

September 1992



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General Meeting: September 25
Time Trial and Race: October 10 & 11

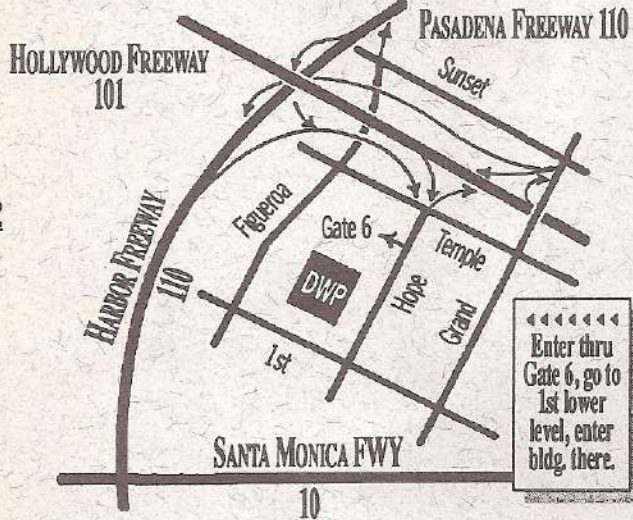


THE
JOURNAL
OF THE
ALFA ROMEO
OWNERS
OF
SOUTHERN
CALIFORNIA



Alfacionada is the monthly publication of **ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA**, a regional chapter of ALFA ROMEO OWNERS CLUB, INC.

Subscriptions to this newsletter are included as part of the \$55.00 membership fee paid to AROSC, 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.

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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** ◆

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Cover-Alfas at the Pebble Beach Concours D'Elegance and Monterey Historic Automobile Races. Photos by Randall Higa



I Voli della Phenice

Tina Van Curen

“Daddy, do people who buy cars made in far away countries sing America the Beautiful and pledge allegiance to the flag?” Well...Are we Alfisti merely eccentric and mildly anti-environmentalist or are we downright un-American? When I heard this question on the radio in Mississippi (yes, I can spell it, and I've been there), I began to wonder. I came to the conclusion that, (A) we are very lucky to live in California, and, (B) individuality and personal choice are the bedrock of the real American way.

Even in the age of television there is still a great diversity in this country. Here in California, it is heightened by the presence of myriad ethnicities, but the essential point is we all have our own lifestyles and desires and this is supposed to be the place where everyone can live their own dream. While it is more important than ever that we pay attention to those who want to stifle our freedoms, it is also important to take a moment to appreciate who we are and what we have.

For most of us, our Alfas are a hobby. We love them and we lavish attention on them and the activities we participate in with them, but all of this is in addition to our primary occupations. Few people in today's world have such opportunities.

I'm sure many of you, besides me, dream of leaving our "Day Jobs" and making a living in the Alfa world. Happily there are enough of us to allow many of our talented friends to do just that.

Having lost my GTV-6 and acquired an older,

venerable(?) Alfetta Sports Sedan, I am once again on the trail of esoteric used Alfa parts. This always leads me to Fred of Alfa Pacific. There must be a lot of us who lust after all that junk. He has moved again, and has set up shop in Santa Monica. How long can an Alfa junkyard keep a low profile in the People's Republic of Santa Monica?

In a totally different way Phil Lampman is another unique member of the Alfa community. He is a charming aerospace engineer (yes, I did say that) from Seattle who runs a largely Alfa book and model store called Shelby's Dad. It is a sideline now but he hopes to devote himself to it full time when he retires.

There are many trends in our society which don't bode well for us or our lifestyle and it is easy to let our concerns about the IRS, ARB, AQMD, FDIC, the presidential election, the economy, the ozone hole, etc., etc. keep us from enjoying today.

One of the reasons I belong to the Alfa club is because it gives me the opportunity to do things I enjoy with people I like. We are all part of this because we want to pursue things which give us pleasure. Lets' do it!

We have a driver's school in September, followed by a Picnic and Concours d'Inelegance. San Diego has the Hill Climb (it's closer than Pike's Peak, its paved and MUCH easier to find.)

The final Time Trial and Race of the year will be October 10 & 11, in honor of poor benighted Christopher Columbus. Our October meeting will be a Halloween party so start thinking up THE costume.

See you all at the September meeting where Mike Sperry will enlighten and inspire.

Ciao

NOTE: For all you computer types. Log into Prodigy, select Garage and Alfa. Some of our old familiar gear heads have found a new medium.



Events and Activities

Randall Higa

SEPTEMBER GENERAL MEETING. September 25

The September General Meeting will feature **Mike Sperry of Sperry Valve Works**. If you have interest in making your Alfa go faster or want to know what makes your Alfa go, don't miss this meeting. Many of you are familiar with Mike and the wonderful things that he can do with the innards of an Alfa cylinder head. Mike has a new video that is will be screened exclusively for the Alfa Club. Mark your calendars for **Friday, September 25** 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.

CONCOURS. September 27

This event has been cancelled due to a logistical mix-up. Stay tuned for other concours that are headed your way.

TIME TRIAL AND RACE. October 10, 11

The next **Time Trial and Race** Event will be held on **October 10 and 11** at Willow Springs. By this time of the year, we hope that the temperature will cool down and allow for some faster lap times. This event will begin the club's second 20 years of running the Time Trial program. By all indication, it should be all the more successful for these next 20 years. Let's just hope that Alfa Romeo can produce more track-worthy cars in the near future!

