescheduled from July 12)
Aug 21-23	<b>Monterey Historic Races,</b> <b>Concours Italiana,</b> <b>Pebble Beach Concours</b>
Sep 12 & 13	<b>AROSC Driver's School</b> , Willow Springs
Sep 25	<b>General Meeting</b>
Sep 27	<b>Concours - Automobile in</b> <b>Art Gallery</b> , Long Beach
Oct 10 & 11	<b>Time Trial and Race</b> , Willow Springs
Oct 30	<b>General Meeting and</b> <b>Halloween Party</b>
Nov 15	<b>Swap Meet</b>
Dec 5	<b>Christmas Party</b>

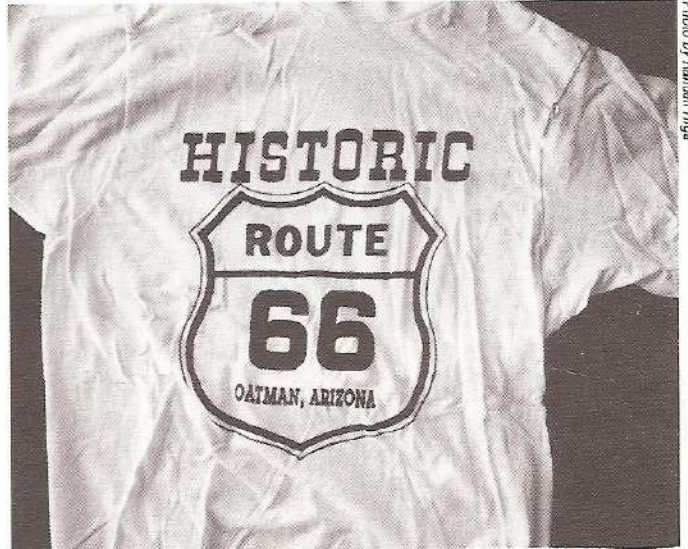


Photo by Randall Higa

Souvenir from Route 66

Route 66 at the next Alfa Club Meeting! See you there!

The June General Meeting featured, a Night at the Movies. Tina Van Curen, Al Allen and Jacob Shavit spent many long hours editing several hours of video to produce an hour of Alfa Romeos that have gone onto to garner fame and fortune in Hollywood. The Alfa Romeo and other neat car clips came from, "The Pink Panther," "The Mechanic," "The Graduate" (A Duetto with a small block Chevy!), "Octopussy" (James Bond in a GTV-6), "A Man and Women, 20 Years Later" (no Alfas but great stunts bashing Mercedes, Audis, BMWs, etc.), "Amsterdamed," "Bobby Deerfield," "The Godfather" (did they blow up a real 6C2500??), and "The Godfather III". Also shown was a wonderful video called, "Alfa Romeo, La Passione" that David Gooley had bought in Europe, and last but not least, the movie, "Rendezvous." Thanks to Michelle Schwartz for bringing the appropriate cinematic refreshments that were a perfect complement to the program.

The next AROSC Time Trial and Race event on August 8 and 9, will be significant in that it marks the **20th anniversary** of the Alfa club's **Time Trial Program**. Keep in mind that the activities planned for this event are not only for the Time Trial and Race participants. If you have never been to one our club's Time Trial/Race events and are just curious, come join the Tour to Willow Springs and the Barbecue Dinner that is planned for Saturday, August 8. For further details, see the article, "AROSC Time Time Trial Program Twentieth Anniversary" in this issue.

**Continued on page 14**



4

## *Il Voli della Phenice*

**Tina Van Curen**

I don't know how it got to be July already, but here we are. 1992 is turning into THE Alfa summer. First there was the wine tour in the Santa Ynez Valley. the roads, cars and company were superb and the wine was OK too. Several Alfisti from AROCC joined the caravan and together we made quite an impression on the locals. Picture 12 or 15 Alfas (mainly Spiders of all descriptions) full of happy people flying down narrow country roads from one idyllic winery to the next. this will surely become a tradition. In fact, since Dirk did such a good job of organizing this one he may have to do one in San Louis Obispo in the fall. Don't miss it!

San Diego's Fourth of July Picnic promises to be a hit too. Our own annual picnic and first ever Concours d'Inelegance will be held August 23 at McCambridge Park in Burbank. There will be activities for all tastes as well as good food and good cheer. This is the time to take a break and socialize with all the club members you keep meaning to call and all the ones you need to meet. Be there or be square!

On July 18, I am off to the National AROC Convention in St. Louis. I am taking a two week driving tour of the roads less travelled. Phyllis Gaylard and Stu Schaller are also going and I hope some others. I promise a complete report when I return. There will be lots of interesting people and Alfas AND our own local celebrity, Len Frank, is the keynote speaker at the Saturday night banquet. Perhaps this is the year AROC learns to look west for inspiration.

Looking ahead a little, August 8 is the 20th anniversary of AROSC Time Trials. We will be celebrating at the Time Trial at Willow

Springs. See details elsewhere in Alfacionada and PLAN TO COME! Our program is unique among clubs for its sophistication and longevity. We all owe a lot to the founders and those who have worked so hard for so many years to give us all the opportunity to learn competitive driving skills and use them on the great tracks of the west. I plan to celebrate the NEXT 20 years of AROSC Time Trials and Races.

I have recently met a real enthusiast in the person of Ricardo, the owner of the Auto in Art Gallery in Long Beach. His feature exhibit in September is Alfa Romeo photos. He has invited us to have an Italian car and food festival at the gallery on September 27. There will be a points Concours and an informal car show. The gallery will open for viewing and the bookstore for browsing or buying. Ricardo is the angel who provided Rendezvous for the June meeting, who knows what other goodies he has up his sleeve. I look forward to seeing lots of new faces there and sharing Chianti with many other wanna be Italians.

There is no meeting in August so have a wonderful summer and I'll see you somewhere.

Arividerci, L.A.....

### **AROSC Logo Contest**

## *Attention Designers and Artists!*

**Y**our friendly local and sometimes generous Alfa Romeo Owners Club chapter is looking for a new logo to decorate our letter-head, newsletters, envelopes, T-shirts, and other AROSC paraphernalia. We want your raw, creative, and otherwise wasted talent to design the most appropriate logo for our club. We are looking for a new and vibrant logo that expresses the true essence of Alfa Romeo ownership indigenous to Southern California.

The logo should use a maximum of three colors and is to have the club full name, "Alfa Romeo Owners Club of Southern California" incorporated into the logo. All judging is to be done by the Board of Directors. The submission of works to the club will constitute permission for reproduction of works by the club. The decision of the Board of Directors is final.

Please send your camera-ready art work to AROSC Logo Contest, P.O. Box 39554, Los Angeles, CA 90039-0554. Entries must be received by September 11, 1992. The winner will receive a free one-year membership to AROC. Please call Tina Van Curen at 213-666-4500 if you have any questions.

