

February, 1993



# *Affezionada*

THE  
JOURNAL  
OF THE  
ALFA ROMEO  
OWNERS  
OF  
SOUTHERN  
CALIFORNIA

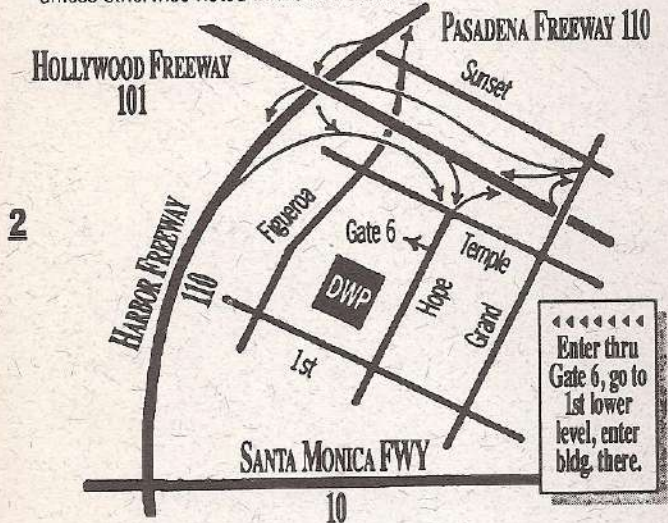


**General Meeting-February 26**  
**Drivers School-March 6 and 7**



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.

**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 ◆**

<b>April Classifieds</b>	<b>Mar. 10</b>
<b>May Events</b>	<b>Mar. 10</b>
<b>May Classifieds</b>	<b>April 10</b>
<b>June Events</b>	<b>April 10</b>
<b>June Classifieds</b>	<b>May 10</b>

**Board of Directors**

<i>Tina Van Curen</i>	President	(213) 666-4500 Eves. (213) 666-8976 Fax eves.
1801 Edgecliffe Dr. Los Angeles, CA 90026		
<i>Al Allen</i>	Vice President	(213) 689-7739 Days (213) 484-1481 Eves.
713 Gladys Ave., Studio D Los Angeles, CA 90021		
<i>Dirk Stoehr</i>	Secretary	(213) 385-1203 Days (818) 345-9841 Eves.
4539 Jubilo Dr. Tarzana, CA 91356		
<i>Brad Sterling</i>	Treasurer	(818) 507-7714 Days (818) 764-1357 Eves.
6635 Wilkinson Avenue, #206 North Hollywood, CA 91606		
<i>Kristin Gurney</i>	Membership	(213) 623-2313 Days (213) 689-7739 Eves.
713 Gladys Ave., Studio D Los Angeles, CA 90021		
<i>Randall Higa</i>	Newsletter	(213) 244-3661 Days (213) 344-8828 Eves.
6007 Eucalyptus Lane Los Angeles, CA 90042		
<i>Jerry Lomas</i>	Program	(213) 734-5852 Days
2116 Arlington Ave, Chateau II Los Angeles, CA 90018		
<i>Charlie Thieriot</i>	Competition	(310) 476-8812 Days/Eves
2500 Roscomare Rd. Los Angeles, CA 90077		
<i>Sebastian &amp; Tess Franzen</i>	Social Directors	
4136 Grandview Blvd., #5 Los Angeles, CA 90066		
<i>Steve Gerow</i>	Member at Largo	(818) 791-8287 Eves.
1434 Loma Alta Dr. Altadena, CA 91001		
<i>Phil Guiral</i>	Concours	(310) 439-5550 Eves.
248 Lindero Long Beach, CA 90803		
<i>Larry Meyer</i>	Librarian	(818) 500-6424 Days (818) 440-1803 Eves.
497 E. California Blvd. #315 Pasadena, CA 91106		

**Newsletter**

*Randall Higa* Editor  
*Diane Greenseid* Art Director

**Commercial Display Rates**

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

Cover—Denise McCluggage at the AROSC Annual Meeting. Photo by Randall Higa



Photo by Randall Higa

## *I Voli della Phenice*

**Tina Van Curen**

I sit here listening to the rain and wondering if I am really wired differently or if there is something about spending long hours out in the cold and wet, and often dark, working tirelessly to create a race car from a lot of old Italian parts that makes a person turn to introspection.

Do you ever wonder why some of us can't stand to see a car all in one piece? Why are we always thinking up ways to improve it or just changing things a little? Why do I expect my friends to get excited when I tell them I reduced my valve clearances? Are there really people out there who just DRIVE their cars?

Whatever the reason, I am convinced that we hard core Alfisti, and our slightly misguided soul mates who lavish their attention on German, Japanese or even American cars are a breed apart. We have seen the inner beauty of a torque wrench and felt the deep satisfaction that comes from putting things together and seeing them actually work. There is a bond that transcends many other things. This could be the most important thing I have in common with my father.