OCTOBER HALLOWEEN PARTY. October 30

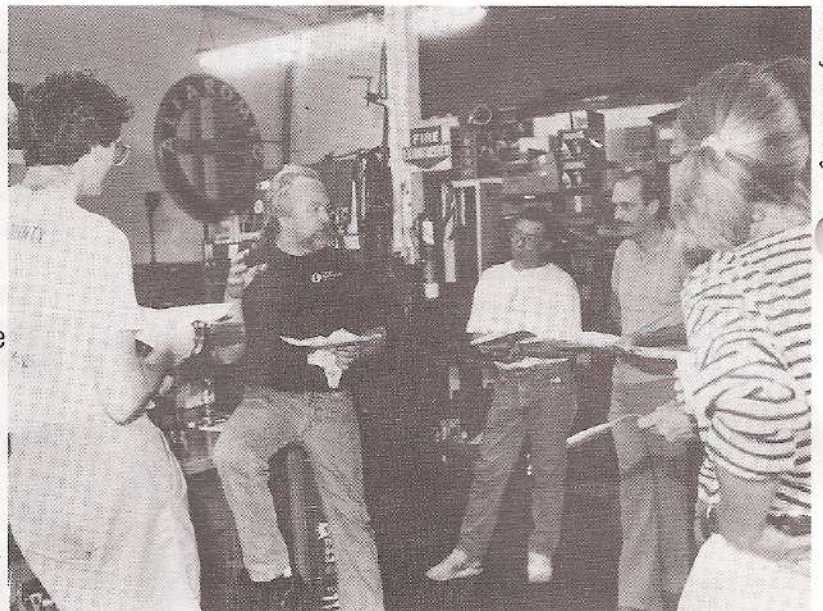
Its that time of year to dig out your favorite costume and join your fellow Alfisti at the Halloween Party on October 30. This will take the place of the monthly general meeting so plan on attending to join in on the fun. The club will provide the food; BYOB. There will be prizes given away for the best costumes, so be creative and express your talents. You may decide to come as your favorite Alfa! The party will be at Dirk Stoehr's house in Tarzana and the festivities will start at 8:00 PM. The cost of the party is only \$5 if your RSVP to Dirk at (818) 345-3149 by October 15. Otherwise, it will be \$7 at the door.

SWAP MEET. November 15

We are back to our normal schedule of having the annual Swap Meet in November. This year, the swap meet location will be at a new location, **Automotive Specialty in Torrance**. We are guaranteed none of the problems that we had at the last Swap Meet. Stay tuned for more details in your next issue of Alfacionada!

ENGINE REBUILDING WORKSHOP

The **Engine Rebuilding Workshop** is continuing its activities as **Rex Chalmers** and **Jerry Lomas** sort out more of the details. There has been an enormous response from the membership with a number of people interested in building an engine for their Alfas. The latest word is that for the Workshop participants, Alfa Ricambi is pulling together a package of quality engine parts for a substantial discount. With the discounts being offered for the parts and machining services, the savings of Engine Rebuilding Workshop are becoming tremendous. One missing link is for someone (for minimum cost) to fabricate engine stands. If you still have an interest in being involved or know of someone that can help out with the engine stands, please call Jerry Lomas at (213) 734-5852.



Rex Chalmers discussing the finer points of engine rebuilding

OTHER AROC CHAPTER ACTIVITIES

The **Alfa Romeo Owners Club of San Diego** is having their 7th Annual Run for the Bubbles **Hillclimb Event** on September 19 and 20. The event will be held at Lawrence Welk Village, five miles north of Escondido. For more information, call Jeff Langley at 619-747-6853.

For those of you who love Alfas and love to eat, its that time of the year for another Mange Mobilia #8 on October 17. This is the famous progressive dinner that you drive your Alfa from house to house one course at a time. It is hosted by the **Orange County Alfa Romeo Owners Club**. For more information, call Terry Dooley at 714-962-1636.

Editor's Desk

Randall Higa

Ahhh, The Monterey Weekend...

Janice and I just got back from our annual pilgrimage to worship the automotive icons of extreme exotica. I *really* should have been at home, locked in my office finishing this newsletter. Your newsletter late? So sue me.

Instead, I was injecting myself with divine automotive inspiration and beauty. We indulged in the Triple-Whammy **6** (where are you L'il Abner?) Weekend by taking in the Concours Italiana on Friday, the Monterey Historic Automobile Races on Saturday, and the Pebble Beach Concours on Sunday.



Marnix Dillenius' 1964 Alfa Romeo TZ-1

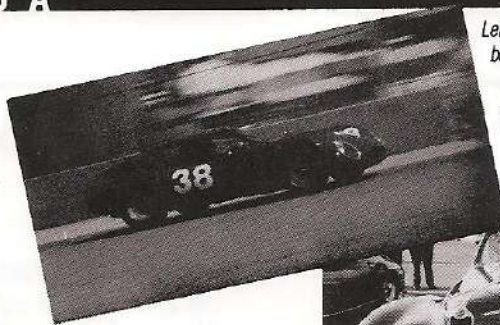
Before we left, I was thinking that since it was my fourth time to The Weekend, I would be jaded. I mean, how many times can you get excited about chunks of aluminum wrapped by sheet metal sitting on black rubber donuts? Billions and billions of times. The sights and sounds of The Weekend continue to cause me to redline my brain, drop my lower jaw to my toes, and rapid-fire my tired Nikons.

