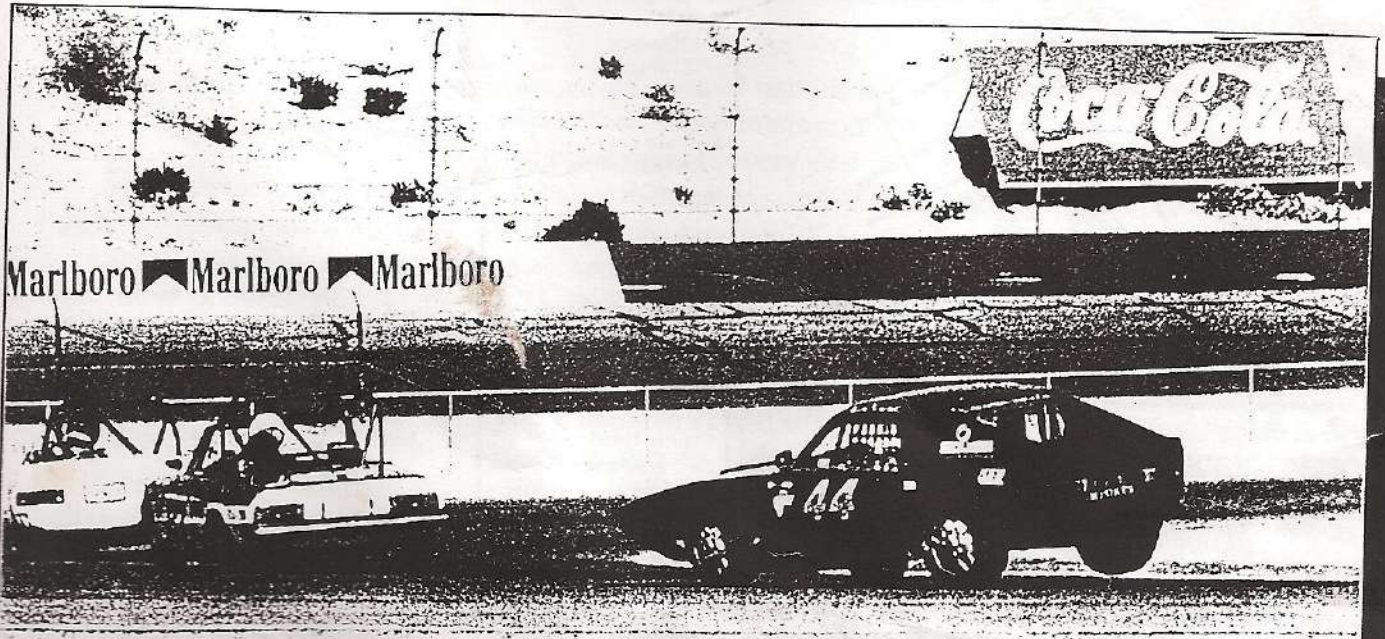


Alfacionada

The Journal of the Alfa Romeo Owners of Southern California

JULY, 1993



Coming up:

General Meeting: July 30

Time Trial and race: August 7, 8

Monterey weekend: August 20 - 22

Drivers School: September 4, 5

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 membership fee paid to AROSC, Inc. Meetings are held monthly on the LAST FRIDAY of the month at 8:00 PM at the Department of Water and Power Auditorium, located at 111 N. Hope Street in downtown Los Angeles, unless 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. Black and white or color prints only; no slides except if submitted by professional photographers. Send SASE to editor for copy of editorial guidelines, hints, etc.

Classified ads are available as a free service to members and at a nominal \$10.00 charge to non-members advertising Alfa related items.

This newsletter and its authors and editors assume no liability for the accuracy or legality of any technical information appearing herein.

MODIFICATIONS DISCLAIMER:

AROSC is not responsible for the safety or practicality of modifications performed by individual members and described in these pages. The Club suggests you check with your mechanic before modifying your car in any way.

CLUB MAILING ADDRESS:

P.O. Box 39554, Los Angeles, CA 90039-0554

EVENT ARTICLE DEADLINES:

September Events	August 10
September Classified	August 10
October Classifieds	September 10
October Events	September 10
November Classified	October 10

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NEWSLETTER

Randall Higa	Editor
Chas. Schwartz	Art Director

COMMERCIAL DISPLAY RATES:

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

Cover photo by Dan Ritter: Alisa Kincaid before the rollover, Phoenix, 1993.