May 23 and 24

# Laguna Seca Time Trial and Race Event

Alisa Kincaid

This year's Laguna Seca time trial was graced with two of the most beautiful days I have ever seen in Monterey. Disregarding the fact that the county enforced a biased and draconian noise restriction



Tom McPartland's incredibly fast Spider

of 92 DB on our club, it was a wonderful weekend with the entry list cutting off at 135 people.

Many of our friends from Northern California joined us once again to make this the biggest event of the year. Our field of novice drivers was so huge we had to make two run groups just to accommodate them all. Our club is certainly attracting many new drivers as our reputation for tons of track time and great people grows throughout the region.

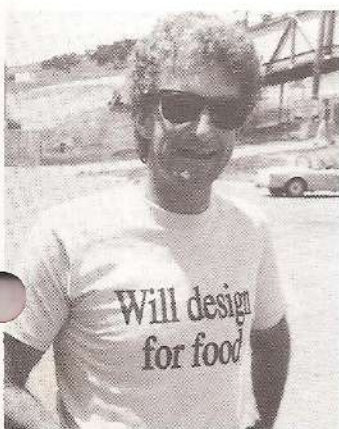
The best news of the weekend was the return of Paul Blankenship's bear child. For those viewing the race from the tower next to the timing building Paul and the bear had a special message clamped to his rear window and left to flap in the breeze as he

drove by. Great vindication, Paul!

They won't be messing with your child again.

To the amazement of all of us who instruct at the AROSC drivers schools, Peter Horvath learned what the black flag really means and managed to avoid it long enough to achieve top time of the day with a 1:44.51. I hope it was enough to avoid another

Scott Baysinger's subtle marketing message.



100 MPH speeding ticket on the Antelope Valley Freeway. Congrats Peter!

David Fisher walked away with his first win in P class with a 1:57.09. Exactly what have those ITA cheaters taught you over at SCCA, Dave? P class was by far the most competitive with second being taken by Todd Kessel with a 1:57.45 and third place going to Steve Hamilton with a 1:57.71. I'll see you guys at Willow!

Rex Chalmers took first in class C with a 1:53.15 and is sure he broke the old lap record as well. Unfortunately that lap will remain an unofficial time since the computer barfed on us. Next time, Rex.

Tor McPartland screamed to the top of class D with a 1:54.80, beating the second place car by five seconds. Simon Avakian won F class with a 2:03.70. Simon made a good investment buying Rex's old Berlina.

Tony Presto clinched Q class with a 2:04.00. He can really make that little stock Mirage fly.

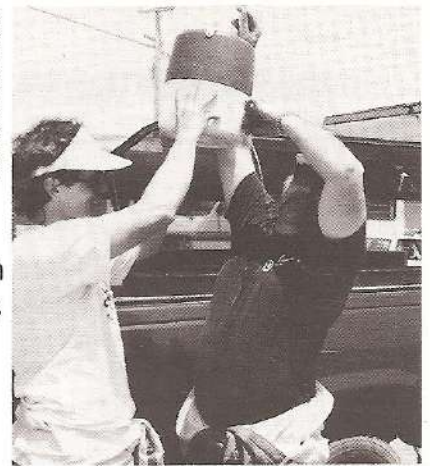


Rex Chalmers having a word with his T1 before the event.

The times are as they stand. We decided that some shaky times were better than no times at all. It was discovered that some people's side reflectors were causing the timing computer to record the same car twice which caused a major nightmare for the timing crew. In the process of trying to recover the raw data and reconstruct all 700 plus lap times the computer managed to dump on us and destroy everything. We can't publish the full results because there aren't any. All we can do is apologize profusely and promise that we will have the creator of the system at the August time trial to guarantee good results. Needless to say, no points from this event will be counted toward year end.

See you at Willow August 8 and 9.

Photos by Carol Huntington



Rex Chalmers and Tor McPartland beating the heat.

Join the Celebration at Willow Springs Raceway on August 8 & 9!

# AROSC Time Trial Program Twentieth Anniversary

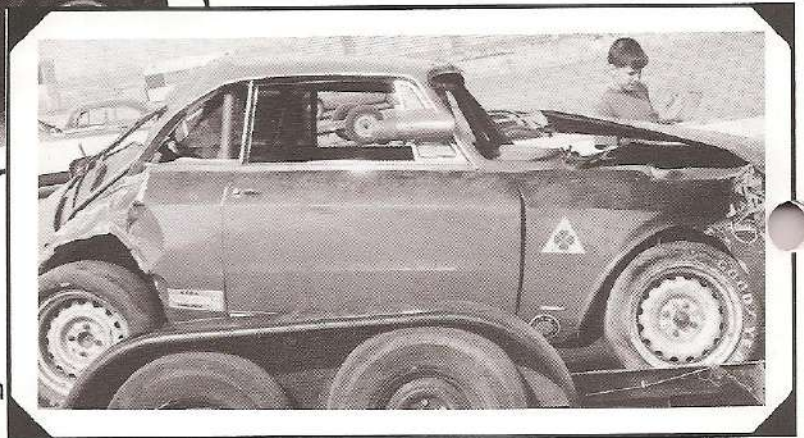
Randall Higa



From the photo album of John Samson

Left: From left to right, Steve Samson, Mark Samson and Ronnie Romero, Pomona, 1973.

Below: Dave Veghers's GTA a at Riverside after an excursion off the course by Tom Hines, circa 1976.



If you have never been to an AROSC Time Trial and Race, have we an event for you! Your Alfa Club has a special invitation for you to join your fellow Time Trial/Racing club members at Willow Springs Raceway on August 8 and 9 for the Time Trial Program 20th Anniversary Celebration.

Take a scenic guided tour through the windy back roads of the Angeles National Forest from Los Angeles to Willow Springs Raceway. Bask with us in the warm glow of the Mojave Desert to witness the awesome spectacle of Alfa Romeos running flat-out in the heat of competition. Wander through the pits and chat with your friendly fellow club members or spectate the time trial and race events from one of the many bleachers that offer a panoramic view of the track. Bring your camera and lots of film for an unparalleled photo opportunity that allows you to get close to the action.

Then, on Saturday evening, you are invited to a FREE Barbecue Dinner and no host bar at the Antelope Valley Inn in Lancaster which is guaranteed to be a good time. It is a great opportunity to meet the friendly bunch of people and to listen to the day's wonderful bench racing stories.

There will also be a gigantic raffle right after the Barbeque Dinner. Peter Horvath and Albert Aizin have gathered together an incredible assortment of prizes from Autopower Rollbars, Archer

Brothers Race Team, Alamo Motorsports, Han Motoring, B.F. Goodrich, Toyo Tires, Eibach, Lightspeed, HKS, Neo Oil, American Racing Wheels, Axis International, Steve Millen, GAB Shock Absorbers, and European Car magazine. You must be present in order to win.

The AROSC Time Trial program has a long and rich history. (See "From Small Acorns Mighty Oaks Grow," by John Samson, M.D., in the April 1992 edition of *Alfacionada*). Although the Time Trial Program has had it's rocky moments, it has been an outstanding success with a formula that has been copied by other organizations including the national AROC. John Samson and his two sons, Mark and Steve, will be making a special return appearance with the same car that ran in the first AROSC Time Trial Program!

