

June 1992



Alfacionada

He's Baaaaack!!!



General Meeting: June 26
Le Cercle Concours: June 28
Concours d'Inelegance: July 12

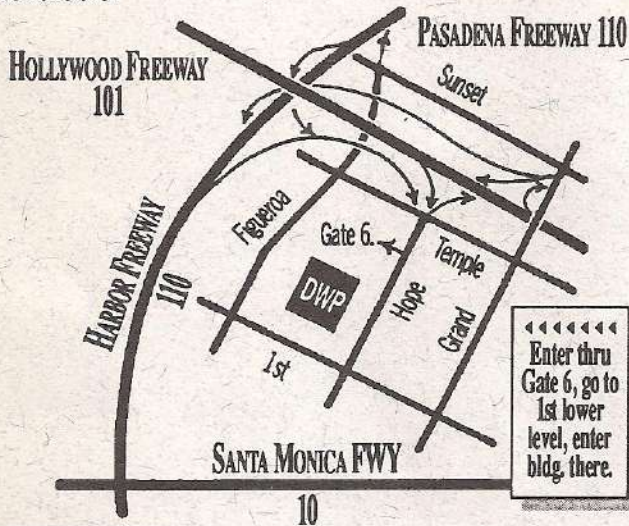
THE
JOURNAL
OF THE
ALFA ROMEO
OWNERS
OF
SOUTHERN
CALIFORNIA



ALFACIONADA

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 ◆

August Classifieds
September Event Articles
September Classifieds
October Event Articles
October Classifieds

July 10
July 10
August 10
August 10
September 10

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Newsletter

Randall Higa Editor
Diane Greenesid 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

Elated Time Trial Daddy with returned Time Trial Teddy and Time Trial Teddy II at Laguna Seca.

Photos by Carol Huntington



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Il Voli della Phenice

Tina Van Curen

Somehow it is June already and summer is here! This is always great news to an Alfisti. For AROSC the season started off with a fabulous Time Trial weekend over Memorial Day at Laguna Seca. My personal triumph is that Phenice came home unscathed. I think the pattern is broken! Memorial Day in Monterey is becoming a tradition and I strongly encourage anyone who hasn't joined in to do so next year. It is as much fun (almost) for spectators as participants.

The month of June brings our tech session at Auto FLM which will be a real treat for all car lovers, whether you are a hands-on type or just a voyeur. In July we are having a picnic and the Concours d'Inelegance. This is your big chance to show off the cars your neighbors have been trying to condemn. Call Michelle to enter early. We found a new park where we can play softball and other stuff. Plan to come and bring the family. This is the perfect place to make new friends and catch up with those you haven't seen lately.

If you are really into picnics try the San Diego chapter's Fourth of July fireworks celebration, sponsored by Cornes Motors, their local Alfa dealer. Call Jeff Langley at (619) 747-6853.

In July I am driving to St. Louis for the national convention. Yes, you will be treated to a full report on traversing middle America in an Alfa upon my return. The hosts are doing everything right to make this a memorable experience. There are social activities, tech sessions, a time trial, an autocross, rallies and a concours. Rumor has it there will be Bocce Ball competition. PLEASE JOIN OUR TEAM! Since Randall volunteered me for team captain, I am desperately seeking anyone who knows what Bocce Ball is! I hope we can

have a delegation of West Coast Alfisti to make our presence known.

The topic of West Coast representation on the national scene brings up a very important point. In the June issue of Alfa Owner you received a ballot for the national board of directors. Tom Thompkins, the president of the Central California chapter was nominated by his chapter and AROSC. California has 25% of AROC membership and only one director out of 12! VOTE!!!

I look forward to seeing lots of you at our summer events and would love to hear from you on any topic. Letters to the editor will be published, Letters or calls to the pres will be appreciated and acted on, and if anyone can find a gas cap for my GTV-6 you will have a friend for life and a front row seat at every meeting.

Ciao for now...

CONCOURS ITALIANA VI

A CELEBRATION OF ITALIAN STYLE

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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

DOTT. ING. GIULIO ALFIERI & TOM TJAARDA

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, DeTomasso 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

Editor's Desk

Randall Higa

The June general meeting will be an "Evening at the Movies." Mark your calendars for **Friday June 26** for the monthly general meeting in the auditorium at the Department of Water and Power Building in Downtown Los Angeles, 111 North Hope Street. We are planning another terrific raffle so be sure bring your rabbits foot and plan to buy a fistful of tickets. We are scheduled to have a

CALENDAR

Jun 26	General Meeting Evening at the Movies Department of Water & Power Auditorium 111 N. Hope Street, Downtown Los Angeles
Jun 28	Le Cercle Concours
Jul 12	Concours d'Inelegance
Jul 23-26	AROC National Convention, St. Louis
Jul 31	General Meeting
Aug 8 & 9	Time Trial and Race, Willow Springs 20th Anniversary Event
Sep 12 & 13	AROSC Driver's School, Willow Springs
Sep 25	General Meeting
Oct 10 & 11	Time Trial and Race, Willow Springs
Oct 30	General Meeting and Halloween Party
Nov 15	Swap Meet
Dec 5	Christmas Party

viewing of "**Rendezvous**," and other Alfa and other car-related videos. See you there!