A few weeks ago, two of my friends and I met a ninety-two year old man who has collected cars for longer than any of us have been alive. His life and other interests are far removed from our experience and yet, there was an instant rapport among us. We all understood why he had several rusting Kaiser engines in his carport and why he would drive a 1962 Argentine car from LA to Florida for a national convention. Hopefully, many of you got to see the Bergantin and meet Guy Gurly at the January meeting. I hope he will join us at other events and

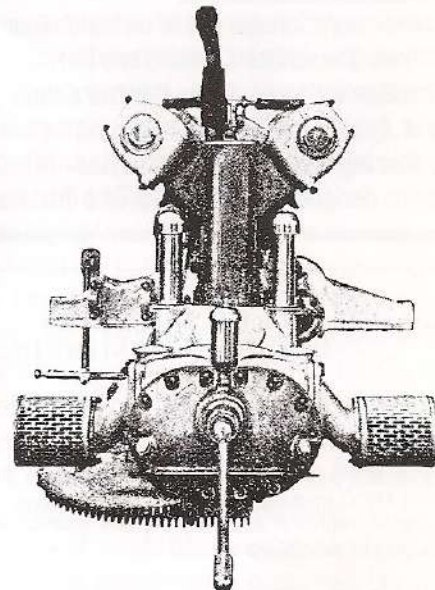
maybe bring some of his other treasures. Meeting someone like him makes me realize once more how the much maligned internal combustion engine has brought together so many wonderful, imaginative and creative people over the years. I feel very strongly it is our responsibility to keep up the enthusiasm and maintain the connections. We may not be altogether connected right now, but we are part of something which has given pleasure to millions of people and inspired tremendous innovation, large and small, and is definitely worth preserving.

This year the club has a lot of prominent new faces and we are trying some new things. There will be two swap meets, a Wildflower tour, a Merle Norman Museum tour, some new tech events and maybe an aircraft museum tour, just to name a few. Time Trial and Race events will be held at new locations; Las Vegas and Phoenix, a whole new state! I'm still waiting for tow vehicle racing, or maybe concours. I have been contacted by the organizers of a National Day of Civil Obedience. The idea is to get large numbers of high performance cars to spend a Sunday morning driving busy freeways at 55 MPH to demonstrate the foolishness of the 55 speed limit. Assuming they get it together, it will be April 25. There will be more information in *Alfacionada* as it becomes available. I am sure there will be other opportunities to collaborate with the other car clubs both for fun and political action. Last year, we opened the lines communication in many directions. This year, I think we will see benefits of our outreach.

I hope to see you at the Automobile in Art Gallery on Valentine's Day. If not, see you at the General Meeting on February 26 and in the Drivers School on March 6 & 7.

Ciao for now...

July 23, 1984.



A FRONT VIEW OF THE ALFA-ROMEO ENGINE

## Events and Activities

Randall Higa

### **GENERAL MEETING, February 26**

**Featured Speaker: Scott Sylvan, Allison Oil  
Los Angeles Department of Water and Power  
Auditorium, 111 Hope Street, 8:00 PM**

4 Make a reminder for yourself to attend the February General Meeting on February 26 to hear Scott Sylvan talk about Allison synthetic oil. Scott is a design engineer at Kam Engineering Motorsports. Is it the hot set-up? Is it better than what you have in your Alfa? Will it make you go *real* fast? (or just half-fast?) Come to the meeting to find out for yourself. Remember that (as always), you will have an opportunity to announce the sale, or express your interest in purchasing cars or parts during the meeting to all of your fellow members.

### **Vic Huber Photo Show "Pictore di Alfa Romeo", Automobile in Art Gallery, Ongoing until February 28**

Well-known automotive photographer, **Vic Huber**, who has captured the wonderful images for some of the past **Alfa Romeo Calendars**, will have an exhibition of his photographs at the Automobile in Art Gallery on 213 B Pine Avenue (between Broadway and Third) in Long Beach. The owner of the gallery, Ricardo, is an avid Italian car aficionado. Also in the surrounding area are a number of terrific restaurants that are open for lunch and dinner. For more details on the show, call the Automobile in Art Gallery at (310) 436-4050.

### **DRIVER'S SCHOOL, March 6 & 7**

The first of two Driver's Schools will be on March 6 and 7 at the Streets of Willow. The school is divided into three different types of classes; the **Basic Street & Car Control Clinic**, **Beginning & Advanced Time Trialing** and the last is the **Beginning Racing Class** devoted to the new AROSC racer. This School was designed by the AROSC Time Trial Instruction

staff to fulfill a need within the club for members to better their driving and to enjoy a marguerite or two with friends. This is a great place to learn car control that goes way beyond anything that you've ever learned in high school driver's ed. It even goes way beyond all that practice and experience you've had driving along Mulholland, Latigo Canyon, or Sunset at extra-legal speeds. The AROSC is proud to have a very expert group of instructors that will allow you to drive your own car (even if it's not an Alfa) with a minimal amount of safety equipment. So, if you want to drive more safely on the street or if you want to learn how to pass that blue Porsche in the next Vintage race, plan on attending this outstanding school. If you are interested in registering or need more information, see the Drivers School article elsewhere in this issue or call John Green at (818) 994-2318.