As noted in the article, the success of the program is directly attributed to the hard work, vision, and dedication of many people. Many of these people will be coming to this event to share in the memories and celebrate the fruits of their labor. It will also be a chance for you to meet these individuals from the past and present and join in honoring them for their contributions to the Club.

# AROSC TIME TRIAL PROGRAM 20TH ANNIVERSARY EVENT SUMMARY

## THE TIME TRIAL AND RACE

**WHAT:** Time Trial and Racing event and Introduction to Time Trials Course

**WHEN:** August 8 & 9, 1992  
8:00 AM to 5:00 PM  
both days

**WHERE:** Willow Springs Raceway, Rosamond  
8 miles east of Highway 14 from the Rosamond exit

**COST:** Free to spectate from the Turn 3 & 4 bleachers  
\$5 entry fee to enter the pits

**MORE INFO:** Call Charlie Thieriot at (310) 476-8812.

## THE TOUR

**WHAT:** A scenic guided tour from the Los Angeles area to Willow Springs Raceway

**TOUR LEADERS:** Pierre Valenzuela and Jay Negrin

**WHEN:** August 8  
arrive at 9:30 a.m., leave promptly at 10 a.m.  
See below for Cocktails and Dinner in Lancaster  
Return home that evening, or stay overnight at the Antelope Valley Inn and stay for the Time Trial and Race Events on Sunday

**WHERE:** Across the street from Alfa Ricambi, 6644 San Fernando Road, Glendale and touring through the Angeles National Forest to Willow Springs Raceway

**COST:** Free except lunch and gas.

**MORE INFO:** Call Pierre Valenzuela at (310) 923-5305 or (213) 336-7498

## THE DINNER AND CELEBRATION

**WHAT:** Barbecue Dinner, Celebration and raffle


**WHEN:** 7:00 PM for cocktails, 8:00 for dinner until ????

**WHERE:** The Antelope Valley Inn, 44055 N. Sierra Highway, Lancaster, (805) 948-4651

**COST:** Free dinner and no host bar

**MORE INFO:** Call Tina Van Curen at (213) 666-4500.

**ALFA FACIONADA**  
ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



ALFA TIME TRIAL FACT SHEET \*\*\* AUG. 6 \*\*\* ORANGE COUNTY INTERNATIONAL RACEWAY

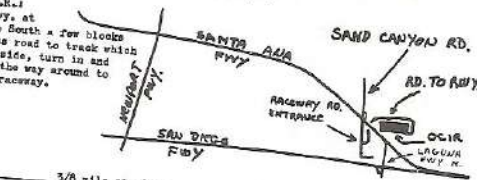
ALFA TIME TRIAL, NO. 7 JULY 1972 P. O. BOX 261, LOS ALAMITOS, CALIFORNIA 90720

**TDR:**

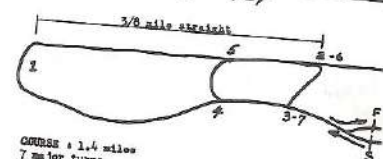
1. Safety inspection will start promptly at 7:30 a.m.; this is mandatory.
2. **MANDATORY** drivers register at 8:00 a.m.; if you wish to compete you must be there by 8:00 a.m. Failure to do so will mean disqualification and forfeiture of your entry fee. (The only reason for this policy is to assure prompt starting of the event and thus give all drivers as much driving time as possible. Since drivers will double as course workers as much driving time as possible. Since drivers will double as course workers the drivers meeting and end at Noon.
3. Practice will start following the drivers meeting and end at Noon.
4. Timed runs will start at 12:30 and end at 5:30 p.m.

**WHERE:**

**HOW TO GET TO O.C.I.R.:**  
Get off Santa Ana Fwy. at Sand Canyon Rd., go South a few blocks to entrance to access road to track which will be on the left side, turn in and follow the road all the way around to the entrance of the raceway.



**COURSE:**



**COURSE:** 1.4 miles  
7 major turns

Our leaves start area and proceeds up the long stretch of road to curving road then makes a sweeping right turn onto the drag chute, 3/8 mile later a sharp turn 2 is made followed by a less acute turn to the right at 3, the car accelerates to a quick succession of turns at 4 & 5 leading back to the drag strip and heading to turn 6 (same as 3), a sharp right at 6 followed by a sharp left at 7 then onto the finish line. Two cars can run the course at the same time for a timed run and never come close to each other. **PILOTS WILL BE KEPT TO AN ABSOLUTE MINIMUM.**

**FOOD:** Bring your own food and drinks no concessions will be open. **NO ALCOHOLIC BEVERAGES WILL BE ALLOWED ON THE RACEWAY GROUNDS.** If any is found in your possession, you will be disqualified with forfeiture of your entry fee.

**EQUIPMENT:** Bring a helmet if at all possible. No air or fuel is available at the track; the closest service station is 2 1/2 mile away. Folding chairs etc. advised.

**TELEVISION:** Electronic timing will be used for the official runs.

**AWARDS:** A trophy will be provided for the top time in each class, as long as 2 or more cars amongst the women and women will compete in the same classes, except the top time amongst the women will receive a trophy.

**THE SUCCESS OF THIS AND FUTURE TIME TRIALS HINGES UPON YOUR COOPERATION AND SAFE DRIVING.**

July, 1972 Alfacionada, announcing the first AROSC Time Trial event

# What I Did on My Summer Vacation

## Part 2

Len Frank

**A**ugust 19. Up to Doug's to pick up the wheels and tires, they fit inside the car if I leave the stock spare out. Home. The exhaust system fits on top of them. Gene calls and says I can sleep in his room. Bring my sleeping bag. It fits too, so does the tool box. Things are going much too well and I worry about that some.

Kenny calls me late at night, wakes me, wants to see how things are going. He has made reservations to fly to LA. For a panicky moment I'm afraid he's changing his mind. I tell him about the dyno test, the oil spill, the exhaust system, talk to the parrot. I have trouble getting back to sleep.

August 20. Pack my new driving suit, full face helmet, gloves, tee shirts that Kenny has sent me (they have Alfa 1750 engine cutaways on them, incredibly detailed), jackstands, a fuel can, tape, wire, another set of plugs, more oil. I would never have believed that the little coupe would hold this much. Make calls, go to bed at 11. Plan to leave a 6 am. Can't sleep. Get up at three, on the road at four.

August 21. It's about 350 miles to Monterey, about six hours. The car is so full I can't see out of anything except the windshield. I stop at a doughnut shop for two plain cake and a coffee. I want someone to ask me about the car, about where I'm going, what I'm doing. It doesn't happen. Driving toward the freeway, a cop drives beside me for a while, disappears. I think he's following. Paranoia.