I VOLLI DELLA PHENICE



They are a big restoration company and this is the first time they have opened up for tours. July 25 is the Beverly Hills car show. Could it be any classier than our black tie concours at Merle Norman? August 7 & 8 is our special midsummer madness, the Willow Springs Time Trial and race. Last August we had over 125 cars entered. Don't pass this up!

For the travelers in the group, Monterey weekend is August 21 & 22 and reliable sources say all three BAT cars will be there. It is worth the trip just for that, not to mention two days of fantastic racing, the Concours Italiana, Pebble Beach and the usual round of parties.

If all that watching other people race gets you thinking, again, John Green and company have just the thing for you... DRIVING SCHOOL. AROSC school at the Streets of Willow only comes around twice a year and September 4 and 5 is it. If you haven't signed up by now, hurry, it fills up fast.

I could go on but....Ciao for now.

CONTRIBUTE TO YOUR NEWSLETTER!

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Tina van Curen

Somehow it has gotten to be July and midsummer madness is all around us. The mail has been full of political/philosophical tomes from various members or would-be members of the national AROC board. I am really sorry I won't be going to the convention in Baltimore. It will probably be the most exciting and hopefully productive board meeting in many years. Everyone has an opinion on why membership is down and the financial situation is less than rosy.

I think the most important topic at the meeting will be the decline in membership and participation and more importantly, what to do about it. The problems of the national club are not so different from those of AROSC and it is a topic we all need to consider. This is the best time in ages to get involved at all levels. If you feel the club is valuable both the national board and our own board need to know that. More importantly, we need to know why. Equally critical is knowing what members feel is lacking in the club. What would it take to get people more involved? What can we do to keep members and attract

new ones? As enthusiasts, we meet other Alfa owners and potential owners every day. If we want the club to survive and, better yet, prosper we all need to ask ourselves and our friends what they like and what they want.

I know there are many of you who have very distinct ideas about all aspects of the club.

PLEASE, now is the time to speak up. Send letters to the national officers and let them know you have a voice. It will soon be election time for AROSC. It is time for those of you who want to see an active club to get involved. Most of the board have been in office for at least two years.

They have done a great job but now it is your turn! Every office is open. All you have to do is let any of the current board know you are interested. We may even bribe you to run for office. You don't have to wait for the form which will be in the September Alfacionada.

And now, enough from my soap box. The rest of the summer holds something for everyone. On July 17 & 18, Batista Automotive in Ontario is having an open house for all car clubs and car lovers. The hours are 10am til 2 pm and the address is 5642 Mission Blvd. in Ontario.

EVENTS AND ACTIVITIES

Randall Higa

**GENERAL MEETING, July 30,
8:00 PM**

**FEATURED SPEAKERS: Harry Newton
and David Gooley**

Los Angeles Department of
Water and Power Auditorium,
111 Hope Street

If you aren't fortunate
AROSC member Ross
Gallichotte, and didn't go on
David Gooley and Harry
Newton's "Gran Prix" Italian car
tour this year, you have a second
chance to see and hear the
excitement of the "motherland."

4 David and Harry will share
slides and stories of the historic
Mille Miglia; the Alfa Romeo,
Carlo Biscaretti, Mario-Rignini
and Maranello Rosso (Ferrari)
museums; and the factories of
Ferrari, Bugatti and
Lamborghini. Ross will also
have videos of the trip on hand
for showing. Don't miss this
exciting evening of the best
Italiana. Call Tina Van Curen at
(213) 666-4500 for more informa-
tion.

**TIME TRIAL AND RACE,
WILLOW SPRINGS RACEWAY,
August 7 & 8**

AROSC returns to Willow
Springs Raceway to begin its
21st year of the Time Trials
program. After running at Las
Vegas and Phoenix, it will be

good to be back at the club's
"home" track. Remember to
bring lots of sunscreen and extra
radiator coolant as the tempera-
ture in August is typically on the
warm side. If you've never been
on a track and are the least bit
curious, sign-up for the Intro-
ductory Class for a very fun-
filled and extremely inexpensive
weekend. Or, just come out, sit
in your favorite grandstand, and
watch the excitement of AROSC
time trials and racing. The
Saturday night dinner is also a
great way to be with other
members of your Alfa Club. Get
into the swing of things! For
more information, call Charlie
Thieriot at (310) 476-8812 or
Tracy Culp at (805) 250-0906.