The May General Meeting featured automobile journalist and closet Alfisti **Len Frank**. He gave an interesting talk about his upcoming article on **alternate fuels** that will be soon published in Popular Science. Len can be seen at the AROSC Time Trial and Race events and Drivers Schools and heard most Saturdays on KPDK, 90.7 FM, from 12:05 to 1:30 on the Car Show. The National Convention in Saint Louis will also have Len as the featured speaker. Look elsewhere in this issue for Part 1 of his story relating his experience racing a Giulietta Sprint Veloce at the 1985 Monterey Historic Races. Thanks to Len for another fine presentation!

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 club's **Time Trial Program**. Special activities are in the works with more details to be announced in next month's newsletter. If you have any suggestions for this event, please give Charlie Thieriot a call at (213) 476-8812.

The June 1992 issue of **Road and Track** celebrates the magazine's 45th anniversary. It included a number of little Alfa Romeo tidbits such as, "**Fiat is fully committed to Alfa Romeo's presence in North America**," said Fiat USA president Vittorio Vellano, addressing persistent rumors to the contrary. "**What more can we do, take a lie detector test?**" Another one is the "Alfa Romeo Giulia Super: "A sporting sedan with almost everything but beauty." February 1968."

This year marks the 66th anniversary of "Main Street USA," otherwise known as **Route 66**. Although no longer officially recognized as a highway by the Federal Government, the route is gaining a growing amount of attention by various groups. The California Route 66 Association is starting to put Route 66 signs along the route and they have recently conducted a rally along the California segments of the highway. Scheduled for the July General Meeting will be a speaker from the Route 66 Association to tell us more about history of the route and some ideas on how to enjoy what's left of it.

Willow Springs Raceway will be the site of the **Alfa/Porsche Challenge** on July 4 and 5. We're not talking about 911's versus 164's but 356's versus 750's. Celebrate the Fourth of July by cheering on the Alfa Romeos to victory!

The **Alfa Romeo Owners Club of Central Coast (AROCCC)** 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 the annual **Beach Party** for July 11. For more information on their events del sud, call Terry Dooley at 714-962-1636.

Save \$1,000 or more on your next engine rebuild!

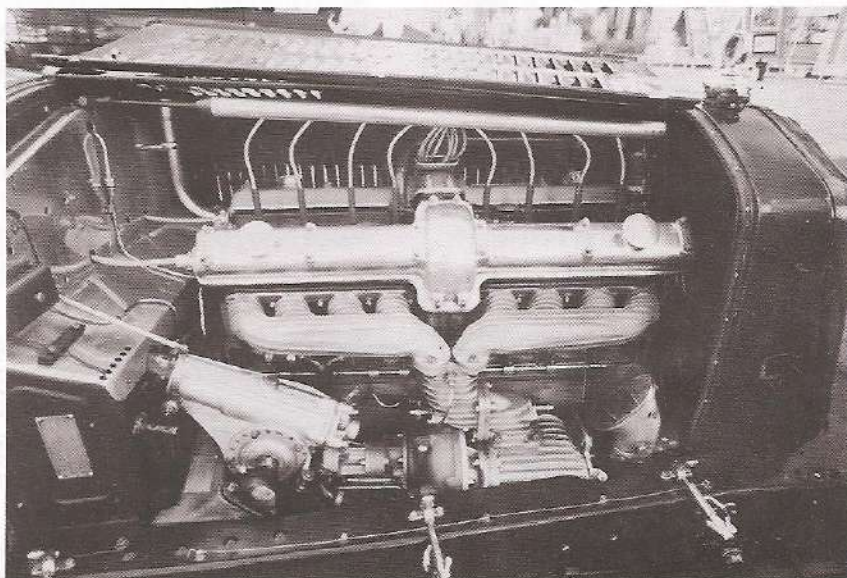
Engine Rebuilding Workshop

Randall Higa

Is your Alfa burning more oil than gasoline? Is your engine making obnoxious and incomprehensible metal grinding noises? Do you need a large kitty litter box to collect the fluids that weep from the bowels of your engine? Does your Alfa engine turn-over??!!

Don't despair, your friendly, neighborhood Alfa Club is putting together an Engine Rebuilding Workshop. This is open to all Alfa Club members with an Alfa Romeo engine to rebuild. You will be able to save \$1,000 or more on your engine work and gain a valuable learning experience in the process. Just think of how you will be

gushing with pride knowing that you were able to take apart and, yes, put back together your precious Alfa engine.



The workshop will provide expert formal instruction, a secure workspace, special tools, engine stands, and great savings on machine work. Instruction and work hours will be on week-day evenings and/or during the weekends. Call Jerry Lomas to take advantage of this great once-in-a-lifetime opportunity, or for further details at (213) 734-5852.



July 12, 1992

Concours d'Inelegance and Picnic

Forget everything you've ever heard or thought about concours and judging because we have a concours that is unlike anything you've seen before. Bring your Truly Tragic T1, Ugly Duckling Spider, Fright Pig Alfetta, or just show up for the First Annual Concours d'Inelegance and Picnic on Sunday, July 12, 1992 from 11:00 to 5:00 at McCambridge Park in Burbank

This concours is open to either Alfa Romeos or Tow Vehicles. To be eligible, your Alfa must be able to get to the event

under its own power from your house to the park. No flatbeds, tow-trucks, or pushing allowed. For the Tow Vehicle category, large Mack trucks, cars with dollies or flatbed trucks will be strictly prohibited.