Stop again 150 miles later in Santa Barbara at the coffee shop by the big tree. Leaving Santa Barbara I see Larry Crane (now Automobile Magazine, then R&T) and his Lancia Aurelia headed north. We drive together for a few miles, then he stops to wait for his chase car. I'm alone again.

I see a few trucks pulling enclosed car trailers heading north toward the races or the concours at Pebble Beach. At the same time that I am envious of their (financial and real) security, I have this little glow of pride in having done it The Way It Used To Be Done—i.e., drive it to the races, race it, drive it home again (I hope). A truck and trailer would be nice. So would a box full of tools, some spares (an engine, a gearbox, etc.), my own hotel room, enough money to handle contingencies (like the aerial surveillance speed trap outside of King City).

The first sports car race I ever saw was at Walterboro, South Carolina in the spring of 1956—right, 1956. It was Briggs Cunningham's D-Type Jaguars against Jim Kimberley's Ferrari 121LM (Jag won), XK-140MC against 300SL (SL won), Porsche Spyderys, Maseratis, Wacky Arnolt's own team of Bristols, a whole collection of cars that have become objects of worship now. The memories are

clear, and the very clearest of all are The-Kid-on-Christmas-Morning, Nose-Pressed-Against-the-Toy-Store-Window feeling that I had. And I can't help it, I still feel that way driving past the entrance to Laguna Seca. No one there today except security guards. One trailer truck from a high-buck restoration facility parked by the side of the road. I wonder if they couldn't sleep either.

I have dinner at the Chinese Village in low-rent Seaside, sit at the counter alone, think about things for a while, and finally spend the night sleeping in the car in the parking lot. The inside of the car smells like tires, the wind blows damp sea air through to mix with the tire smell—I have no trouble sleeping.

---

*I have this little glow of pride in having done it The Way It Used To Be Done—i.e., drive it to the races, race it, drive it home again (I hope).*

---

August 22. Breeze through registration. I always always hold my breath—probably a hangover from the days when I raced an old Speedster and left everything to chance and until two minutes after the last minute.

Next to my assigned paddock space is a nice guy driving an Alfa SZ—his car is perfect. The SZ has the same chassis as the Giulietta Spider (shorter than Kenny's Sprint) topped with a curvy Zagato aluminum body, lighter and better aerodynamically than the stock Sprint, and pushed around by an engine that's in a higher state of tune than the regular Veloce. I want one. I need one.

We're talking about the wonderfulness of it all while I unload the car. He sees my tires: "Michelins..." he says with that note in his voice; "...you can't race on those." He seems genuinely concerned. He has real Dunlop racing tires on the SZ (about \$220 a copy). Their shallow tread isn't even dirty.

"They're what I have." It sounds lame as soon as I say it. For a while I'm afraid that there has been a ban on 70-series tires (80-series would have been low profile when the Giulietta was new), but



There are 70-series tires all over. Later I see my neighbor casting doubt-laden glances and pointing them out to some of the others in our class. Psyching me? It works (temporarily).

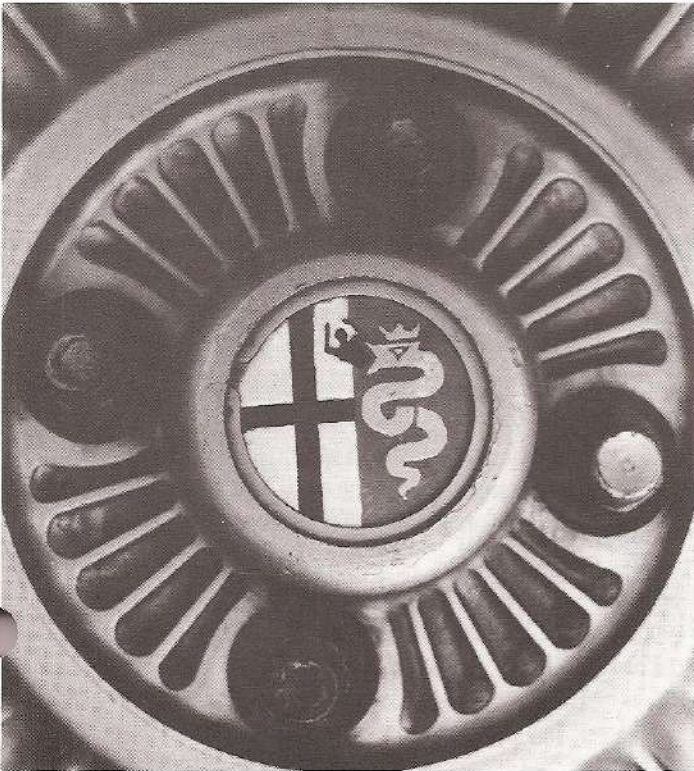
Tech inspection—another breath-holding exercise for me—is a snap. They check the wheel bearings without jacking the car up, ask me if the drain plug is wired, but seem concerned that the belt of my safety harness (“like Prost uses”) is too narrow. They remind me about the numbers (Where’s Steve?), and tell me to tape the lights. Finally, it’s OK, and no one says anything about the tires.

I have involved so many people in this project that my paddock space turns into a mob scene—people taking pictures, wanting me to pose, wanting me to get out of the picture, wanting to help, wanting to talk. All of this attention is confusing to my neighbors, both of whom have cars far more exotic than Kenny’s.

Kenny wanders off to see if he can find some red tape for the lights—he hates the way silver looks. Steve shows up and puts the numbers on for me, someone runs off and makes color Xeroxes of the paddock parking pass (Very, Very definitely frowned upon). The recipients of the fake parking passes then spend hours grousing about how crowded it all is and certainly Not The Way It Used To Be. I have to find a place to stay.

August 23. Kenny got the extra bed in Gene’s room, I sleep on the floor in Gooley’s room but his lady friend will be up tomorrow. I elect not to eat breakfast and drive the Alfa out to the track being careful not to make too much noise. Just before I get there, a Ferrari 250 SWB passes me sounding like the start at Le Mans.

My practice is on mid-morning and for the first time I get



into the car wearing the driving suit and my full coverage helmet. The Helmet hits the roof, the belts have to be readjusted, when did I last check the gas, what are the tire pressures, did I finally get a lock washer on the exhaust pipe hanger...and out onto the track about a hundred yards behind a TR-3. This is just practice this is just practice this is just practice...I catch the TR-3 (who is cruising) before turn three. We’re under a yellow and I can’t pass him and I keep yelling at him to go faster, to close up on the red car that is now disappearing around turn four about three hundred yards away.

Testing has shown that the resting heart rate of a driver in superb condition may be as low as 55/57, but that as soon as he gets into the car, just gets in, it goes up to about 135. Under racing conditions it’s over 200. Mine was 135 before I got into the car. I didn’t hear the last six things that anybody said to me. I have enough adrenaline going to pick the Alfa up and run with it—but I still can’t pass under a yellow because we’ve been warned about all of this—obeying ALL flags, making NO transgressions. So I’m sitting here screaming at the TR-3 in front of me and I’m still on the first lap of practice.