**MONTEREY WEEKEND, August
20 - 22**

Before we know it, it's
already that time of year for the
biggest weekend of automobile
exotica. (Refer to the September
1992 Alfacionada for a report on
The Weekend) Italian cars and
motorcycles kick off the The
Weekend with the Concours
Italiana on Friday in Carmel
Valley at the Quail Valley
Lodge wherethe featured
marques at the Concours
Italia are Abarth and
Cisitalia. Meanwhile,
at Laguna Seca Race-
way, some of the
rarest, most signifi-
cant and exciting
vintage cars (Miller
is the featured
marque) are
running on
Thursday
through Sun-
day. Park in
the Alfa

Romeo Corral at Laguna Seca
and you'll be surrounded by 200
other Alfas. The real frosting on
the cake is at the Pebble Beach
Concours on Sunday where the
featured marque is pre-war
Pinin Farina. You can never be
too jaded to have your breath
taken away by the show of fine
automobiles. Need I say any
more?

**DRIVERS SCHOOL, September
4, 5, 1993**

AROSC is again having its
world's famous Drivers School
at the Streets of Willow. Alfa
Owner featured a terrific article
on the school in the June 1992
issue with a nice mug of John
Green, AROSC's Director of
Instruction. Look for John
Green's article entry form and
elsewhere in this issue.

**REMINDER: NO GENERAL
MEETING IN AUGUST!**

*the
alfa annual*



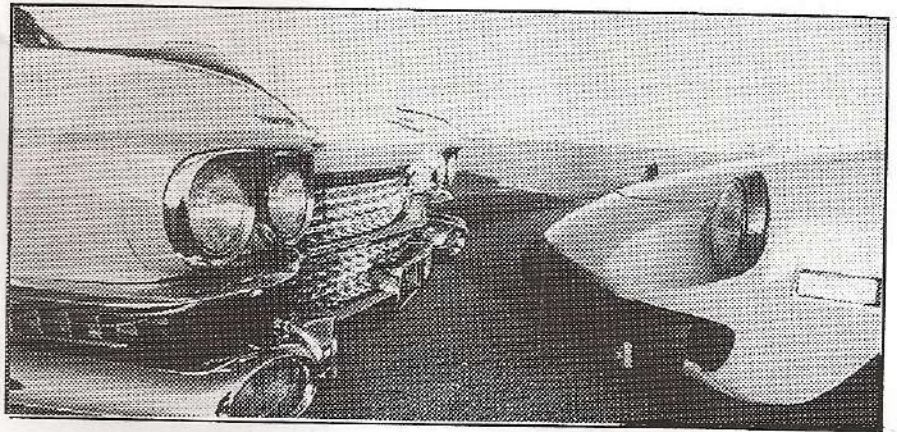
100 pages
100% AROC
Time trials
Restoration
Conventions
Club Events
Rallies Concours
Auctions Touring
20 countries around
the world
300 full-color photos
World Event Calendar
Classifieds and more!

The Premier Issue of ALFA ANNUAL is here!

Chiasso!

Text and photos by

Randall Higa



Its finally here! The long-awaited ALFA ANNUAL is now a reality. Back in June of 1992, AROSC President, Tina Van Curen, received a letter from a couple of AROC members in Chicago, Steve Crowley and Richard Kreines, who said that they were going to publish the Alfa Annual. It was to feature Alfa Romeo clubs from not only around the country, but from around the world. It was to report on Alfa activities, events, cars, and of course, the Alfisti from each of the Alfa Romeo organizations. In good faith, I wrote a short description of AROSC and sent it to them with a few color photos. Well, lo and behold, Steve and Richard pulled it off and produced one fabulous piece. Along with Alfa Clubs from Tel Aviv to Japan to San Diego, AROSC is one of the featured Alfa Clubs, complete with color photos! It is a beautiful publication and well worth the trouble to get one. Send your checks for a mere \$12.00 (\$6.00 if your are an Alfa Club member) plus postage and handling of \$0.60 (\$1.20 for air freight) to The Alfa Annual, 333 North Michigan Avenue, Suite 932, Chicago, IL 60601.

I want to give a big thanks to Frank De Giorgio of the WheelBase Corporation for a great presentation at the June General Meeting. WheelBase is simply an interactive electronic magazine for car and motorcycle enthusiasts that was conceived by Gordon Jennings. Is is described as, "...an entirely new concept, one offering the immediacy of television and the thoughtfulness of print." Although it does require the use of an IBM compatible computer capable of running Windows (Apple Macintosh version planned for the end of 1993), it was designed for people who hate computers. WheelBase is a good enough single excuse to start using computers; even Al Allen, "Mr. I-Refuse-To-Use-Computers" is planning on being on-line with WheelBase. See upcoming issue of Alfacionada for a complete report on this wonderful new concept. For more information, call Frank De Giorgio at (714) 363-1856.