We finally got our logistics sorted out to allow us to drive the '79 Spider up Highway 1 for The Weekend. Once north of Cambria, the ocean and the sky turned at least three shades bluer. The entire weekend



Spiders in the Alfa Corral at the Monterey Historic Races

Left, Said Marouf's 1965 Alfa Romeo TZ-2;
below, 1942 Alfa Romeo 6C 2500 SS Touring Cabriolet



turned out to be absolutely perfect for top-down motoring with warm weather and clear skies. Unfortunately, by leaving on Friday, the road was clogged with inconsiderate road snails driving at tediously slow rates of speed while allowing no one to pass.

The Spider was making a funny metallic rattling sound that emanated from the rear of the car. Exhaust system? Brakes? Hmmm...the suspension does seem a little bouncy. After crawling under the car and not finding unusual, we pressed on while I tried my best to ignore the noise.

In Big Sur, we stopped for lunch at Nepenthe. This heavenly restaurant is hidden in a serene grove of trees perched high above the ocean with a killer view of the coastline. It goes down in our books as the most expensive lunch; \$35 for two burgers (excuse me, ground top sirloin) and fries. But, it was indeed a small price to pay on the Big Sur coast for a mind-boggling view.

By mid-afternoon, we finally rolled into the Quail Valley Lodge in Carmel Valley for the Concours Italiana. Over the years this concours has grown, and even without much publicity or even a program, it has become quite a prestigious event. As expected, we had to trip over acres and acres of Red Ferraris in order to get to the Alfas. My favorite Red "Ferrari" was the glass of Ferrari Carano Cabernet Sauvignon from Alexander Valley, not Modena.

The Alfas seem to be getting a little more respect and now appear to be more than just an afterthought in the world of Automobili Italiana. Although none of the glorious pre-war cars were in attendance, there were some very nice examples of the more "modern stuff" that included a GTA, some 2600's, and other 750, 101 and 105 series cars.

The Nardi Blue Ray 1 and Blue Ray 2 were on display along with a contemporary sibling dubbed the Blue Ray 3. I was frankly more impressed with the some of the outrageous details

Photos by Randall Higa

on the earlier cars and less enthusiastic about the newer attempt. Look for an upcoming article about these fascinating cars by Len Frank that should appear on your neighborhood news rack in the not too distant future.

There was an impressive display of motorcycles that included a Ducati 750SS, a Ducati 900SS, a Ducati single, some contemporary V-twin Ducatis, a Laverda triple, and some super-trick Bimota's. Next time, maybe some MV Agusta's, Benelli's, Moto Guzzi's, and Moto Morini's could show up to round out the marques.

Somehow, Janice's enthusiasm for these fantasy machines didn't quite match mine.

All in all, the Concorso Italiana was a wonderful success. My only real complaint is about the air-headed, para-military juveniles that were directing traffic, and telling you to park 10 miles from the Concorso.

We stayed in Carmel for the two evenings and frankly made no attempt to go to Salinas to join the Alfa festivities hosted by the ARA. The ARA does a fine job as the local liaison, but please, not in Salinas and not at that terrible hotel! Although Carmel isn't quite like the f:64 days of Edward Weston, Ansel Adams et al, it is still a very peaceful and invigorating place.



A two-wheeled Alfa?

Humble newsletter editor and wife Janice on Highway 1

XK-120's, and several sleek sports racing cars. Can anyone tell me why an American beer company chooses to be the major sponsor of a Jaguar and paint it red, white and blue?

The traffic jam into the Laguna Seca was a parade of very shiny exotics waiting in line to file into the proper corral. Behind me was an unidentifiable Ferrari and a very grandiose Jaguar. While crawling up one of the hills, an overheating Cobra

gave a tremendous roar and impatiently pulled out of line to tear back down the hill. Great entertainment and I was still hadn't reached the track! Once near the parking area, the para-military pinheads (perhaps previously employed at the Concorso Italiana?) directed me in the wrong way which put me



Parade to the Monterey Historic Races

nearly back into downtown Monterey.

I finally arrived at the "Alfa Corral," the parking area reserved for Alfa Romeos. Although a bit fewer in number, the Alfas in the corral were a delight to see. It still

continued on page 13



1938 Alfa Romeo dirt track racer



1952 Disco Volante at Pebble Beach

Tales from the National Convention

Alfa Imerzione

Tina Van Curen

As promised, the following is a reasonably accurate account of the AROC national convention from the viewpoint of a neophyte conventioner and California native who found herself at a big midwestern hotel surrounded by 400 other Alfisti, their Alfas, and a couple other large groups of unidentifiable conventioners sharing the space and feeling no pain.

We arrived on Wednesday evening and, after encountering Martin Swig (California Mille) cruising the parking lot in a BIG black Chrysler 300 which he intends to drive in the California Mille, found our way to the hospitality suite. There were several members of the St. Louis chapter on hand to greet us warmly. I also made a couple fast friends of some good ol' boys from Oklahoma who had ever more outrageous ideas for my GTV-6 throughout the weekend.

After an impromptu mini tour of the area and dinner in a Greek restaurant I felt we had arrived.

Thursday morning bright and (very) early I went to the Board of Directors Meeting. Since this is an annual event there is an enormous amount of business to be conducted and the whole atmosphere is rather formal and forbidding. Since this was not my first meeting, it was easier to be part of it all and make opportunities to speak for AROSC. Many topics were discussed, mostly at great length. The most important issue the Board had to face was the poor financial health of the organization. Like everyone else, AROC is suffering from inflation. The two biggest expenses for AROC are the Alfa Owner and insurance. The Board is looking into alternatives for publication of the newsletter. They did change insurance carriers last year and the results have been good. Many ways to cut expenses were considered and will be initiated. Starting in 1993 the board members and chapter representatives will no longer receive any reimbursement for travel to the national convention. Everyone agreed that AROC is a volunteer organization and it was not appropriate to subsidize delegates when the treasury is in sad shape. AROC has not raised our dues in four years. Costs have risen and the small surplus of prior years has dwindled. After several years of negotiating with the IRS over their audit the club was forced to pay over \$12,000.