We run about three laps under the yellow, by which time I have stopped screaming and my heart rate drops to normal—around 180. Actually nothing untoward happens during practice—the green comes out, the TR-3 continues to tour and I’m by him in a comparative flash, remembering that I’m in a car that weighs well over a ton and has an engine smaller than the Big Gulp at your favorite stop-and-rob.

By the end of the session I’ve passed a few cars, a few more have pulled off, it’s kind of lonely out there. I’m still trying to figure out whether I should run it over 7500 in fourth momentarily between turns three and four, or whether it’s faster and easier on everything concerned (it’s Kenny’s ride back to Santa Fe) if I take the time to go up to fifth then back down to fourth and whether I can carry enough speed to go through turn four (a near-90% uphill left that’s faster than most people think—a very important turn for a small displacement car that doesn’t have a surplus of torque to help it up the long steep hill that follows) in fourth.

I’ve spent my time out there trying to relearn the track. Practice is officially a half hour but it’s actually a paradox of time. At my accelerated adrenaline level, everything happens in very slow motion: vision is acute, there is more than enough time to examine mistakes and swear at myself for making them, enough time talk to my hands, my feet, my knees, one at a time as if they were untrained children stumbling through some clumsy dance.

The timekeeper in my head is badly confused by all of this and if I hadn’t seen thirty minutes on the schedule I would have put time on the track closer to ten. Off the track after the checkered flag lap and back to the paddock where I’m given some lousy time as my best lap. It’s three seconds faster than my neighbor’s SZ. I still wonder what the problem with my tires is.

I'm suddenly very, very tired. It has less to do with conditioning than with the adrenaline tap being turned off. What is it Adele Davis suggests for exhausted adrenals? Morse comes by and asks me when I'm going to do it with the engine on. Kenny sees it the other way—am I not being too hard on the car, should I not save something for the race? Gene wants to get lunch. Mark wants to drive the car around the paddock. Ray shows up and wants to check things over. I tell him to check the oil, then have to show him how to open the hood. Gooley says he got some great shots.

Finally, enough energy to walk around and look at things, pretend to myself to be writing a story about Monterey, eat an ice cream cone, eat a hot dog. See Browne who wants to know if I'm going to this hospitality tent, that reception, The Big Dinner.

10 There are cars everywhere, about half of them red. A few semis each with an array of fantastic machinery out front, uniformed crews, awnings, pavilions, caterers, drivers in tailored Nomex lounging with attentive ladies (a few women drive but it's still a male-dominated sport), what am I, with my sleeping bag, depending on the kindness of strangers, doing here?

I'm surveying my competition, that's what, and most of it, though better off financially than I, certainly hasn't arrived via 18-wheeler. There are twenty-eight cars entered for this race: a bunch of Alfas—four of the lightweight Sprint Zagatos, including two SZ-2s (better aero), four Sprint Speciales (heavier but more aerodynamic than the SZs), half-dozen Spider Veloces including one called a Sebring Monoposto, four Sprint Veloces counting Kenny's and a couple of the early 750-series Veloces which are lighter than the late 101 cars (ours). There are two Alfas that are supposed to be 1600s, the rest are 1290cc like ours. There are a pair of TR-3s (one with drum brakes)—the Triumphs have big four cylinder tractor engines that displace somewhere between a legal 1991cc and about 2.2 liters. A pair of MGAs, one a rare twin cam (with four wheel disc brakes stock) and nice, easy handling—no nose dive, no body lean, no bad habits at all. Three Porsche 356As—one Convertible D and a pair of Speedsters, and a couple of Fiat-Abarth 750s.

Some of the cars are old race cars with international histories—the Sebring Monoposto—for instance, suitably enhanced for modern vintage racing. Some are just old SCCA race cars, unearthed from garages and dusted off (we are told), some are fanatically restored—too perfect to believe (my neighbor's SZ), some are just street axes with pretensions (us).

That night Gene, Kenny, and I go to a party held by another friend who annually had crashed his Bobsy and was now looking forward to having a 750 OSCA streamliner with a birdcage frame restored so that he might race that (without crashing, he hopes). Eat a little, try not to drink anything, try not to worry about the Alfa parked back at Gene's hotel a few blocks away. Try not to think too much about the race tomorrow. Try to get to bed early. Fail.

What did I tell Kenny? Vintage isn't real racing, just an exercising of wonderful old mechanical horses. And we all know what cer-

tainly follows in the wake of horses. This night Kenny takes the floor (coddling the driver?) and I get the spare bed. I can't sleep anyway.

August 24, Race Day, Saturday. This whole project has occupied a huge chunk of my waking hours for the past five months, and, I suspect if I ever remembered my dreams, far too many of my sleeping hours.

Gene and Kenny drag me off to one of the slightly too cute, much too crowded breakfast places in Carmel near the hotel. There's fresh orange juice with pulp (it makes me think of trash floating in the oil, waiting to wipe out a bearing), crisp bacon brings fast-fading brake linings to mind (prophetic). I find no automotive analogy for scrambled eggs. Off to the races.

Somehow I got the car out to the track in plenty of time. Somehow I checked the oil, re-repaired the exhaust megaphone (it

---

*...the Speedster would move over to block. I began wondering what the price of the left door on the Speedster was...*

---

was splitting from resonance), checked the oil again, the tire pressures, looked in vain for something to change, something to fix, some assurance that it was all going to be OK.

No torture—I didn't win. In fact, Steve Earle doesn't award trophies, doesn't honor winners—it's participation that matters. We participated. Maybe even a little better than that. I took my place on the pre-grid somewhere near the middle of the group—about twenty-three cars actually started. There was an Alfa in front of me, a Porsche Speedster behind me. Kenny was petrified and, after posing for Gooley, wandered off to sit down. Morse came by and said, "It's the biggest used car lot I've ever seen." Gene was wandering up and down taking pictures. Alan came by and said, there are only two 1300 Alfas running—yours and Leake's (the Sebring)." Leake had the pole.

Hours (it seemed) later it was time: the pit steward blows a whistle, gives the signal to start the cars—I'm struggling into my helmet, my gloves, looking frantically around for someone to help me with the belts. My de facto pit crew has fled to favorite corners. Someone—I have no idea who—helps me strap myself in at the last second and, pulling down as hard as I can on the harness tabs, I pu out on to the track behind another red Alfa.

The races are supposed to be twelve laps each if you don't get lapped. The first lap, however is a pace lap under the yellow, so

he races are eleven laps, about 1:35/1:40 per lap—call it 17 minutes. And although I certainly wasn't thinking about it then, I am now: what an amazing expenditure of effort, money, and time for 17 minutes—kind of like sex (gone wrong), but better for me at least, than drag racing.

I don't really jump the green flag but I do hop it a little and pass the two cars that started in the row in front of me. As I approach turn 2, I see Leake in the Sebring Spider exiting turn 3—he's all by himself. Turns 2 and 3 are (actually were—a whole artificial section has been inserted between 2 and 3) right in the middle of the fastest part of the track. Laguna Seca is (was) a natural track—it follows the contours of the natural amphitheater that surrounds it and has turns probably never seen in "designed," artificial tracks.