Judging will begin at 12:30 PM followed immediately by the awards presentation. There will be several categories and points will be tallied based on a secret points system established by the distinguished panel of expert judges. All entries must be at the Park by 11:00 AM and are to be parked on Amherst. If you are entering a vehicle, please call Michelle Schwartz by July 6.

The Club will provide food and soft drinks; BYOB for anything else. As the "recession special" for the day, there will be no charge (FREE!!!!) for this event. In addition to the Concours and Picnic, there will also be a softball game, so bring your bat and glove. McCambridge Park is located at 1515 North Glenoaks in Burbank (Thomas Guide page 17, D-4). For more information or to enter, call Michelle Schwartz at (805) 522-5236.

What I Did on My Summer Vacation

PART 1

Len Frank

March 15, 1985: Kenny K. has asked me to race his Alfa Giulietta Sprint Veloce at the Monterey Historics in August. Naturally I say yes. I have a friend who says I'm a Car Slut—I'll go anywhere to race anything. Car Sluts are easy.

Kenny K. was a friend of a friend and now he's just a friend, my original friend having long since stopped talking to Kenny. I suspect this has happened to Kenny before—getting a friend, losing a friend. He can be engaging. He can be kind of frustrating.

I'll rephrase that: "infuriating" might be a more apt description, "intractable" might work for his lighter moments.

Kenny can do anything with his hands, make anything, a superb craftsman. He also has a wonderfully developed sense of esthetics that becomes supremely important to him at all the wrong times. See "infuriating" and "intractable" above.

Kenny is a model-maker—he makes prototypes for industrial designers—models of computers and kitchen gadgets, imitations of metal objects and injection molded plastic things. When finished they are as close to perfect as a man-made object can be. Sometimes they get finished on time. Sometimes they get finished late—very, very, late. Sometimes they don't get finished at all. Two out of three.

Most of Kenny's

clients live in Los Angeles. When I met him he lived in his workshop in Santa Fe, in New Mexico, up in the mountains, where his clients couldn't easily get their hands around his throat.

April 1, 1985: I am entering into one of my broke periods. Writing is one of the better things that I have done to make a living but financial security is not a big part of the benefit package. Write a story and three months later, get paid for it. Maybe six months later. Maybe never. Things could be worse. Louie the Landlord is under-

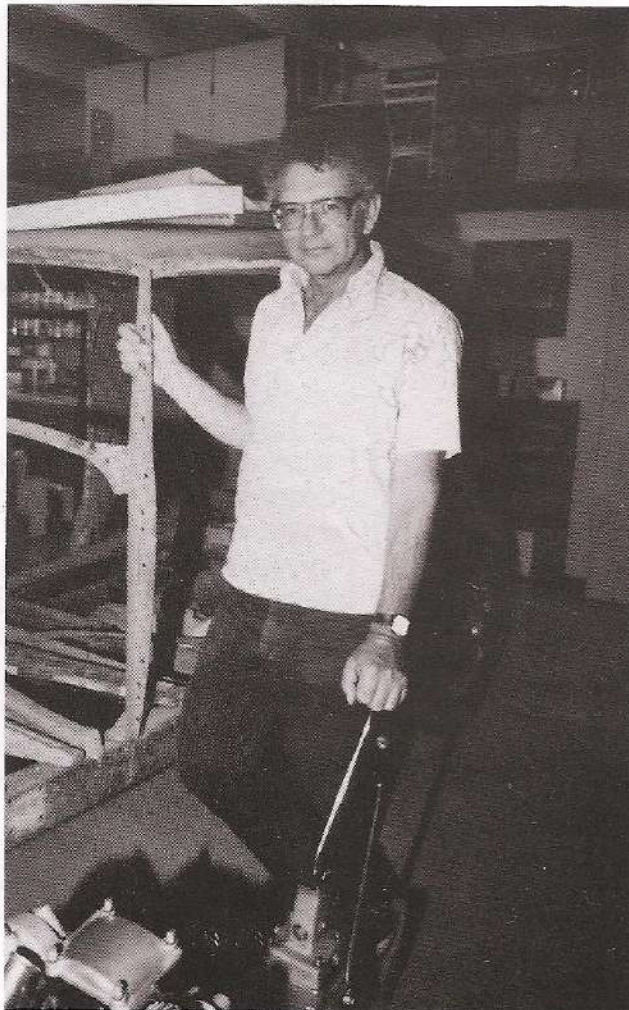
standing. I have cars to drive. I have a "ride" for Monterey. Things could be a lot worse.

Kenny calls me. The car is swell, ready to go except for a little crossmember that supports the transmission. It had been replaced by an angle iron substitute before Kenny bought the car. How long ago was that? About ten years. It works, but he hates the way it looks. Find him the crossmember.

But he is excited about the race, about Alfa being the honored marque—looking forward, etc.

April 5, 9, 17. Kenny wants reassurance. Will the race be too hard on the car? What are the chances of my rolling it up into a big red ball? Will I wear the tires out? He would install the 1600 Veloce engine that he has if he had not already sold it and the Spider that it is installed in to the (ex-) friend who introduced us.

I reassure him. I'll get tires (somehow). I'm the model of restraint—vintage racing isn't really racing, I'll drive the car within the strict limits set up by the engine builder (Dave Vegher, one of the best engine builders I know, winner of



Kenny K. with one of his 6ci750s.

Photos by Randall Higa

three SCCA national championships in a Lotus Elan. Vegher has no limits so I'm OK there.) I'm sure I tell other lies as well.