### **SWAP MEET, April 18**

The first of two Swap Meets for 1993 will be at 8929 Fulbright Avenue in Chatsworth, courtesy of Si Robin. There will be lots of space available and a promise of no cops. As a side note, Si Robin's company was doing business with the pea-brains next door to Alfa Ricambi that called the police at the first Swap Meet last year. While it doesn't pay for my \$30 parking ticket, I nonetheless feel terrific knowing that Si quit doing business with them after that incident. They will lose a cool \$50,000 of Si's business for being such immature spoil sports. Yo, business people; be careful not to get AROSC ticked-off! It may cost you big time! Call Jerry Lomas at (213) 734-5852.

### **Time Trial and Race Program**

Please refer to the Calendar for the latest schedule for the Time Trial and Race events planned for 1993. Note that we are scheduled for Las Vegas twice this year on March 27 & 28 and on October 23 and 24. Due to the change of priorities at Laguna Seca, our Memorial Day weekend event will be at Phoenix International Raceway.

**"...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
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.



Photo by Randall Higa

## CHIASSO!

Randall Higa

**B**eing the editor for this newsletter has been rough. Not for me, mind you, but on my vintage equipment; tools of the trade, so to speak. In December, my computer died and my camera fell apart at the seams. In the case of the computer, it wasn't a slow painful death of a fading CRT or a whimpering and whining hard drive grinding to a halt (I don't have a hard drive; have you ever spell-checked with only two floppy drives?).

While trying to write some words of wisdom for the stillborn December newsletter, my heretofore reliable but ancient Macintosh Plus just stopped. Instant death. I took it to my ex-co-worker/Mac tuner/Milano 3-liter owner who performed exploratory surgery and replaced a board before pronouncing it DOA and beyond reviving.

"What'll I do?" I wailed.

"Look in the Recycler," he replied.

I secretly began to fancize about getting a Quadra 950, LC II or PowerBook. More speed! More power! More modern! A HARD DISK! A quick perousal of the Saturday sports section and of the latest Recycler brought me back to reality. Since I only use a Mac for this newsletter, and since I could barely afford an Alfa, let alone two, I couldn't justify giving my right index finger for another computer. To make matters worse, my dear and sometime short-sighted wife would prefer that we sold the

GTV to buy furniture for our house.

To bring this to a quick conclusion, and to make a painful and long story short, let me say that I typing these words on a Macintosh 512 that I picked up for a princely sum of \$150. I am not saying this to elicit any pity (unless you just happen to want to donate an extra Ilici to a very worthy cause...), but merely observing that with every major purchase, I get something older than what I previously had. Witness the following; we sold our house built in 1989 to buy a house built in 1925; I bought a 1970 Nikon Ftn after using a 1974 Nikomat Ftn; and we bought a 1974 GTV after selling a 1986 GTV-6. Is there a pattern here? Is this a sign of senility? Major insanity?

I must say that these acquisitions certainly makes life more, uh, interesting. I generally have no interest in anything new that has come onto the recent market. Another example was when I went to the motorcycle show in Anaheim to look at the new motorcycles. By far, the Ducatis were the best looking new bikes. The Japanese and German bikes left me cold and indifferent. It was the vintage bikes in the Cycle World reader's collection that really got my blood pumping.

Some of the old bikes were absolutely decrepid in terms technical aptitude and intrinsic performance. One example was a

*continued on page 13*



6 Denise McCluggage speaking to an enthralled crowd

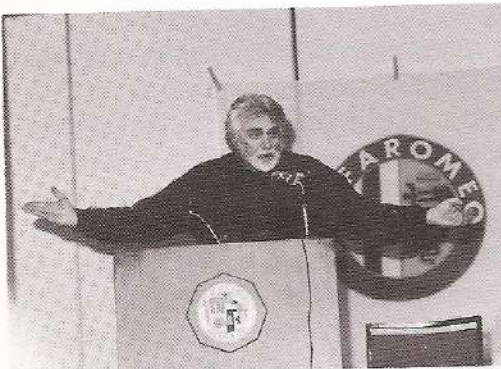


photos by Randall Higa

**Denise McCluggage as the Featured Speaker. January 22**  
**Annual Meeting**

**Randall Higa**

**A**ROSC had the distinct pleasure of having renown journalist and automobile racer, Denise McCluggage at the Annual Meeting as the featured guest speaker. Those members in attendance will not soon forget hearing what it was like for a women to be a journalist and to be a



Len Frank doing the introduction of Denise McCluggage and explaining the circumstances under which they met

race car driver in the 1950's and 1960's. It was an inspiring experience to be in the presence of someone who is truly having fun with her life. Len Frank performed the honors by introducing Denise and filled in her background better than this humbled editor.

Her stories and recollections included her memories of an Alfa Romeo Sprint that she raced at the Nurburgring and drove to and from the track. With a broken starter, she had to remember to park it on top of a hill to get the Alfa started after she had to

spend a night in the back seat. Unfortunately, she had to sell the Alfa to raise money to cover the printing costs of Competition Press, the magazine that she and others were trying to get off the ground. As many of you know, Competition Press eventually evolved into AutoWeek, the magazine in which her columns frequently appear. More recently, she had the opportunity to race another Alfa at the Palm Springs vintage races.