Turn 1 in anything short of a hyperactive '60s USRRC car (like the one I race now) doesn't exist. Turns 2 and 3 are very fast lefts taken as close to flat as the car and driver allow. A mistake at 2 translates to disaster at 3 even though they're not too close.

Turn 4 was mentioned before—about 90 degree uphill left, faster than it looks, very important for a small-bore like the Alfa. Turns 5,6,7—the Corkscrew—are the most photographed and least important turns on the track. They are tight downhill turns made for telephoto compression. Eight is a fast, wide, downhill left that scares me, and leads to 9, yet another left, this one slow (maybe 35 mph), acute and important because it leads into the fastest part of the track.

As I approach 4 on the second race lap, there are flagmen on both sides waving blue flags, indicating that someone is trying to pass me. I have taken the Driver's Meeting Oath to obey all flags scrupulously least I not be invited back. Dutifully I move over and let a guy in a Speedster (I find out later that it's an SCCA car that he has owned forever, an active racer until about '75) by. Certainly this not the first mistake that I have made on this day, but just as certainly it proves to be the worst.

From turn 4 lap three until the very end of the race, this guy is in the way. He can out-accelerate me from 9 but I seem to be will-

ing to go a little faster most other places. Remember that a Speedster comes in at 1600 lbs. and the Alfa about 500 lbs higher, the Speedster is (or was) a 1600, the Alfa a 1300, the Speedster a race-prepared car and you already know about the Alfa. Given a little more time I could conjure up even more valid excuses but the truth is that the blue flags are advisory only—when they were waved at him, he waved back and didn't move over. I was never more than a couple of car lengths back but, with fast fading brakes I couldn't quite bluff him into giving way entering a corner and I never had quite enough power to pass on the straight parts. Lord knows I tried.

A few laps before the end I noticed a little knot of people standing at 9 cheering me—I finally realized that they were track marshals and felt really good about that. In the last couple of laps I'd start to come inside on bizarre lines and the Speedster would move over to block. I began wondering what the price of the left door on the Speedster was, but then Kenny had to drive home, and Earle frowns ever more sternly on car-to-car contact, and then it was over and for one cool-off lap, I felt pretty good.

Leake in the Sebring Spider won, came within maybe ten seconds of lapping me. A couple of Porsches followed, trailed by the MGA Twin Cam, a lightweight Veloce Spider, then came the Speedster, then me. All the SSs, SZs, were somewhere behind me. I never found out why I couldn't run on the Michelins.

Everyone was happy, hands were shaken all around, backs, mostly mine, slapped, Kenny stopped worrying about the car and went off on a fantasy about future races—no one listened except me, and I didn't believe him.

Post-partum racing—what a friend calls the feeling that you get after the last race on the year. I had it then, I have it now despite having run dozens of times since then in everything from an Archer Brothers Spectrum on ice (we won), to a Thomas Cheetah that feels like its on ice all of the time (I haven't won—yet). It's a disease. I have no advice, no cure, no finish for this except to say that—take this as a warning—I no longer see blue flags.

**"...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  
Make checks payable to AROSC.

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, March 1958.*

June 13, 1992

# Tech Session at Auto FLM

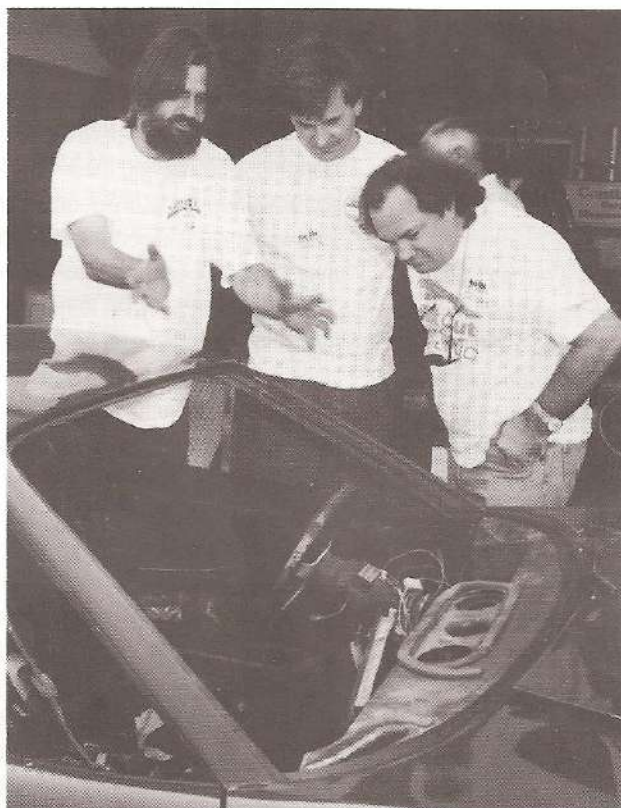
## Randall Higa

12

Hats off to the crew of Auto FLM for a fine tech session on Saturday, June 13, 1992. Auto FLM has built a reputation in the automobile enthusiast community for providing quality auto body work for Alfa Romeos and other exotics (can you say, "Red Ferrari?"). Much of the discussion took place huddled around a racing Junior Z waiting its turn for body work, paint, and glory. It was a very informative and enlightening presentation that managed to answer almost all those niggling body repair and paint questions that you've always wanted to know but were afraid to ask.

Craig Randel is the current owner of Auto FLM. He had begun his career in the auto body business repairing Dodge cars when he was 16 years old. He then went to work at Auto FLM and eventually bought the shop from the owner, Benito Santo, nine years ago. He explained that his long association with Italian cars has given him a working knowledge of the term, "hand built." He went onto explain that there are wide tolerances in the construction of cars such as Ferrari. For example, a hood from one Ferrari would not necessarily fit another Ferrari of the same model.

Consequently, replacement body panels from the factory generally



"Heal Thyself!" Craig Randel, owner of Auto FLM (left).

Photos by Randall Higa

require a considerable amount of cutting and shaping to properly fit the car.

Craig described many of the changes that have occurred in the auto body repair business during the past few years due to environmental laws, city zoning, new materials, and new compounds. It was surprising to hear that even the beloved "Bondo" has changed significantly (for the better) in recent years. He felt that using lead was all but unnecessary except for true vintage cars. Furthermore, since the use of lead requires heat, there is a tendency for the sheet metal to warp and become distorted. On the subject of heat, it was also not recommended to powder coat alloy wheels because of the excessive heat causing warpage.

Also on hand was Marc Greenwald who specializes in obtaining parts (spares) for most Italian cars (Alfas included) and many special bodied cars.

An interesting presentation was made by John Steele on the subject of replicars. His company, Autospeed Inc., works in conjunction with Auto FLM in both restoring cars and building Cobra and Porsche Speedster replicars. A couple of very handsome replicars were on hand for viewing. Rather than going for strict authenticity, John builds his cars using the best and latest components which results in superior performance as compared with the original vehicles.