The board and the attending chapter reps finally agreed that the only possible course of action was to raise the national



A Touring 6C 2500 actually being driven on the streets of St. Louis

Photo by Tina Van Curen

dues by \$10 effective October, 1992. However, the AROSC board of directors has voted to only increase the annual chapter dues by \$8. Therefore, the overall dues will be only increased from \$47 to \$55 a year. One other significant action was the increase in the board from 11 to 12 members effective in 1993. This means there will be one more opportunity for a West Coast person to gain a seat on the board. I would love to hear from anyone who is interested. It doesn't require much time and you can have a great influence on the future of the Alfa club.

Thursday evening, the survivors of the meeting and many new arrivals gathered at Passport Transport for a welcome party and a preview of some of the cars which were to be in the Sunday Concours. Some gorgeous 1900's and my personal favorite, the blue 6C 2500 Touring, all basked in the shadow of the Disco Volante, on loan from the Museo Alfa Romeo in Arese. We all could have touched it, but everyone knew better and just stood VERY close and stared for a long time.

One of the things I learned about the midwest is that it RAINS in the summer. I was taken completely by surprise by the downpour I managed to get into on the way down the block from the hotel to Passport Transport on Thursday. During the evening, tech inspection for the Time Trial and Autocross was being held out in the intermittent rain. I saw a lot of interesting cars and had a hard time deciding who our competition would be. Some of those Autocross cars look pretty racy to me, especially in the dark.

Friday, we set out across the river into Illinois (many states on this trip) for the Time Trials at Gateway International Raceway. Amazingly enough, it had been raining in Illinois too. The pits were gravel over mud, the edges of the track wet grass. Experts warned me that the only thing more slippery than ice is wet grass. Yes, I was intimidated. The prospect of driving ARDONA's big, new pristine 164 on an unfamiliar track with Craig Morningstar lurking in the pits had a dramatic effect on my driving style. It actually turned out to be great fun. The Time Trials at the convention are much lower key than our usual two day events. Most of the entrants only do this once or twice a year and their cars are basically stock and have been driven from a substantial distance. No records are set but everyone gets their moment just the same and it was great to see a field of 70 plus cars, ALL ALFAS.

Saturday was the Autocross, in the rain once again, and once again our own California bred Phyllis Gaylard won her class in her pretty red Milano. This was the day I managed to spend some time in the "Goodie Room." The convention always draws vendors from everywhere selling everything. Familiar faces



Alfas at the AROC National Convention

included Al Cortes, Bill Pringle, Warren Caswell and Brad Bunche. I bought a wonderful deco t-shirt from some people from Minneapolis and had to hide from a luxu sheep skin saleslady from I-don't-need-to-know-where.

Traditionally, Saturday night features THE banquet. There were almost 400 people in attendance, making for a full house. Len Frank was the keynote speaker and he did a superior job, as any of us could have predicted. There was a delegation from the Alfa Club of Japan in attendance and they graciously gave out grille badges and cards, showed pictures of their national convention and asked for advice on shipping Alfas to next year's convention. All this while bowing profusely. I would bet anyone who goes to Japan would get a royal welcome from these charming people.

Sunday morning, the Concours was held in record time in an effort to beat the rain, again. It worked and the wash and polish crowd was understandably happy. The final event is always the awards luncheon. Everybody goes and almost everybody gets an award. There were trophies for several children's events, all the competition events and some other stuff. It was the last chance to be part of the group and make all those promises to keep in touch with all the people you met from all the places you may actually go someday.

As things drew to a close, all of the participants gave a huge thank you to the members of the St. Louis chapter for an incredible job. And then we heard there are only 50 members in their chapter. What a group!

Next year, the Capitol Chapter is sponsoring the convention and they have wisely chosen venues in the Baltimore area. Lots of people, maybe even from Southern California, will succumb to the temptation of a family vacation which combines our country's most historic sights with 4 days of Alfa madness.

I for one don't do family, but I've never been to DC either so.....who knows?

August 9 & 10

August Time Trial and Race 20th Anniversary Celebration

Alisa Kincaid

10 Our August event at Willow Springs was a celebration of two kinds this year. The first was the fact that the temperature actually stayed below 100, at least for most of Saturday for the first time since I've been racing at Willow in the summer. It made for a more tolerable mid-summer event. The second was that it was our celebration of the 20th Anniversary of the AROSC Time Trial program.

John Samson, one of the founders of the program came out with several members of his family who were a club fixture in the early days. John and his son both drove in the race. The pace car for the Sunday race was the very same car John competed in the first Time Trial event at Orange County International Raceway twenty years ago! Also on hand was Bill Kohl, another one of the original Time Trial participants who was seen in his Spider on the cover of the July Alfacionada.

Jay Negrin put together a wonderful Saturday tour from Alfa Ricambi to Willow Springs Raceway. He led a gaggle of Alfas on his "secret" route that was on some of Southern California's finest less-travelled back-country roads. The group left at 10:00 AM and came in time to watch the afternoon practice sessions and socialize with fellow club members in the pits. Thanks to Jay for the great tour! Maybe the club has the makings a new Rallye Director?