April 30. I have wandered from Alfa dealership to Alfa dealership looking for the little crossmember. Most Alfa dealers don't remember Giuliettas, and why should they? LA is fortunate in having lots of independent Alfa shops and one big independent Alfa parts warehouse (Alfa Ricambi—they not only stock Alfa stuff, they reproduce bunches of older parts). Still no luck on the crossmember. It's a part that never breaks, never wears out, so why would anyone save it.

May 15. More reassuring phone calls to Kenny K. in the preceding two weeks. Los Angeles has an Alfa-only wrecking yard (then Alfa Recycler, now Alfa Pacific) and I had called them first looking for the elusive crossmember: "nope—don't have one," but by now I'm beginning to walk around the backs of Alfa shops and dealerships to

Another euphemism for "vintage" is, of course, "obsolete".

commune with the scrap piles. And there, on my return, in back of Recycler, is a broken tranny case with the crossmember attached. "Take it." I send it off express so that Kenny can install it right away. Express costs me fifteen bucks.

That emergency is over just in time—"broke" is turning to "destitute". Driving around LA is only slightly more expensive than phoning around. My phone is in jeopardy. Now I have to concentrate on hitting my friends up for tires, for a competition harness, for all of the other paraphernalia and labor that it takes to make the car legal and raceworthy.

May 19. Contact friends with BFG Racing press relations. Nice people, really helpful. "Yeah, I think we can supply you with a set of tires—what size?"

I tell him that the car originally had 155X15 but a 185-70 would probably do the job. "185-70..." there is a question in his voice, "I don't think anybody makes anything like that in high performance tires—we sure don't. How about 195-60, or better, 205-50...?" Another euphemism for "vintage" is, of course, "obsolete".

May 30. Can't get any kind of answer from Pirelli—they appear to have given up on LA.

June 3. Kenny K. calls again. I ask him if the crossmember works. He's kind of vague, says that he hasn't really tried it yet but he will soon. He's trying to get a project out for one of his clients—it's about three months overdue; he's working on one of his other Alfas

(he has the Sprint that I'm going to—I hope—race, a 1964 Giulia Spider Veloce that he has sold and must be fully restored (see "friend-of-a-friend" above), he has a pair of rare, old 1750s, a '30 and a '33, both custom bodied, both dismantled); he's talking a little wistfully about a model airplane that he still has that he started when he was 15—he's now in his fifties—that he would certainly like to finish and fly while the weather is still good; his million-mile Volvo daily driver is acting up, his parrot has the croup...there are many, many other topics.

June 16. I've tried Goodyear and Firestone with no luck. Goodyear makes real racing tires in vintage sizes in some obscure plant—they are definitely not giving them away. Ditto Avon. Ditto Dunlop.

June 25. I've read everything that I can about Alfa wheels. No matter how I add, subtract, convert from metric to English and back again, rim width keeps coming out five inches maximum. Four-and-a-half seems to have been standard. But I find some obscure reference to different wheels on the exotic Sprint Zagato. In 1985 an SZ is worth over fifty grand. Like nearly all vintage cars, the sum of the parts is a lot more than the car as a whole. Yet, I find a friend who is hoarding a set of early Veloce/SZ wheels against the time his car is restored. He will consider letting me use them.

July 2. I am invited to a Fourth of July barbecue by the wheel owner. He lives sixty-plus miles away. Isn't southern California wonderful. Talk to Kenny K. He hasn't installed the crossmember yet but we have a nice discussion about his model airplane.

July 4. Of course there was traffic all of the way to the barbecue, why did you ask. Barbecues are a modern tribal ritual and I'm not a member of the tribe. What with helping to pick up the beer keg, starting the charcoal, talking to a bunch of people who all want to hear me say that racing is dangerous and that I'm crazy for doing it, or, talking to a bunch of people who are telling me that I have The Life, it's time for the fireworks before I have seen the wheels. I have never liked fireworks, I never went aaah when the grand finale was set off.

The wheels, their owner is telling me (about 11 pm), are bi-metallic—steel centers/alloy rims, riveted together. Light, rare, very expensive. He's telling me that they have been painted several times prior to his buying them and would I mind stripping them and repainting... we are plowing through all of the garage clutter to the wheels which are stored in the back on the bottom behind and under everything. There is a law of nature lurking in this inevitable arrangement.

We finally get to the wheels and have to pass them out, hand to hand, over the garage effluvia. No, I don't want another beer. My friend is scraping away with a penknife, showing me how many layers of paint have been built up since the wheels left Borrani in 1956. Scrape(red), scrape(black), scrape(silver), scrape(red again), scrape—off comes the domed head of a rivet. Pause. He tries another one with the same result. A little rust? A little electrolysis? Maybe I could re-rivet them before I strip and repaint them. I measure the rim

Continued next page



Kenny's Giulietta Sprint veloce in his shop/home in Santa Fe.

width. Four inches. There was traffic on the way home.

July 7. Call Michelin. Sure. Maybe a set of MXVs, 185-70—not really racing tires. By this time I no longer care. They will start the paperwork, I can pick them up at their warehouse in remote LA. Soon. Maybe a week, maybe ten days. I settle for a set of regular five inch wheels graciously offered.