John Steele (center) with a rare Maserati.

Auto FLM is located in Burbank at 100 South Lake Street, Suite 102. Their phone number is (818) 842-6649. What does FLM stand for? Why, Ferrari, Lamborghini, Maserati, of course!

Many thanks to Fred Schueddekopp, our Director of Programs, for planning, scheduling, and lining up a terrific tech session!



Junior Z in the process of repair and restoration

# Concours News

## Randall Higa

### Le Cercle Concours

Mother Nature threw another nasty curve at the AROSC Concours Program with a couple of earthquakes on the morning of June 28, the day of the Le Cercle Concours. Despite the adversities, 7 Alfa Romeos were on display in their full glory at this fine concours. Stay tuned to next month's issue of the Alfacionada for full coverage of this event.



Scenes from the Long Beach Charities Car Exhibit. Photo by Phil Guiral

## The Automobile In Art Gallery Concours and Food Festival September 27, 1992

This will be yet another chance to enjoy the beauty and delights of both Italian cars and Italian food. The owner of the Automobile In Art Gallery has invited the club to his Long Beach establishment for a true Italian Experience. In addition to the Alfa Romeo Club concours and Food Festival, there will be an informal car show (an opportunity for the rest of us to show our cars), and a wonderful display of Alfa Romeo photographs by Vic Huber in the Gallery.

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, please call Phil Guiral at 310-439-5550.

13

## CONCOURS ITALIANA VI

A CELEBRATION OF ITALIAN STYLE

BENEFITING THE EXPLORER SCOUTS OF AMERICA

QUAIL LODGE, CARMEL VALLEY, CALIFORNIA

AUGUST 21, 1992

350 ITALIAN SPECIAL INTEREST AUTOMOBILES & MOTORCYCLES ON DISPLAY, MODEL & LITERATURE EXPO, ITALIAN CUISINE, MUSIC - AND - MORE.

FEATURING SPECIAL GUESTS FROM ITALY

DOCT. ING. GIULIO ALFIERI & TOM IJAARDA

Ing. Alfieri is the man responsible for the engineering of all Maserati racing and GT cars from 1955 through 1975. In 1979 he joined Lamborghini and developed the Countach 4 valve, LM 4-wheel drive jeep, the Jalpa, and the 8.2 litre and 9.7 litre marine engine.

Sig. Tjaarda is a well known designer responsible for the design of the Pantera, DeTomaso Deauville, Longchamp, Ferrari 330 Coupe, Ferrari California Spyder, La Forza jeep and many other great Italian cars.

Owners of special interest Italian sports, classic and racing cars and motorcycles are invited to exhibit. Commercial vendors are invited to apply for space rental information.

Applications are available at - Fax: 206/646-5458 or by writing:

CONCOURS ITALIANA

Box 1015, Mercer Island, WA 98040

## Good News, Bad News & Just News

### Stu Schaller

About two years ago, Allesandro Nannini, then driving for the Bennetton F1 team, was almost killed in a helicopter crash. Nannini is now driving for the Martini Alfa team in a 155 GTA 4-wheel drive. He has won a number of races and is currently leading the series. Alfa's have won six of the eight races so far, and if luck holds, Alfa will wind up winning the championship, and go to race in the British, French, and German series next year. Alfa 33's are also doing well in the lower classes.

The only other series in which Alfa's race is F3, and, although doing well in the Italian Championship, Mugen Hondas, VWs, and other marques which power these single seat, open wheel cars are dominating in other countries.

Al Cortes got to co-drive in the Historic Mille Miglia, and perhaps will report about his experience at a future meeting.

Back at home, we had a Time Trial and Race at Laguna Seca and a General Meeting where Len Frank gave an interesting speech on alternate fuels and the government bureaucracy surrounding keeping our cars on the road.

## Classified Ads

**1974 GTV.** Dark grey metallic, 25,000 miles on rebuilt engine, new upholstery, excellent condition inside and out, all service records. \$5,800 obo. John. (818) 569-3080

**1969 Duetto Spider.** Yellow with black interior, under 3,000 miles, custom wheels, completely restored, absolutely breathtaking, valued at \$22,000. Sell for \$16,000. (818) 601-8945.

**1967 Duetto.** Restored 4 years ago. Garaged-Driven rarely. 5th place overall concours winner for two years, AROSC. Painted Ferrari Red, Urethane clear coat. Rare factory hardtop, also restored. Very original car, ATE brakes. Stock 1600 engine and transmission are excellent. \$16,000 OBO. Call-Home: (818) 222-4740 or Office: (818) 710-2864.

**1974 GTV.** Just restored. Painted Ferrari Red, stripped to bare metal. Sunroof. Interior completely redone to factory original; seats rugs, headliner, door panels, trunkliner and dash recovered. New motor mounts, door & trunk seals, shift and gas filler boots, exhaust, windshield, brake calipers, engine seals, head gasket; many other parts too numerous to list. \$8,500. Call-Home: (818) 222-4740 or Office: (818) 710-2864.

**1983 GTV6.** Red/Tan leather, alloys, sunroof, PW, AC, 58M original miles, 15M on engine, Milano clutch, Shankle sure-shift, lowered front end, Omega Motorsports external oiler, pull-out stereo, excellent condition. \$4,700. Ken. (310) 822-5044.

**1974 GTV.** Plum/beige, alloys, electric sunroof, good interior, straight body, very little rust, re-bushed suspension, new injection pump and stereo, very good condition. \$4,900/OBO. Ken. (310) 822-5044.

**1979 Alfaetta Sport Sedan.** 5-speed, air, 81K miles, receipts since new. One of the best Southern California. \$2,499. Call John. (310) 544-0286.

**1965 Giulia TI.** Time trial ready or awesome street vehicle. Impress your friends, scare your neighbors. Call Dirk for details. \$7,900. (818) 345-3149.

**Tires.** 001R's. (4) new 195 60 14", (4) 205 60 14". \$30 each. Vicki Dillman, (619) 287-8591.

**Engines.** **74 block,** crank, rods, upper and lower pan, timing cover, blank head, \$500 for all. **1600 block,** crank, timing cover, lower pan, head, exhaust manifolds, starter, generator, bell housing and trans, \$700 for all. **Giulia TI Parts** - front and rear bumpers straight and complete but need re-chroming, \$200 for the pair OBO. Some other time and parts available, call with needs. Fred Schueddekopp (714) 893-3727.

**GTV6 Parts.** Parting out late 1985 GTV6. Almost everything available. Tina Van Curen (213) 666-4500.

**101/115 Spider Parts.** 1 pair (left & right) doors complete with windows. \$100 each. New left and right console side panels. \$100 pair. Brand new Stayfast Robbins black top with reconditioned frame. \$400. Tina Van Curen (213) 666-4500.

**WANTED: 1976 Spider Floormat.** Original equipment black rubber passenger side floor-mat in very good to new condition. David Mellen. (310) 453-8989 weekdays.