Saturday night's celebration included a club sponsored dinner for all drivers and crews, a great speech by John Samson and a motherload of raffle prizes drummed up by Peter Horvath. Included in the great list of prizes was a rollbar donated by Auto Power in San Diego that went to Dan Ritter. Although the dinner was served outdoors by the pool, no one intentionally (or unintentionally) got dunked. A good time was certainly had by all 175 attendees.

As for the competition, this event saw the smallest



John Samson (R) and Bill Kohl with the "Pace Car"

Photos by Randall Higa

amount of automotive carnage in some time. I was especially proud of the novice drivers and their close attention to the rules and flags. A car went off in the apex of turn nine and everyone was able to avoid trouble, even though the dust was too thick to see through.

Topping off the Alfa classes, John St. James killed his competition in B class with a 1:42. Rex Chalmers also screamed along and despite the lousy hot weather times the rest of us turned he managed a 1:42 in his recently christened TI to handily win class C.

Dirk Stoehr topped Alex Brown in E class by 0.17 seconds, turning in a 1:47.6. John Cote won class F with a 2:00:53 in his Spider.

Michael LeLesch turned in a stunning performance in his Lotus Elan topping N class. Same goes for Rich Maloney in O class with a 1:43.

David Fisher won P class again, beating Steve Hamilton and myself. OK, David, you beat me now so no more complaining.

Marshall (Mo) Buck won the race on Sunday with a great showing by his fellow racers. There were 15 starters and 13 finishers. Larry Hart's amazing BRG Lotus Elan and Paul Ellis in the indescribable Dunestang ran a fast race for 2nd and 3rd. Len Frank put on a show that will not soon be forgotten. He made that blue Spider do things no one could have imagined, beating three of the four cars in E with an F car and dicing with Harold Rich in the phantom Alfetta to the delight of the crowd. It looks like a rivalry has been born. Stay tuned in October.

Special thanks goes to John Cote for running a great event with over 110 entrants and none of the usual crew to manage it. Larry Kincaid also deserves kudos for enduring the thankless job of registration AND volunteering to manage the timing since the regulars were not in attendance. He was soooo disappointed he didn't have time to crew for me in the 100 degree heat.

See you all at Willow in October.