When asked what came first, she said that journalism had come before automobile racing. She had been a writer for both the San Francisco Chronicle and the New York Herald Tribune. As a sportswriter covering the Indy 500, they didn't allow her into either the garage area or the press booth because she was a women. However, the writer from the New York Times said that he

wasn't going into the press booth unless she did. This got the race event officials quickly on the phones to eventually let her in. When she was let go by the Herald Tribune in 1959



The Bergantin. Note the shape of the Alfa grille opening behind the lower grille.



by the new sports editor who had exclaimed, "I'm going to fire that broad," she left to pursue the start-up of the Competition Press and "hasn't had a job since."

One of her more interesting cars was a Ferrari 250 Berlinetta GT with a Scaglietti body. This car was raced throughout Europe and took her to a first place finish at Sebring



*The Kaiser flathead six-cylinder of the Bergantin*

in 1961. She recalled the time when she lived in a small London flat with "post-salvation army" furniture and not having a decent coat, and being able to exclaim, "I have a Ferrari, my priorities are straight!" After noting that she had sold the Ferrari for \$6,000 and a used Mini, she remarked, "...boy, was I lucky to get out from under that!"

During a road race on an airstrip, Gaston Andre in an Alfa, bumped into the Cunningham Porsche that Denise was driving while she trying to lap him. While she was angry for him bumping Cunningham's car, she did not want to damage it further by doing anything stupid. As she followed Andre towards the chicane marked by hay bales, she noticed a much faster car (Jaguar) approaching them from behind. Since she didn't want to tangle with the Jag in the chicane, she let the

faster car pass. However, in trying not to let Denise pass him, Andre didn't let up and ended up spinning through the hay bales that looked like, "Kansas during the wheat harvest." She passed him with enough satisfaction to dampen her anger. However, after the race, everyone was expecting her to be mad at Andre and formed a large semi-circle around Denise and Andre. She felt that the crowd was expecting something good, so she went up to him and said, "If you were a man, I hit you." Denise and this one arrogant Swiss, Gaston Andre, became good friends thereafter.

Other wonderful tidbits from her talk:

- After passing another driver in a race, she was black flagged for "possible abuse of equipment" (a girl can't go that fast!)
- When asked if men treated her nasty because she was a women participating in a "men's" sport, she replied, "Not for long they didn't"
- "I could break more cars by passing them. Every time I



*Guy Gurley with his daughter along side the Bergantin Gran Turismo*

passed a male driver, their car suddenly broke and they had to go into the pits." I mean, something has to be wrong with your car if you got passed by a *girl!*

***continued on page page 12***



8

Overall 1992 AROSC Champion Dirk Stoehr speeding down the front straight at Willow Springs

### Year End Summary:

## 1992 Time Trial Program

### Dan Ritter, Director of Classification

**J**anuary 4th & 5th: 1992 began with a wash-out at Willow Springs. The practice went well on Saturday but no times were recorded due to rain.

February 9th & 10th: Four new records were established at this Willow Springs event. In class "B" Jon St. James turned a 1:42.070. In class "D" Jeff Peltola in his GTV-6 smoked Tor's old record of 1:45.23 by turning a 1:44.462! Another record in class "E" was established by the ubiquitous Alex Brown to better Rex Chalmers' 1991 time of 1:46.088 with a respectable 1:45.39. Steve Hamilton captured class "P" with a 1:46.995 in his MR2.

May 23rd & 24th: AROSC again hosted the Laguna Seca event on the Memorial Day weekend. Unfortunately, the computer malfunctioned and no authorized times were recorded.

August 8th and 9th: We returned to Willow Springs where Rex and his Giulia TI bumped the old class "C" record from a 1:44.21 (set by Dino Crescentini) to a rather quick 1:42.83! In

addition, Rich Maloney broke the class "O" record with a 1:43.79.

October 9th & 10th: The final event saw Alan Ward driving Ray DeSilva's GTV to a class "B" record of 1:42.61. Then Rex Chalmers smoked his previous months time in class "C" to a 1:41.85. These times were printed incorrectly in the November issue of *Alfacionada*; I think the classes were inadvertently switched between Rex and Alan and we thank those gentlemen for their patience in this matter. I almost forgot to mention Jay Parcon in class "P" with a 1:44.78 new record.

Congratulations to these new record holders and to all who participated in the Time Trial and Racing program. See you at Willow Springs, Las Vegas, and Phoenix during the exciting AROSC 1993 season! Until then...