**WANTED: 1985-1986 GTV6.** Prefer low mileage, but will take any condition, even not running. Jim. (310) 657-8512.

**WANTED: Late 1985-1986 GTV6.** Prefer low mileage, should be in good condition, must be running. Tina Van Curen (213) 666-4500.

**WANTED: 3.0 liter engine.** Any condition. Jim. (310) 657-8512.

**WANTED:** Set of 008R's to fit turbos (5-1/2" x 14"). Randall. (213) 344-8828.

**WANTED:** 1978 or 1979 Alfaetta Sedan with blown engine or no engine. Good body and interior. Larry. (213) 660-0492.

**ATTENZIONE!!** I have negotiated through a west coast distributor of aftermarket top of the line automotive accessories to offer AROSC a very substantial price discount of their line of products if a group of members participate together in a volume purchase. The distributor's line of products include top of the line European labels such as, Momo, Zender, Zymol, Koni, and others. There is also a very special promotional program offer on Zender Aerodynamic Kits for the 164 at less than cost price. For more details, call Pete Valenzuela. (213) 336-7498 (office) or (310) 923-5305 (home).

**1967 GTV.** \$3,500 Runs good. Needs some work. Good starter Alfa. Call John: (805) 323-8214.

**1987 Quad.** Headers, cams, other goodies. 32,000 miles. Will sell to an Alfa enthusiast for \$7,200. B.G. Stewart (805) 327-4252 or 325-7229.

## Editor's Desk

continued from page 3

Also in this issue is the conclusion of **Len Frank's wonderful story** about his mad mouse adventures racing a Giulietta Sprint in the 1985 Monterey Historic Races. This story also ran (in its entirety) in the July issue of *European Car* magazine. The magazine cover describes the story as, "An Alfisti Races at Monterey." **David Gooley's beautiful photos** of the car in action at Laguna Seca Raceway accompanied the article. Thanks and congratulations to Len for a very well written piece!

The response to the **Engine Rebuilding Workshop** has been very encouraging. At least eight people have expressed an interest in the Workshop and the available openings are becoming very limited. **Rex Chalmers** of Omega Motorsports will be conducting the Workshop and providing space in his shop in Culver City. His knowledge and technical expertise should make this an opportunity that should not be missed. If you still have an interest in being involved, please call Jerry Lomas at (213) 734-5852.

Speaking of **Rex Chalmers**, last month listing of the 1991 Winners left out the fact that Rex was once again both the **Time Trial Overall Winner** and the **Overall Club Championship Winner** in 1991. His successful participation in both the Time Trial Program and Concours Program earned him the top spot in the Club. A very hearty (but belated) congratulations to Rex!

As part of the festivities and events that are being appended to the Monterey Historic Races and Pebble Beach Concours in August, the **Inaugural El Grande's Sur** has just been added to the list. This is billed as a, "two-day motorcar tour for street licensed automobiles...taking place on August 18-19, 1992...start and end of each day's tour will be in the vicinity of Carmel, California." For more details and information, call Bob Hugill at (408) 659-2481.

The **Alfa Romeo Owners Club of Central Coast (AROCOC)** is hosting 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 a fun **rally** for August 15. For more information on their events del sud, call Terry Dooley at 714-962-1636.

Please note: Due to rain, Concours d'Inelegance has been scheduled for August 23. Please call Michelle Schwartz at (805) 522-5236 for further details.

## SPERRY VALVE WORKS

*Specializing in Alfa Romeo Cylinder Head Work*



The complete Alfa head shop that offers:

- High Quality Valve Job
- Porting and Polishing
- Oversized Valves
- High Performance Cams
- Modified Spica Inj. Pumps
- Engine Rebuild Parts
- Aluminum Flywheels
- Mag Plugs

New High Performance Products For The V-6:

- Non-Leak Belt Tensioners
- Belt Tensioner Bearings
- Haltech Fuel Injection
- Offset Cam Timing Keys
- Big Intake Runners
- European Downpipes

Contact us direct or insist that your mechanic send your head to Sperry Valve Works for the best machine work possible. All of our work is fully guaranteed!

**CALL OR WRITE FOR A FREE BROCHURE**  
(specify 4 cylinder or V-6)

**Video Tape Available**

\$15 - refundable with order or contact your local club president for club copy.

**Sperry Valve Works**

2829 Gundry Ave.  
Signal Hill, CA 90806

Phone (310) 988-5960 Fax (310) 988-5962



# GTA

*Sports Car*



*Alfa Romeo*

AND OTHER  
FINE ITALIAN MOTOR CARS  
service & parts

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

**(818) 996-6787**

JOSEPH CANNONE Prop.

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

You just have to know  
what you're doing.

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

Please call for an appointment or to  
discuss your needs.

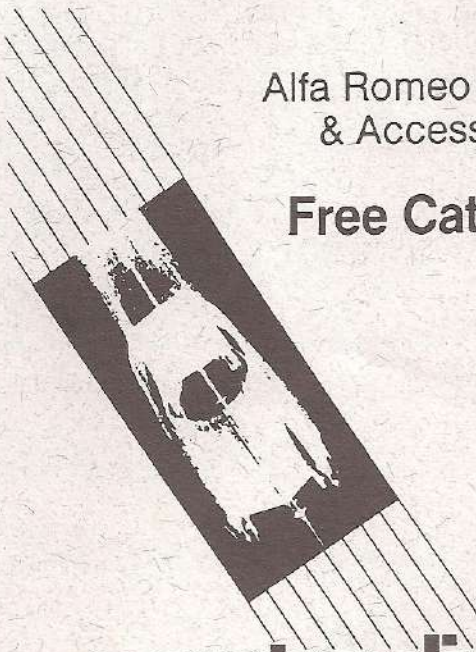


**omega motorsports**

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

Alfa Romeo Parts  
& Accessories

**Free Catalog**



**centerline**  
products

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

Every  
ingredient  
you need  
to spice up  
your classic  
Italian.



Add zip to your  
Alfa Romeo with our endless  
buffet of high-quality parts.  
From gourmet performance  
racing to everyday bread-  
and-butter driving, we've got  
your flavor—at low prices.  
And our experienced  
salespeople (all Alfa owners)  
are always ready to lend advice.  
Now, *that's* Italian!

1-800-225-ALFA

FAX (818) 956-5160



Prompt Worldwide Shipping  
(most within 24 hours)



6644 San Fernando Road, Glendale, CA 91201 (818) 956-7933

# ALFA ONLY

Service and Repair for  
Alfa's Only!

Parts NEW and USED

(213) 662-3916

3422 Glendale Blvd., L.A.  
½ Mi. So. of Glendale  
in Atwater Village



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

POST OFFICE BOX 947

LAWDALE, CALIFORNIA 90260-0947

FIRST CLASS  
U.S. POSTAGE  
P A I D  
Pasadena, CA  
Permit No. 490

18146:20:02-93:AUG  
DAN RITTER  
936 MONTEREY BLVD  
HERMOSA BEACH CA 90254