July 12. I am listening to Philippe. Morse has prevailed upon him. Philippe is telling me that the driver's suit he is giving me is triple layer but that it has a higher rating than everybody else's four layer suits. I have never seen a four layer suit. But he is giving me a suit! I love him, I love the handful of decals he makes me promise to put all over Kenny's car. He is giving me a harness. Giving me! He is telling me that these Sabelts are exactly the same as those used personally by Alain. I am exactly twice as big as Alain (except for the nose). Vive la France.

July 14. Down to the last \$200 between me and absolutely being without funds. I must be insane to even consider going racing. Never mind—I'm going. Morse comes through again, says that he will put up the entry fee, says that it's cheaper than buying pit passes and paddock parking.

July 17. I don't have a place to stay in Monterey. I don't have tires for the car. I don't have the car. The tires have to be shaved, engine oil changed, new filter added, maybe an exhaust megaphone (just for the noise), the wheels have to be stripped and painted, the car tuned, drain plugs wired, valves adjusted, catch bottles fitted. I start to make out lists of things to be done, lists of items to get, lists of people to call, lists of lists.

I have never seen the car. All I have is Kenny's word that all is well. Kenny is meditating. Kenny is model building. Kenny has not yet installed the crossmember.

July 20. The paperwork from Michelin arrives.

July 21. I'm at Michelin's warehouse at 8 am. It opens at 9.

They give me the tires. No one seems to be very interested in what I'm going to be doing with them.

Over to Doug's body shop with the tires and wheels. He has a tire truing machine, an old tire mounting machine, a wheel balancer. I don't even know whether the 185-70s will fit Kenny's Alfa. Doug wants to go to lunch. We sit in Marie Callendar's, I eat, he mostly smokes and blows smoke in my face. I don't care—he has a tire truer, wheel balancer, etc. Car Slut.

Doug has the wheels painted while we're out. He's trying to sell me on his latest scheme. He's a charter member of The Scheme of the Month Club, a real wheeler and dealer. He has a good, profitable body shop but it's never enough. The wheels are in the drying oven when we return—wait a long hour for them to cool.

Back to work: first I check out the wheels. Round to within a thou or two. I don't know what I would have done if they weren't. Then I ask Doug to show me how to use the tire mounting stuff. I haven't mounted a tire in twenty years. Doug tells me to take it to the tire store where he does business and let them mount it for me. Why do I get stubborn at times like this? "I'll do it, I'll do it."

After an hour of struggling I finally get the routine down. The last tire only takes me twenty minutes to mount.

"Have you ever shaved a tire? God, I hope not. I suspect that people who shave tires have shorter lives than asbestos workers who mine coal as a hobby."

Have you ever shaved a tire? God, I hope not. I suspect that people who shave tires have shorter lives than asbestos workers who mine coal as a hobby. The real purpose of a tire truing machine is to make a tire more concentric with its wheel center. Shaving a tire with it is a little like rubbing your head and patting your stomach at the same time. So using a tire truer to shave a tire is a lot like, well, using a tire truer to shave a tire. A tire truer arcs across the face of the tread while the tire rotates—which is exactly the opposite of what is wanted. The idea is to make the tread area flatter (instead of arced), the tread shallower, so that the rubber doesn't squeegee around, so that as much rubber is on the ground as possible. One hand turns a

Knob that moves the blade in, controls the depth, the other knob changes the radius of the cutting arc, controls the contour, another the speed control.

With enough practice it will work, but the catch is the air (and lungs and eyes) gets so filled with rubber dust that no one will ever live long enough to get really good at it. Still, there's—no pun—a learning curve. It wasn't too hard to tell which tire I did first, which last. I sneezed and coughed rubber dust for weeks. Racing is dangerous.

July 24. The race is less than a month away. I call Kenny. He's playing with his parrot. All during the phone call he divides his attention between the bird and me. If I understand him correctly he will have the crossmember installed as soon as he overhauls his floor jack. Give him a week. He keeps interrupting the conversation with me to have one with his parrot.

But we talk about a 5.12 rear end (it has a 4.55—he thinks), about re-degreasing the cams (Alfas have vernier-style cam gears that allow centers to be changed), about lowering the car (Where will we get springs? Will it clear the tires?), how are the brakes (fine), how are the shocks (Konis), how tight are the suspension bushings (squawk).

July 25. I make airline reservations, pay in cash. I have \$28 left. Then I go home and then call Kenny. "I'm going to be there on August second. Meet me in Albuquerque."

He is very agreeable, sunny even. Just before I hang up he mutters something about fixing the Volvo so he can come get me. I don't want to know about this. My phone bill is tragically overdue, the phone company is threatening me, jeopardy is everywhere.

For the next few days I twitch around, call friends who have shops and plead for help. Everyone says yes.

August 3. Kenny is there at the airport with his tired green Volvo wagon, waiting. He's positively bubbling over. I had explained my financial condition on the phone and he's anxious to buy me lunch. I'm insistent about going to see the Alfa first. We drive up into the mountains, up the long road to Santa Fe. He tells me about the weather, about the number of cops on this, the busiest north/south

road in New Mexico, the entire history of the Volvo, his relationship with his parrot, all of the cute things it does and says.

Kenny's shop has a Santa Fe adobe facade. He parks the Volvo inside. The shop is big, clean, well arranged. There in the loft is the world's longest running model airplane project. There are the two dismantled Alfa 1750s, at one end, the furniture he lives on, the shower fifty feet away at the other end. Next to the furniture, the famous parrot in its own private tree.

And in the middle, like a setpiece, the Sprint Veloce, clean, red, very pretty. "Is the crossmember in?"