A Rivederla



Class C Champion Rex Chalmers and Class B Lap Record Holder Alan Ward



# 1992 Results

## Time Trial Championship

### ALFA ROMEO CLASSES

CLASS B	1	Jon St. James	Duetto	CLASS N	1	Rich Malone	Renault
	2	Alan Ward	GTV		2	Peter Horvath	Eclipse
	3	Ray DeSilva (tie)	GTV		3	Michael Lelsch	Lotus Elan
		Michael Kinney (tie)	GTV				
		Howard Matloff (tie)	Spider	CLASS O	1	Tracy Culp	Porsche 944
CLASS C	1	Rex Chalmers	Giulia TI		2	George Kranen	T-Bird
	2	Tina Van Curen	Spider		3	Scott Webb (tie)	Toyota Supra
	3	Phyllis Gaylard (tie)	Milano			Scott Baysinger (tie)	Mazda RX-2
		Gerry Woolery (tie)	GTV			Eric Messley (tie)	Datsun 240Z
CLASS D	1	Jeff Peltola	GTV-6	CLASS P	1	Steve Hamilton (tie)	Toyota MR2
	2	Gerry Woolery	GTV		2	David Fisher (tie)	Toyota MR2
	3	Robert Hill	Alfetta GT		2	Jay Parcon	Toyota Corolla
CLASS E	1	Alex Brown	GTV		3	Jeff Cahlik	Fiero
	2	Brad Gray	GTV	CLASS Q	1	Joseph Lee	Mazda RX7
	3	Paul Blankenship	Alfetta GT		2	Patrick Pederson (tie)	Mazda RX7
	4	Jerry Lomas	GTV		3	Randy Walters (tie)	VW GTI
CLASS F	1	John Cote	Spider			Kenneth Seho	Mazda RX7
	2	Randall Higa (tie)	GTV				
		Siman Avakian (tie)	Berlina				
CLASS G	1	Si Robin	Giulia Spider				
	2	Chris Mehring	Sprint				

### NON-ALFA CLASSES

CLASS M	1	Bill Stevens	Swift
	2	Jon Haines	Formula Ford
	3	Chris Jones	Swift

### NEW LAP RECORDS

Willow Springs Raceway

Class B	Alan Ward	GTV	1:42.61
Class C	Rex Chalmers	Giulia TI	1:41.85
Class D	Jeff Peltola	GTV-6	1:44.46
Class E	Alex Brown	GTV	1:45.14
Class P	Jay Parcon	Toyota	1:44.61

### TIME TRIAL OVERALL CHAMPIONSHIP

1st	Alex Brown
2nd	John Cote
3rd	Jon St. James (tie)
	Rex Chalmers (tie)

### CONCOURS CHAMPIONSHIP

1	Dirk Stoehr
2	Phil Guiral
3	Randall Harris
4	Frank Panto

### OVERALL CHAMPIONSHIP

1	Dirk Stoehr
2	Phil Guiral
3	Tina Van Curen

# Alfa Romeo Owners of Southern California Income Statement

For the year ending December 31, 1992

Revenue				\$11,217	
Expenses					
Concours			\$113.90		
General & Administrative			\$1,549.62		
General Meetings			\$674.08		
Membership			\$509.23		
Newsletter					
Layout			\$1,917.00		
Mailing/Transfer	\$2,385.37				
Photo/Content	\$495.36				
Printing	\$4,109.28	\$8,907.01			
Program				\$249.80	
Raffle				\$120.37	
Social				\$706.26	
Total expenses					\$12,830.27
Net <Loss> Income					<\$1,612.37>

## Official AROSC T-Shirts and Mugs

100% cotton T-Shirts  
(White, Red, & Green)

1 for \$13  
2 for \$25

or

"The Mad Italian Special"  
1 of each color for \$35

Mugs (gold on black)  
only \$5



*Alfa Romeo*  
*It's a lifestyle.*

See Brad at the general meeting or call (818)764-1357

**March 6 & 7**

## **March Drivers School**

**John Green**

I know you can hardly wait. Just the thought of spinning your car in the water on the Skid Pad is enough to make you - Eowwww Stop! Well, the AROSC Time Trial School is again putting on their renowned bi-annual Drivers School. We are scheduled for March 6th & 7th at the Streets of Willow Springs.

The school is divided into three different types of classes. The first is our **Basic Street & Car Control Clinic** which covers all aspects of driving from how to properly grip the steering wheel to how to control your car in a skid (this is aimed at experienced, inexperienced and young drivers that would like to learn emergency car control as well as just plain good driving habits). The second is for **Beginning & Advanced Time Trialing** and the last is our unique **Beginning Racing Class** devoted to the new AROSC racer (Yes Martha, the AROSC has a racing program).

This Drivers School was designed by the AROSC Time Trial Instruction staff to fulfill a need within the club for members to better their driving and to enjoy a margarita or two with friends. The Basic Street class, taught so ably by Steve Hamilton and his staff, is aimed only at putting you back on the street as a more aware and safer driver. Will your car receive an inordinate amount of abuse or damage? In the five years we've been doing this, there has only been one incident - that of a driver hitting a garbage can and a case can be made that the can was in the wrong place.

It is, however, important that you come to the school with your car well prepared and that includes fresh fluids (especially brake fluid). It is also important that your brake pads have more than 50% of the pad left. Many students share rent-a-cars for the weekend. We have had a few of them go through brakes and tires but that was because the R-A-C company rented them marginally maintained cars. With the exception of the high strung Time Trial cars, I can't remember anyone breaking from abuse. This is a great school for parents and their kids, just learning to drive, as well as the rest of us Alfisti.

The costs are a very reasonable **\$135** for the Basic Street and Time Trial/High Performance classes and **\$160** for the beginning Race Class. Because of the track size, we only have room for 25 Basic Street students so the entry must be on a **first come first entered basis**.