John Samson and his 1967 GTV at speed

WILLOW SPRINGS TIME TRIAL

AUGUST 8 & 9, 1992

NO.	NAME	CAR	CLASS	LAP1	LAP2	LAP3	LAP4	LAP 5
701	St. James, Jen	Duetto	B	1:45.50	1:43.52	1:42.85	1:44.32	
101	Malloff, Howard	Spider	B	1:49.32	1:48.45	1:47.43	1:48.57	
41	Dillman Vicki	GT JR.	B	1:55.68	1:53.63	1:53.54	1:53.68	
140	Kinney, April	GTV	B	2:02.65	1:59.61	1:59.26	1:58.64	
741	Chalmers, Rex	TI	C	1:43.15	1:42.92	1:42.83	1:43.02	
13	Ward, Alan	GTV	C	1:47.92	1:52.16	1:52.81	1:50.07	1:49.77
62	Woolery, Gerry	GTV	C	1:48.67	1:49.17	1:49.53	1:49.13	
18	Van Curen, Tina	Spider	C	1:55.67	1:54.75	1:52.48	1:52.04	1:52.29
78	Hughes, Dick	Sprint Veloce	C	1:54.35	1:53.62	1:54.08	1:51.66	1:52.49
144	DeSilva, Ray	GTV	C	1:55.41	1:53.81	1:54.27	1:54.78	
711	Thompson, Richard	GTV 6	C	2:01.57	1:59.45	1:57.06	1:57.44	1:57.14
348	Lehmann, Lisa	GTV 6	D	1:55.86	1:55.19	1:54.49	1:54.62	
179	Sloehr, Dirk	TI	E	1:59.22	1:59.79	1:47.58	2:14.11	
50	Brown, Alex	GTV	E	1:48.19	1:47.85	1:48.14	1:48.23	
197	Gray, Bradley	GTV	E	1:54.34	1:53.25	1:51.71	1:51.81	
79	Sloehr, Hans	TI	E	1:53.41	2:05.37	1:52.23	1:52.37	
25	Blankenship, Paul	Alfetta	E	1:54.41	1:54.41	1:54.14	1:53.50	
167	Krueger, Danny	GTV	E	1:57.87	1:56.79	1:56.63	1:57.59	
177	Higa, Randall	GTV	E	1:57.33	1:56.95	1:56.22	1:56.77	
6	Cole, John	Spider	F	2:01.20	2:00.53	2:00.79	2:03.43	
107	Canone, Sergio	Berlina	F	2:06.35	2:03.59	2:01.88	2:00.78	
32	Robin, Si	Spider	G	1:58.05	1:58.19	1:58.30	1:58.22	1:58.07
417	Mehring, Chris	Sprint	G	2:03.22	2:00.61	1:59.27	1:58.57	
611	Slevens, Bill	Swift	M	1:32.16	1:31.56	1:38.57	1:49.95	1:30.68
2	Haines, Jon	F Ford	M	1:41.22	1:39.89	1:41.12	1:39.31	1:39.06
77	Crawford, Mark	Lola	M	1:48.17	1:40.37	1:40.64	1:39.67	
321	Robin, Jeff	F Ford	M	1:42.44	1:40.59	1:40.25	1:39.79	
171	Flinchbaugh, Cort	Tiga	M	1:45.38	1:43.82	1:42.85	1:42.17	1:42.31
17	Schuman, Edward	Tiga	M	1:55.85	1:57.66	1:52.46	1:50.41	1:50.96
242	Lelesch, Michael	Lotus Elan	N	1:46.89	1:49.25	1:47.51	1:45.98	1:46.53
252	Aizin, Albert	Talon	N	1:47.97	1:46.66	1:48.59	2:00.52	
21	Smith, Rob	MR2	N	1:46.87	1:47.98	1:50.33	1:48.20	1:48.98
40	Kinney, Mike	308 GT4	N	1:51.52	1:50.92	1:52.15	1:51.39	1:51.53
28	James, Dennis	Corvette	N	1:52.98	1:52.59	1:53.58	1:54.13	
169	Simmons, Kil	MR2	N	1:54.28				
777	Valentine, Dave	240 Z	N	2:08.00	2:01.66	1:59.61	1:58.95	
121	Porteous, Pual	MR 2	N	2:02.16	2:00.87	2:02.72	2:03.93	
192	Maloney, Rich	Renault	O	1:48.40	1:46.05	1:44.48	1:43.96	1:43.79
73	Baysinger, Scott	RX 2	O	1:46.95	1:46.70	1:58.05	2:16.51	
12	Culp, Tracy	944	O	1:46.87	1:47.10	1:47.30	1:48.03	
9	Kranen, George	T-Bird	O	1:47.40	1:47.33	1:50.94	1:48.48	
271	Widdows, Mike	240 Z	O	1:49.30				
211	Welch, Peter	BMW	O	1:54.31	1:53.21	1:52.47	1:52.12	1:52.18
46	Guinolfi, Michael	Mustang	O	1:54.26	1:52.30	1:52.08	1:52.44	
241	Lelesch, Bonnie	240 Z	O	1:57.57	1:58.80	1:59.27	2:02.70	1:59.45
52	Fisher, David	MR 2	P	1:48.38	1:47.87	1:47.46	1:47.63	
19	Hamilton, Cathy	MR 2	P	1:47.70	1:47.51	1:48.04	1:48.31	
44	Kincaid, Alisa	Sonnell	P	1:49.47	1:48.96	1:48.89	1:48.65	
24	Kahlirk, Jeff	Fiero	P	1:50.39	1:50.09	1:49.97	1:49.15	
631	Mackaig, Steve	2002	P	1:49.94	1:50.02	1:49.54	1:50.75	
168	Smart, Todd	MR 2	P	1:51.78	1:51.40	1:51.85	1:51.86	
61	Hamilton, Steve	MR 2	P	1:54.20	1:53.56	1:53.47	1:55.33	1:51.82
200	Woo, Greg	Miala	P	1:54.76	1:52.68	1:51.84	1:53.66	
1163	Dominguez, Tony	MR 2	P	1:56.45	1:54.49	1:53.90	1:54.59	1:54.18
16	Fajardo, B	MR 2	P	1:56.35	1:56.58	1:56.15	1:54.54	
45	Walters, andy	GTI	P	1:54.75	1:54.56	1:54.55	1:54.96	1:55.67
110	Guiral, Phil	Miala	P	1:56.71	1:56.83	1:56.46	1:55.63	
411	Munoz, Tony	Acura	P	1:56.89	1:56.82	1:56.74	1:57.36	
471	Parcon, Jay	Isuzu	P	1:57.66	1:56.80	1:57.93	1:57.53	
412	Gunderson, Eric	Cooper S	P	2:01.91	2:02.35	2:02.26	2:18.07	
421	Gunderson, Laurel	Cooper S	P	2:20.20	2:19.32	2:31.43	2:28.09	
74	Pederson, Patrick	RX 7	Q	2:00.34	1:58.99	1:58.94	1:58.58	1:59.73
135	Lee, Joe	RX 7	Q	1:59.99	2:00.79	2:01.89	2:02.56	
735	Seho, Kenneth	RX 7	Q	2:06.53	2:08.13	2:07.43	2:07.79	

* TOP TIME OF DAY Bill Stevens 611 Swill **1:30.67**

RACE RESULTS

NO.	NAME	CAR	CLASS	Overall	In Class	NO.	NAME	CAR	CLASS	Overall	In Class
88	Buck, Marshall	Corvette	C	1	1	36	Meade, Duane	TVR	E	8	3
136	Hari, Larry	Lotus Elan	D	2	1	8	Ryba, Lu	280 Z	E	9	4
129	Ellis, Paul	Dunestang	D	3	2	99	Swain, Dave	Scirocco	F	10	2
921	Barker, Bob	Sports Renault	D	4	3	27	Bjorkman, Ray	MR 2	F	11	3
91	Rich, Harold	Alfetta	E	5	1	86	Samson, Steven	GTV	G	12	1
118	Frank, Len	Spider	F	6	1	198	Gray, Bradley	GTV	G	13	2
96	Samson, John	GTV	E	7	2						

Good News, Bad News and Just News

Stu Schaller

With 14 races having been run, Alfa Romeo 155 GTA's are leading the Italian Touring Car Championship. The drivers in the first through fourth place are all driving these cars.

Alfa plans to enter the German Championship in 1993, where competition is much more fierce, with either V-6 or turbo 4-cylinder 155's.

12 Closer to home, I understand the National Convention was a huge success, and the turn-out for the 20th Anniversary Time Trials and BBQ was even better than expected.

There have been quite a few Alfa miniatures, books and articles over the last few months. Perhaps one of the most interesting stories shows how truth is changed over time. In the September issue of *Classic and Sportscar*, Paul Frere, the famous Belgian racer and automotive journalist tells the story of how bad his early Giulietta Sprint Normale was, having everything from head gasket failure to having both the front rear shocks rip out of their mountings, all in less than 16,000 miles of driving.