About this time the parrot climbs down from the tree and waddles across the floor to meet me—he starts to climb up my leg. It hurts. Kenny plucks him off and talks to him in the manner of a dotting aunt chuking her favorite nephew under the chin, cooing.

"What about the crossmember?"

"Maybe you'd like to take a shower," says Kenny, "before we go to lunch."

I'm defeated. I'll take a shower. "Great," says Kenny, "I'll finish overhauling the jack while you're in there." I'm sure the hollow feeling in my chest has something to do with the altitude.

Kenny is sitting on the floor assembling the jack when I come out. I wander around looking at things—it's a beautiful shop and he does amazing

work. He has a row of machine tools along one wall—drill press, two lathes, a couple of milling machines...one of which is the best looking milling machine I have ever seen. "Kenny, did you repaint this milling machine housing?"

He stops work on the jack and comes over, "It was really ugly, I couldn't stand it that way, I reshaped the housing, then I made new trim pieces, then I shot it in catalyzed enamel..."

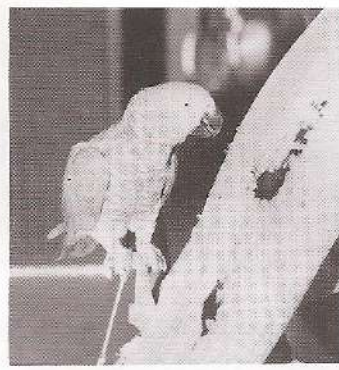
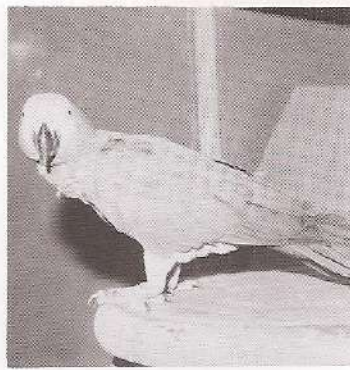
This leads to a complete cessation of work on the jack/Alfa while he shows me his amazing portfolio. There are cast iron springs done for a French iron and steel company, a \$35,000 hors d'oeuvres cart ("I lost money on it."), models for films, models for collectors, prototypes for designers, sculptures, automotive reproduction trim made by sculpting in wax, then electroplating the wax to desired thickness...we wander back over to the jack. It's the most beautiful floor jack I have ever seen.

At lunch he suggests chili and tamales. I have to reassure him all over again about the life expectancy the the car, the gentle



Kenny's method of checking for Bondo; bird taps the car with beak and screams, "No Bondo, no Bondo!"

Continued next page



Polly want an Alfa?

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nature of vintage racing, my overdeveloped sense of responsibility, I promise I will wave on every lap...something, probably the chili, gives me heartburn.

Back at the shop it takes him fifteen minutes to finish the jack, ten to install the crossmember. He drives me around the block in the Alfa, fills the tank (21 gallons—Veloces were originally built for the Mille Miglia. Or maybe there just weren't many gas stations in Italy in 1959.), wishes me bon voyage, and I'm off.

I'm well outside of Santa Fe when it hits me: I'm driving a 26-year old car, one I have never driven before, one that hasn't been driven much in the last couple of years. It has a highly tuned 1300cc engine—smaller than some motorcycles, an electrical system known for caprice, a thousand pitfalls waiting, one for every mile I have to drive. I hear a hundred things going wrong in the next hundred miles. Each one turns out a false alarm.

After that I relax and the trip turns into one of those dreamy fantasies, spinning across the open high desert, passing newer cars, cruising at eighty, the Veglia tach bouncing around the "40" mark. The tach starts at "20", nothing less is considered.

After a while there's a strange ache in my face. It takes me a few minutes to realize I've been smiling for two hundred miles. I have to refill the Veloce only once—it's averaging just over 30 mpg. The sunset takes a long time to fade and I'm into California before I pull over to sleep for a couple of hours.

August 4, 2 pm. I arrive home with six bucks left.

August 4, 5 pm. Over to a friend's shop. We put the car up on jack stands, pull the brake drums—plenty of lining, no leaks. He has his guy fabricate a new exhaust pipe that replaces the front muffler, leaves the resonator, and ends with a flattened megaphone that exits in front of the left rear wheel. It looks great and makes a terrific racket there in the shop. And it fits inside the car so that I can get it to Monterey. I get to bed at midnight.

August 5. Up late. Over to Tony's shop, VRS. We put the car up on his rack, drill the drain plugs for safety wire, mount the seat belts and harnesses, safety wire the clasps, borrow a fire extinguisher, install catch tanks. Spend a long time looking at things brake lines, water hoses, clamps, electrical connections. Nice guy—he

buys me dinner. Everything goes smoothly and it still takes twice as long as I think it will. That last six bucks goes into the tank.

Tired. I get to bed after midnight this time. And I can't sleep.

August 8. Up to AEM. John's a carb expert. I'm worried because the car shouldn't have gotten such great gas mileage—I'm afraid it will run lean at wide open throttle. He stops work and lets me run the Alfa on his chassis dyno—74 bhp at the wheels—very good he says (rated at 103 bhp/SAE gross at the flywheel). It makes four more horsepower with the megaphone and the air filter removed. It's not lean at anything above idle. Vegher did a great job. I'm happy.