**ENTRY POSTMARK DEADLINE:  
Not Later Than February 26th**

### **HEADQUARTERS HOTEL:**

Antelope Valley Inn, 44055 N. Sierra Hwy, Lancaster, 805-948-4651, \$47 (for single or double) **Make sure that you say you're with the ALFA CLUB.**

### **BRING YOUR OWN CAR:**

**Cars other than Alfa's are not only allowed but welcomed.** The school is designed for you to use your own car without having to invest in expensive safety equipment. The only thing you'll need (except for the racing school) are your seat belts in good condition, a Snell approved helmet and proper cotton clothes (long sleeved T-shirt and Jeans), shoes and gloves (leather garden gloves will do just fine). A limited number of Helmets will be available for rent at the track for \$25 ea. if you pre-arrange it with me; give me a call. You will need to get your car tech'd at one of the following authorized tech shops (a \$10 fee).

**11**

### **TECHNICAL INSPECTION:**

**Saturday February 27th, 10AM - 2PM** (You may bring late entry forms to OMEGA MOTORSPORTS on Tech Saturday). **\$10.**

OMEGA MOTORSPORTS  
3822 CLARINGTON AVE.  
CULVER CITY, CA 90232  
310-836-3160 Rex or Alex

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

Gerry Lehman  
11704 Scripps Cape Vista  
San Diego, CA 92131  
619-578-6736

### **OR CALL FOR AN APPOINTMENT:**

Bill Lawhorn, Downey, 213-869-4696  
Vince & Dicks, Glendale, 818-249-6959  
Bud Clark, Anaheim/Orange, 714-282-7378  
Sun Int'l., Redondo, 213-372-4621  
Joe Canone, GTA Sports Cars, Tarzana, 818-996-6787  
Sperry Valve Works, Signal Hill, 213-988-5691  
Vintage Euro Sports, El Segundo, Fabio, 310-322-8028  
The Barber Shop, Frank Tash, Sacramento, 916-448-6422  
Charlie Rockwell, Santa Clara, 408-988-6030  
Wes Igram, Fresno Area, 209-822-2762

### **MAIL COMPLETED ENTRY TO:**

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

Ciao, JOHN GREEN

# Annual Meeting

continued from page 8

12

- "Driving during the Fifties and Sixties was the perfect time to be racing. It was a time that you could be part of the cast and be in the play."
- "Nothing that you do is ever wasted. You never know when a tangent comes back and becomes part of a larger circle." (Lots of oohs and aahs)
- She once had business cards printed that read, "Consultant. Any Subject"
- On the topic of "Phil Hill-isms": While Denise was talking to Phil Hill at the Nurburgring, he said, "...all down the back straight, I was following Jean Behra. If he wasn't there, I could've passed him!"
- When asked of her all-time favorite car, she remarked, "OSCA; the Maserati brothers put a lot of character in their cars."
- When asked where she learned to drive, she replied, "DNA," referring to her natural talents for race car driving. Luigi Chinetti said to her during her early race car driving days, "You should be driving a Ferrari."
- She described Lotus cars as being "nervous" and the 1962 Cooper as having the feel of a bed spring or a Deux Chevaux.
- For one winter in Vermont, she used a MG-TC as her ski car. Its heater, "warmed the car up to 0 degrees" and the handling was described as, "aim and hope." She mused, "Were old cars that bad?"

Another highlight of the Annual Meeting was the "gathering of the Alfas" informal car show in the parking lot. Many of the AROSC members cleaned up their prides and joys and had it on display for all to see. The dark blue sprint with Kansas plates got my vote of approval.

However, the real show-stopper was the **Bergantin Gran Turismo** that was brought by 92 year old Guy Gurley of La Crescenta. Guy had bought the car about 20 years ago for \$800 and has put over 100,000 miles on the odometer. He has done all of the work himself on the car including the two engine swaps.

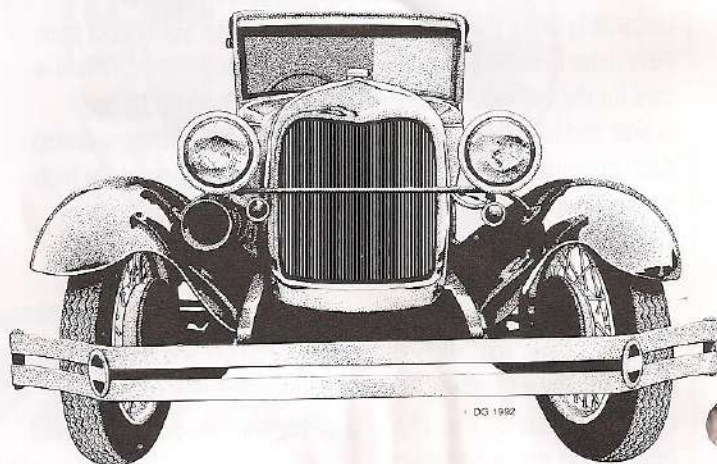
What is a Bergantin you may ask? Why does it look like an Alfa Romeo 1900? The car was manufactured using the Alfa Romeo 1900 tooling by Kaiser in 1962 in Argentina under license. While the bodywork is primarily Alfa, the engine is a six-cylinder flathead Kaiser. Many of underhood and interior

pieces appear to have been from Argentine suppliers. The only clue of its origins is the faint stamping of "Alfa Romeo" on the rear bumper.