My 2600 Sprint is working well as a daily driver, actually returning about 16 miles per gallon. I still think these, and the earlier cast iron 2 liters are vastly underrated, and much

more car than a Giulia or Giulietta for the same (or less) money.

The first English Alfa Club race for the vintage cars was run on May 23rd in conjunction with an Esso English touring car race at Snetterton. Prior to this race, owners of vintage Alfas had to compete in full fledged FIA Historic series. Only 10 cars turned up, so all the cars ran in one class, regardless of age or level of preparation. Included were an Alfetta GT, a Duetto, three GTV's, one GTA, two Supers, and a 2600 Spider. The Alfetta, running as a full fledged racer on slicks won, followed by a Super and the GTA. The 2600 finished last, but as it was on 165 x 400 tires and had little preparation except for a roll bar, this was expected.

The English 2000/2600 register is now possibly the most active register of all, a 20 to 30 page newsletter being done four times a year. The Giulietta Register, the 1900 Register and the 6C 2500 Register, along with most others, are much smaller and done only once a year. I may be biased, but I think 2000's and 2600's are the best value in the Alfa market today.

'til next time

Stu

**"...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)	\$55
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Member of another chapter wishing to add affiliation	\$22.00

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

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

Editor's Desk

continued from page 7

as one of the best Alfa gatherings this side of a national convention. Whereas no one would be caught dead driving a ratty Ferrari or Jaguar to the Historics, I saw more than a few war-torn Alfas in the corral. More testimony to the fact that Alfa owners drive their cars. My fave was a wonderfully restored red Giulia Spider that just happened to be parked next to a similarly wonderful red Giulietta Spider.

After viewing and commenting on all of the Alfas (no easy task), it was time to walk through the paddock and look at the spectacularly restored historically significant race cars. This is truly one of my favorite car shows considering that beyond just objects of beauties, these babies are going to be driven at something not too far from 10/10ths. You can get so close to the cars that you run the risk of getting poked in the eye by a mechanic's elbow as he pulls out an oil dipstick. My favorite scene was a gorgeous dark blue 1962 Ferrari 250 GTO being completely ignored by onlookers who were craning their necks to see a Ferrari V-12 Formula 1 racer parked adjacent to it.

It wasn't until we had our dosage of car-related paraphernalia vendors, beer, and deep-fried squid, that it became time to watch the racing. Nonetheless, the sounds of the cars on the pits and on the track is worth the price of admission. The usual strict noise restrictions of the track were thrown out the window. The sounds of unrestricted and unmuffled engines were clearly heard from Santa Cruz to Big Sur. The Jaguar parade and demonstration run by the Jaguars was exceptionally disappointing and boring. The XJ-13 was run at a snails pace but did produce some exotic V-12 noises.

The most exciting race was the Group 6A race on Saturday that featured Cobras, Corvettes, E-Types, 26Rs, the 250 GTO, and one very pretty 1964 Alfa Romeo TZ1. A 289 Cobra driven by Ernie Nagamatsu was on the pole and was leading the race all the way up to the last lap and up to Turn 11. However, throughout the race, one Jaguar E-Type was all over the Cobra's taillights. All Ernie could see in his rear view mirror was white from the snout of the Jag. The Cobra's lead was maintained though traffic even after a yellow flag condition brought the pace car out in the *middle* of the pack. In that last turn on that last lap, in a wild attempt, the Jag went inside of the Cobra much too close and much too deep and left the Cobra with nowhere to go. The Cobra apparently tapped the Jag and came to a near stand still as the Jag went onto win the race.

That evening, I took another look under the car and finally found the cause of the rattling. Wagging in the air within the right rear coil spring was the bottom of an orange Koni shock absorber, unattached to the trailing arm. I was relieved to discover that the problem was only a broken shock, and then marveled, in

retrospect, at how well the Alfa handled minus one shock absorber. I slept a little better that night.

The next morning, at some obscene early hour, we awoke (sort of) and found our way to Pebble Beach. I really should have known better by now, but in my grogginess, I again let the young parking militia direct me to some remote horse pasture on the far end of the Peninsula. However, it was worth the extra walk as we passed by many of the cars being unloaded from the transporters and driven onto the golf course. I will not soon forget the sight of the black 1938 Phantom Corsair hovering over the grass through the misty early morning fog and silently disappearing into the pine trees...

The Concours again lived up to its usual incredibleness. This year brought out a Disco Volante from the Alfa Romeo Museum. The likes of the Phantam Corsair, the rocket-like 1950's Firebirds, and the other bizarre Futurama only marginally eclipsed the impact of seeing one of the famous Disco Volantes (see *Alfacionada*, Feb/Mar 1992, [The Disco Volante Story](#)). Also on hand were three, count 'em, three 6C 2500 Alfa Romeos. By far, my favorite was the 1942 SS Touring Cabriolet owned by Peg Myers of Los Altos. The narrow grille, the flowing lines, and its sheer presence ran away with my poor heart.

Most outrageous were the collection of Delahayes and Talbot-Lagos. The body shapes and colors of these cars make the Italian designs look stodgy by comparison. These automobiles are mind expanding; they have designs that are impossibly bizarre, yet entirely beautiful, flowing, and elegant. It is a pity that the cars of today cannot come within a mile of these magnificent French creations.

The drive home was a transition from fantasy to painful reality. The only excitement came while passing another road snail on Highway 1. The rear end of the Spider just happened to be bouncing downwards at the same place that the road surface was undulating upwards. If the Spider was going in a straight line at a normal rate of speed, things may have been uneventful. However, the road was curving to the left, and we were travelling at some impressive velocity.