August 11. A check arrives in the mail from a story that I wrote so long ago I can't remember what it was about. Elated. It inspires me to work on another (slightly) overdue story. That night I go over to mooch yet more shop time—Ward & Deane—they're open nights. We get the car up on jackstands and Ward pulls the front Konis to adjust them while I change the oil.

After I wire the drain plug in place I pour in the 20/50 Castrol, change the filter cartridge (it's the old fashioned type with a separate filter inside the housing), reach in, while Alan is under the front reinstalling the shocks, pump the gas pedal once with my hand, flick on the key, start the car and dump about four quarts of Castrol on Alan's head. At least it's not hot.

Remove the filter housing, reinstall it straight, squeegee the oil and scoop it up with a dustpan, wipe down the floor with solvent. Cadge more oil, check the valve clearances—all OK. It turns into another late night.

August 13, 14. Lie to an editor on the phone. Spend the rest of the day writing. I keep stopping to go over the lists and lists of lists to see what still has to be done.

August 17. Prevail on Morse again who prevails on Steve who will make the numbers for the car—192. Finish the story and deliver it. The editor snarls at me. I use the magazine's phone to call a few friends, one of whom may just have a floor for me to sleep on. A penny saved.

To be continued...

Concours News

Phil Guiral

Long Beach Charities Classic Car Exhibit

Both nature and man tried to stop this show with rain canceling it the first time and the Los Angeles riots the second. When it finally came together on Saturday, May 30, we had a very nice show with a total of 7 Alfa Romeos (only 5 entered the concours). The results of our first concours are as follows:

<i>Best of show:</i>	P. Guiral	1972 GTV	213 points
<i>Coupes:</i>	F. Panto	1972 Monteval	175 points
	S. Schaller	1962 2600	114 points
<i>Spiders:</i>	R. Knoblauch	1978 Spider	195 points
	D. Stoehr	1981 Spider	177 points

I would like to thank the judges, J. P. Guiral and fellow vintage racer Tim Walker. They were both very knowledgeable and helpful with this event.

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. This event is going to be held on the grass at the Veterans Administration grounds in West L.A. Please call me for more information.

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.

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Welcome New Members!

Phillip and Toni Gruskin, Palos Verdes Estates, 1991 164L

Chikara Yamaguchi, Redondo Beach, 1964 1600 Spider

Marc Church, Canoga Park

Paul Nanzig, South Lake Tahoe

Alan Vogel, Trumansburg, N.Y., 1967 Duetto, 1965 Giulia Sprint GT

Joseph Lee, Fullerton

Tom Dengler, Los Angeles, 1978 Alfetta GT

John Brema, Simi Valley, no Alfas yet; maybe a GTV?

Allen Chase, Reseda, 1971 Mercury Capri; looking for a GTV

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

Alfa Romeo Owners of Southern California Membership Application

Dues for 12 months to AROSC and National (AROC)	\$47.00
Current AROC member with no chapter affiliation	\$12.00
Member of another chapter wishing to add affiliation	\$22.00

New Member

Renewal

Name: _____

AROC Member# _____

Street _____

City _____ State _____ Zip _____

Phone Numbers:

Home: () _____

Work: () _____

Please mail to:

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

*Road & Track, on Alfa Romeo, March 1958.

Good News, Bad News & Just News

Stu Schaller

At the April General Meeting, we were given an excellent talk on spark plugs by a representative of NGK. There were a number of people hanging around until after 11 PM to talk specifics.

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In racing, Ferrari is having an off year in F-1, and there are no Fiat Group (Ferrari-Alfa Romeo-Lancia-Fiat-Maserati-Innocenti) cars running in any major championships, except World Rallye cars where Lancia is leading.

In Formula 3, Opel, VW, and Mugen (Honda) powered cars are leading Alfa in all but the Italian Championship.

In touring cars, Alfa Romeo is running only in the Italian Championship, and is currently leading, having won two of four races, and having drivers in first, third, fourth, and fifth, all running four-wheel drive turbo 155's.

Of some interest is the fact that there will be Alfa powered cars running at Le Mans. These cars will have no chance of winning, as they are from the Italian series for open sports cars which look like modern versions of the Type 33, and have 2.5 liter V-6's for power. Most of these cars use an Italian Alfa chassis.

The first concours of the year had to be postponed again, due to the insanity currently going on in our city, but had been re-scheduled for May 30th.

Tom Zaf's plans to get various Alfa Registers (especially the old U.S. 2000/2600 Register) is still on hold, due to the time he and his staff is spending on developing the SSZ and fixing up cars for his wonderful museum in Aniwa, Wisconsin. Tom has also gotten one of the Alfa Procars from the stillborn series, and is trying to get it ready for the National Convention, as it was purchased in an incomplete state.

If any of you are interested in saving a 2600 Berlina (only 1 of 5 or 6 in the U.S., and about 20 known world wide) please give me a call.

'til next time

Stu

Monterey Historics

August 21, 22 & 23

Once again ARA is organizing the Alfa Corral and weekend events around the Monterey Historic Races and Pebble Beach Concours.

ARA has a block of rooms at the Ramada Inn in Salinas. They will have a cocktail party and flashlight concours (even the odds!) on Friday and a dinner on Saturday at a local restaurant.

If you buy your race tickets through ARA, you get a corral pass. The price is the same as direct purchase. Corral parking is a premium area AND in the company of lots of nice Afas and Alfisti. Last year we had over 200 Afas. Quite a sight. It is a mini Alfa convention along with the race.