Part of the licensing agreement with Alfa Romeo forbid the export of the Bergantin to the US. However, one car was given to a Kaiser executive who smuggled it into the US. Since the car didn't have power steering, he didn't want it and sold it to someone in California. The purchaser of the Bergantin willed it to his son who kept it stored in a barn with the chickens. It was eventually put up for sale for \$1,600 and Guy, knowing what it was, offered the son \$800; and the rest is history. A few years ago, Guy drove the car to a Kaiser-Frazer National Convention and won first prize in the "modified" Kaiser class.

Hopefully, we will be seeing more of Guy in our club. When he was initially contacted by the AROSC, he was tickled to hear that there were a bunch of car loonies that would love to see his car. He is certainly the car enthusiasts' enthusiast. Besides the Bergantin, Guy's collection of cars include a Facel Vega Facelia convertible, a Kaiser Darrin with factory hardtop, a Lotus Europa, a Peugeot, a Ford Cortina with Lotus twin-cam engine, a VW diesel truck, two Ford diesel Escorts, and a van. As with the Bergantin, he had done all of the maintenance and repairs on all of his cars.

The Alfa club salutes and gives our hearty thanks to both Denise McCluggage and Guy Gurley for making the Annual Meeting a most memorable event!



## Classified Ads

**1969 GTV.** Beautiful Red exterior/Black interior. Recent complete overhaul of suspension and brakes. Ward & Dean springs, Bilstein shocks, 15 in. BBS type wheels plus original wheels. \$7,300 obo. (310) 474-8769. Feb93

**1976 Spider.** Lime/Black. One of the sharpest non-restored spiders you'll ever see. Incredible interior. Very, very good exterior. 106K carefully maintained miles. All records back to '76. \$4,500 firm. Dave. (310) 453-8989 days. (310) 201-6563 evenings. Feb93

**1982 GTV-6.** Black, blue interior, runs great, all maintenance documented, never damaged, Ansa exhaust & other extras. 80K miles. \$2,950. Sep. (805) 379-0973. Feb93

**2600 Sprint Package.** Once complete car, very rough. One good body. One excellent spare engine and transmission with intake and carbs. (Total engines: 3). Miscellaneous spare parts. Complete set of manuals. \$4,000. Tom. (805) 969-3435. (Santa Barbara). Feb93

**1965 Giulia Sprint Speciale:** Half done, includes glass, seats, trans, suspension. 95% of parts. Car in primer now. Complete list of all parts included available. Washington state title. Call Wally. (714) 275-9101. (Riverside). Feb93

**1969 Alfa Romeo Berlina Sedan.** White/black int. 45K on high-compression 2000 engine. Ward and Dean suspension, factory alloys, new Michelin MXV's. Recent fuel pump, distributor, water pump, differential. Very clean and well-maintained. All service records since 1984 concourse-winning restoration. Many extra parts included. \$4,000. Call Benjamin Steingart. (714) 992-5058.

**2 Liter Engine.** Excellent condition. \$300. **1966 Giulia Super.** With 2 liter engine. Nice car. \$5,500. Dan Ritter. (310) 374-3153.

**1969 Alfa Duetto Spider.** Yellow with black interior, under 3,000 miles, custom wheels. Completely restored absolutely breathtaking. Valued at \$22,000. \$13,000. (818) 883-9549.

**1972 2000 GTV..**Needs clutch and engine and rebuild, some rocker & window rot, 5-speed, 4:56 posi rear end, Shankle Weber conversion. \$1,250. Rick Hayden.

**1961 Spider.** Rolling chassis, never wrecked. \$500. Jerry. (213) 734-5852.

**Engine Stand.** For 4 cylinder Alfa. Home-built, not too pretty but rugged. Call Ric. (805) 522-3093. Leave message. Feb93

### AFTER CHRISTMAS SALE

Rare **1971 Spider** rear bumper in excellent condition, \$300. Ansa high performance midsection for spider, \$75. New console side pieces, \$50 for the pair.

**1985 GTV-6** rear bumper in great shape, \$200. Leather steering wheel, \$40. Black carpets, \$40. Lots of other stuff, call for details. Tina (213) 666-4500.

**GTV-6.** Unused Balocco Wheel with Pirelli P6 Tire \$125.00, Dash Cover \$10.00, Jack \$20.00. Phone Noel (213) 851-0814.

**Tires.** 001R's. (4) new 195 60 14", (4) 205 60 14". \$80 each. Vicki Dillman, (619) 287-8591.

**AROSC DRIVERS HANDBOOK** only \$12.50 incl. S&H. The "How To" book on the So. Cal chapters Time Trial Program. Includes great driving tips and useful track diagrams. Call or write JOHN GREEN, 14435 Valerio, #6, Van Nuys, CA 91405, 818-994-2318

**Wanted: 1986 GTV-6 seats.** I have tan front and rear seats in near perfect condition and would like to trade for black seats in the same condition. Dave. (310) 453-8989 days. (310) 201-6563 evenings. Feb93

**Wanted: 1969 1750 Boat-tail.** Driver, California car, minimal or no rust, reasonably priced. Tom. (805) 969-3435. (Santa Barbara). Feb93

**Wanted for AROCCC Library.** Alfa Owner collection (1958 through 1976) and back issues of Il Quadrifoglio magazine. Tom. (805) 969-3435. (Santa Barbara). Feb93

**Wanted Spider 4:10 Rear End.** 1980 or later. Call Gerry. (818) 985-1556.

## Chiasso

continued from page 4

suitably marginal restoration of a Honda S90. This little jewel immediately brought back memories of the bike that my junior high school friend, Andy had. I remember it screaming along the trails of Red Rock Canyon while I struggled to keep up with my Yamaha 50 that had three speeds and an automatic clutch.