After the suspension bottomed, the springs uncoiled, and unleashed the spring's potential energy. Without the damping of a shock absorber, the springs kicked the car momentarily off the ground causing the rear tires to grip nothing but air. Because we were turning, the lateral forces caused the rear end Spider to swing sideways, violently shudder, and point us towards oncoming traffic. With utter cool and cat-like reflexes I corrected the trajectory of the Spider and motored on my way (after a few more bounces), not even waking Janice up from her nap. Miles down the road, I finally felt the panic and terror rush through me and vowed to never, never speed again.

Well, at least not until I meet up with the next road snail...

Classified Ads

1961 Spider. Rolling chassis, never wrecked, \$500.

1974 GTV. Rare factory sunroof, a/c, mag wheels, very good running condition, very straight body, \$3500. Jerry, (213) 734-5852.

1965 Giulia T.I. High 1:44's at Willow with full interior and street exhaust. Built in late '91 as a street rod, canyon runner, Alfa Club Time Trial car. 155+ HP. B + B 2.0 L engine, only 9.35:1 C.R., Sperry head, full race prepped bottom end as well, AEM max-air flowed Webers, full 2.0 suspension, brakes, gearbox, and shimmed L.S.D diff, W & D springs, and adjustable rear bar, adj. upper arms, racing front bar, Bilstein shocks, and Sabec T/TRW harness. Only run in anger twice. 5,000 easy street miles (except when my wife gets to drive it) on engine-gearbox-diff. and suspension. Would cost over \$12,000 to build if you brought me the car to modify. Throw in a roll bar and run at the front with VARA. \$9,500. Contact Rex Chalmers at Omega Motorsports. Work, (310) 836-3160 or pager, (310) 917-9568.

1973 Berlina. Excellent body, good mechanicals, never hit, A/C, good daily driver or time trial car. \$1750 obo.

1974 GTV. Restored, original Alfa red, Ward & Dean springs, shocks, new tires, roll bar, new original door panels, new carpet, rebuilt front end, Sparco GT seats and much more. \$11,750 obo.

1965 Giulia SS. Runs, complete but needs restoration, white/grey. \$17,500 obo. Call for details. Days, (818) 996-6787 or evenings, (805) 527-8125.

1969 Spider. Ex-Ward & Dean #38. Round tail Duetto converted to square tail for D-Production. Sound chassis and good cage. SCCA logbook #96-322. Good project for only \$4,000. (402) 331-5913. (Nebraska)

1979 2000 Spider. 50,000 original miles, green/tan, like new top, good interior, all original and in very good condition. \$4,000. Call Bob (714) 823-7245.

1987 Spider Quadrifoglio. 47,000 miles, one owner since new, factory red with grey leather seats, all power (windows, mirrors, antennae, A/C), factory hard top, brand new factory installed soft top with new easy-to-close canvas installed by Alfa Service Technicians, factory corrected cold start problem (corrected chronic problems with Quads) by re-wiring electrical harness, factory re-wiring of vanity mirror to prevent draining battery when left lit (chronic Quad problem corrected), new electric antennae, new trunk release, new oil pan guard, four new Pirelli radials, driven mostly for open road trips, A GOOD BUY AT \$9,750. Please call David Moss 310-395-3481 (daytime).

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

1987 Spider Quadrifoglio. Headers, cams, other goodies, 32,000 miles. Will sell to Alfa enthusiasts for \$7,200. B.G. Stewart (805) 325-7229.

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) 883-9549 or (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.

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. \$4,600/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.

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

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

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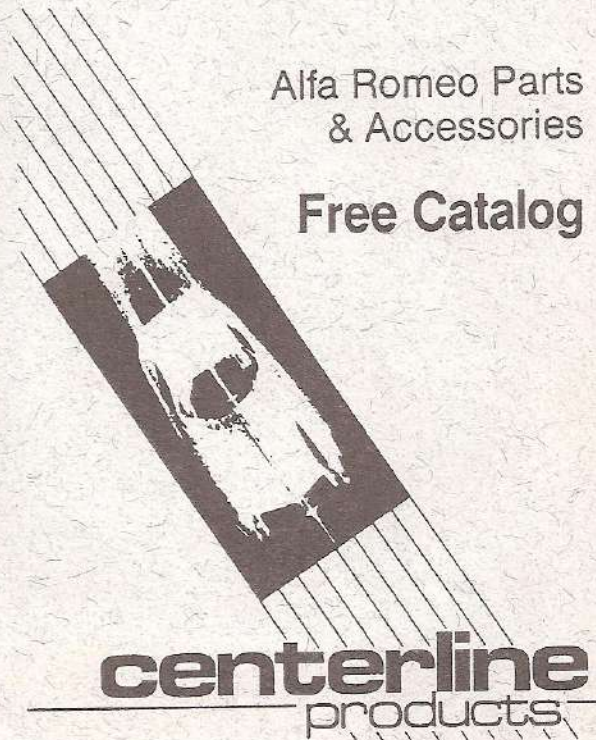


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CALENDAR

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| Sep 19 | Picnic, Points Concours and
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McCambridge Park, Burbank |
| Sep 25
8:00 PM | General Meeting
Mike Sperry,
Sperry Valve Works
Department of Water and
Power Auditorium
111 North Hope Street,
Downtown Los Angeles |
| Sep 27 | Concours - Cancelled |
| Oct 10 & 11 | Time Trial and Race,
Willow Springs |
| Oct 30 | General Meeting
and Halloween Party |
| Nov 15 | Swap Meet |
| Dec 5 | Christmas Party |



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