Rooms can be reserved by sending one night deposit to:

Lynne Fitzsimmons
30 Steuben Bay
Alameda, CA 94501

The rate is \$68.20 per night with a two night minimum, Aug. 21 & 22. Specify king bed or two beds. You may call direct and get the same rate by mentioning ARA. Lynne needs to know if you do this.

Reservations must be in before July 21. For more info, call Lynne at (510) 523-4484.

Ticket Form

Day	Price	No.	Total
Friday	\$30	_____	_____
Saturday	\$30	_____	_____
Sunday	\$30	_____	_____
Sat/Sun	\$50	_____	_____
Fri/Sat/Sun	\$75	_____	_____

Make checks payable to:

Lynne Fitzsimmons
30 Steuben Bay
Alameda, CA 94501

Include self-addressed stamped envelope.

Lynne: I am an AROSC member who doesn't get *Overheard Cams* so please send me the dinner info.

1991 Winners

Due to an editorial mix-up and an abbreviated February newsletter, the 1991 Winners are finally ready to be printed. Profuse apologies to all you holding your collective breaths waiting for the results.

TIME TRIAL RESULTS

ALFA ROMEO CLASSES

CLASS A	1	Charlie Thieriot	GTA
	2	John Cote	GT AM
	3	Jeff Zimmerman	Giulia GT
CLASS B	1	Mike Kinney	GTV
	2	Fritz Moore	GTV
	2	Jon St. James	Duetto
	3	Vicki Dillman	GTV
CLASS C	1	Dale Farmer	GTV-6
	2	Phyllis Gaylard	GTV
	3	Fritz Moore	GTV
	3	Jerry Tinney	GTV
	3	Dan Ritter	Giulia Super
CLASS D	1	Jeff Peltola	GTV-6
	2	Tor McPartland	GTV
	2	Tina Van Curen	Spider
	3	Gerry Woolery	GTV
CLASS E	1	ALex Brown	GTV
	1	Brad Pearson	Spider
	2	Leslie Pearson	Spider
	3	Rex Chalmers	Giulia TI
CLASS F	1	Rex Chalmers	Berlina
	2	Bob Gaukel	Spider
	3	Steve Leth	Spider
CLASS G	1	Joseph Bryant	Spider
	2	Si Robin	Giulia Spider
	3	Jeff Robin	Giulia Spider
CLASS H	1	Neal Kirkman	Sprint Veloce

NON-ALFA CLASSES

CLASS M	1	Raoul Hamm	Mustang
	2	Jim Lowe	Mustang
	3	Bob Schwalm	Porsche 911 C
	3	Dino Crescentini	Formula A
	3	Brandon Schneider	Mustang
	3	Robert Dalrymple	Porsche 911
	3	Jonathan Haines	Formula Ford
CLASS N	1	Kit Simmons	Mustang/MR2
	2	Scott Bilinski	Mazda RX-2
	3	Michael Guintoli	Mustang
CLASS O	1	George Kranen	T-Bird
	2	Scott Baysinger	Mazda RX-2
	3	Cort Flinchbaugh	Mazda RX-7
	3	John Turner	Datsun 240-Z
CLASS P	1	Steve Hamilton	Toyota MR2
	2	Cathy Hamilton	Toyota MR2
	3	Todd Kessler	Honda CRX
CLASS Q	1	Alisa Kincaid	Saab Sonnet
	2	Tom Callen	VW GTI
	2	Richard Morris	Triumph TR-3
	3	Paul Blankenship	Ford Escort GT

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CONCOURS RESULTS

- 1 Phil Guiral
- 2 Fred Biba
- 3 Carl Tronco
- 4 Randall Harris
- 5 Rex Chalmers
- 6 Dick Hughes
- 7 Mauricio Zagorin
- 8 Warren Caswell



Classified Ads

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.

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

1964 Giulia Spider Veloce. "Frame-up" restoration, all inner and outer panel surfaces trued and finished, all edges at cut lines of doors, hood and deck sharpened and gaps trued and decreased, rear cockpit edge trim removed and surface shaped to match Giulietta surface, trim parts trued to match body surfaces, dark blue, 300 miles on Dave Vegher 1600 engine and transmission, small amount of work required to complete restoration. Gene Garfinkle. (714) 951-8044.

1981 GTV-6. Black, fire damage in engine bay area & right front fender only. Engine core salvageable. Excellent interior w/tan leather. Gotti 5-spoke wheels. Worth \$4,500 before, asking \$650. Ian (714) 248-5180 or (714) 472-8180.

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". \$80 each. Vicki Dillman, (619) 287-8591.

1972 - 1974 GTV Parts. 1 pair rear Spica OEM shocks, 2 sets headlights w/pots, 2 sets wiper assemblies, 3 license lamps w/script, 1 steering wheel, 1 set rear 1/4 windows w/trim, 1 pair vent window seals (new), 2 wire looms w/turn signal + ignition set, 1 each headlight + driving light trim ring, 1 pair rear bumper sides, passenger side armrest, 5 used taillight lenses, OEM AM/FM radio, gas pedal linkage, all in good to excellent condition, all \$20 - \$40. Fred Schueddekopp (714) 893-3727.

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

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

WANTED: Stock turbina wheels. To fit a 1979 spider, must be in excellent condition. Also looking for a set of 008R's to fit the turbinas (5-1/2" x 14"). Randall. (213) 344-8828.

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. (310) 336-7498 (office) or (310) 923-5305 (home).

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