14 My vote for the best bike was a beautifully restored 1967 Husqvarna 250; complete with the portuding tank mounting bolt that was between the gas tank and seat (this explains the proliferation of Swedish soprano singers). The bike also brought back memories of the great desert racers such as Malcolm Smith and Whitey Martino that ruled among the tumbleweeds and tortoises on their superb handling Huskies. Andy had one of these babies in 1969 after selling the S90 and a tragic Bultaco Sherpa S 175...

This was in an era when motorcycles had character. This is also when cars had more character; especially Alfas. Were these machines as reliable or trustworthy as they are today? Of course not. Today, people demand pure reliability. Does this sacrifice the character of a machine? Does

something with character have to be unreliable and prone to occasional rude behavior? Does it make a machine more human and therefore easier to get emotionally attached to? If so, is it worth having something with character?

Alfa Romeo owners seem to make a clear choice of opting for character than refrigerator-like reliability; at least on the weekend. I, for one, chose to drive an Alfa every day; even when I had to take off my belt to hold up the exhaust tailpipe after it inadvertently tried to detach itself from the car. After all, it is certainly more embarrassing to have your exhaust pipe drag on the ground than have your pants fall down, don't you think?

I will also enjoy the discipline and vintage feel of handling the floppy disks as I spell check and load in application software. I will also continue to guess at at camera exposures since the light meters on both Nikons have gone south. I will also have to keep paying high heating bills for our old leaky, uninsulated house.

Long live the old Alfas...

PS: Yo Fiat, please send us a modern car with character that we can afford!

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

## 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.

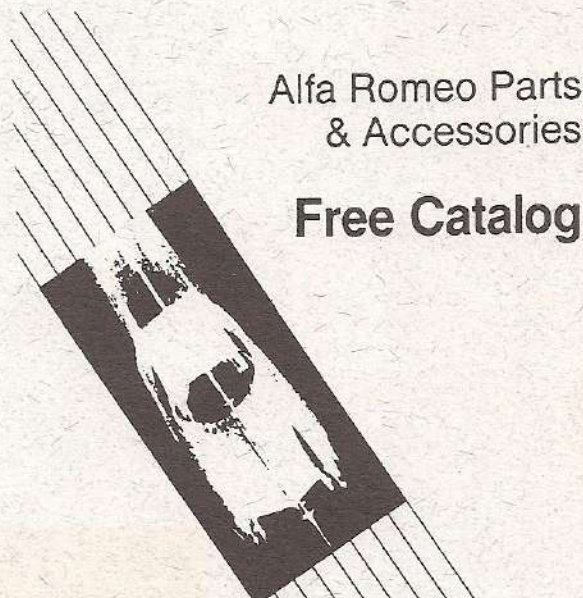
We have over 15 years experience  
repairing, maintaining, modifying, racing  
and caring for Alfa Romeo motorcars.

Please call for an appointment or to  
discuss your needs.



**omega motorsports**

3822 Clarington Avenue, Culver City  
(310) 836-3160



Alfa Romeo Parts  
& Accessories

Free Catalog

**centerline**  
products

P.O. Box 1466, Boulder, Colorado 80306

(303) 447-0239

# CALENDAR

Feb 26	<b>General Meeting</b> Department of Water and Power Auditorium 111 North Hope Street, Los Angeles	Jun 25	<b>General Meeting</b>
Mar 6, 7	<b>Drivers School -</b> Streets of Willow	July 10	<b>Concours and Tour -</b> Merle Norman Museum
Mar 26	<b>General Meeting</b>	Jul 30	<b>General Meeting</b>
Mar 27 & 28	<b>Time Trial &amp; Race -</b> Las Vegas	Aug 7, 8	<b>Time Trials &amp; Race -</b> Willow Springs
April 18	<b>Swap Meet -</b> 8929 Fulbright Ave, Chatsworth	Aug 20-22	<b>Monterey Weekend</b>
April 30	<b>General Meeting</b>	Sep 4, 5	<b>Drivers School -</b> Streets of Willow
May 1	<b>Long Beach Charities</b> <b>Concours</b>	Sep 24	<b>General Meeting</b>
May 8	Wildflower Tour	Oct 23 & 24	<b>Time Trials &amp; Race -</b> Las Vegas
May 21	<b>General Meeting</b>	Oct 29	<b>General Meeting</b>
May 29 & 30	<b>Time Trial &amp; Race -</b> Phoenix International Raceway	Nov 14	<b>Swap Meet</b>
		Dec 4, 5	<b>Time Trials &amp; Race -</b> Willow Springs
		Dec 11	<b>Holiday Party</b>



**ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA**

P.O. BOX 39554,  
LOS ANGELES, CA 90039-0554

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

18146:20:02-94:MAR  
DAN RITTER  
936 MONTEREY BLVD  
HERMOSA BEACH CA 90254