I'm sure that many of you have taken notice of the magazine, European Car. It has only been a short while since it made the transition from its earlier life as a magazine dedi-

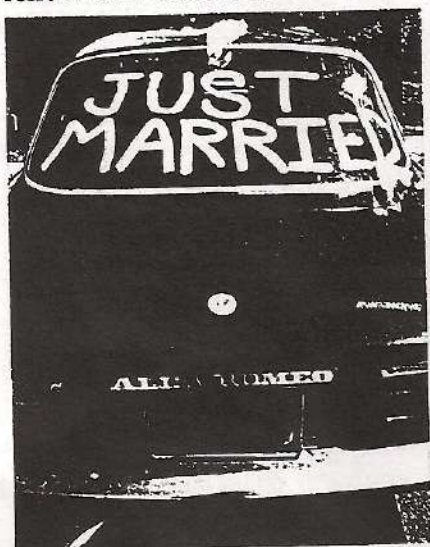
cated to Volkswagens and Porsches. For the past few months, each issue has had at least one article about Alfas; including several by Pat Braden and Len Frank. The June 1993 issue was especially notable as it had not one, but two Alfa Romeo Spiders on the front cover. While some of the news on the status of the new Spider was not full of optimism, the article on Jacob Shavit's 1974 Spider was full of whimsy, chance, serendipity and humor. Pat Braden did a wonderful job of capturing the essence of owning an Alfa. Maybe it's about time that the title of the magazine make another transition to Alfa Romeo and other European Cars...

Speaking of Alfas in the news, AutoWeek ran a short article on the 1994 Alfa Romeos in the June 14 issue. The article focused on the 164s with the new 3.0 liter engine with four valves per cylinder. In the 164LS (replacing the 164L), the new engine puts out 210 horsepower, while in the Quadrifoglio (replacing the 164S), the engine with its larger intake and exhaust systems, puts out 230 horsepower. As with the Silver edition of the (Continued Page 6)

5

Milano (anyone remember that one?), the base 164 model is dropped. As expected, the 164s come fairly well equipped and have few options available. In keeping with the times, Alfa Romeo is expecting to only sell 2,000 units in 1994, as compared to the 2,828 sold in 1992 and the 3,478 sold in 1991. Interestingly, no mention is made of any Spiders in the 1994 model line-up.

I want to thank Al Allen for writing the first part of his ongoing Spider restoration saga. I know that the newsletter has been light on technical stuff, so I hope that this is the beginning of more tech articles being submitted by all you "techies." I also want to thank Dan Ritter for the Phoenix Time Trial and Race coverage. I know that its a tough assignment to cover an event when you are busy setting the lap records in your class. Please, please, if you want to make a contribution to the newsletter, we will welcome you with open arms. I know there are a lot of you with some great stuff to share with your fellow club members.



Congrats Ric and Michele (Schwartz) Del Gado

Alfacionada July 1993

1993 Drivers School

September 4 & 5

John Green

Yes, its again that time of year. The second of our bi-annual Drivers School is scheduled for September 4 & 5 at the Streets of Willow Springs. The school is divided into three different classes. The first is the Basic Street/Beginning Drivers Car Control Clinic which covers all aspects of driving, from how to properly grip the steering wheel to how to control your car in a skid. This is aimed at young, inexperienced drivers and drivers who would like to learn emergency car control as well as just plain

good driving habits. [Editor's note: One of the lessons taught in this course actually saved some serious damage to a rental car (and probably my body) that I was driving on a very dark and unfamiliar road.]

The second class is for beginning to advanced Time Trial participants who are interested in learning everything from proper track etiquette to shaving some seconds off their lap times. The third class is the Race Class that is devoted to the beginning AROSC racer.

The costs are a very reasonable \$135 for the Basic Street and Time Trial/High Performance classes and an equally reasonable \$160 for the beginning Race Class. Because of the track size, we only have room for 25 Basic Street stu-

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to spice up
your classic
Italian.



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dents, so the entry must be on a first come, first entered basis. (If for no other reason, you should enter one of the classes for only the legendary Saturday night party).

ENTRY POSTMARK DEADLINE:

Not later than Friday, August 27, 1993.

We have arranged a special price at the Antelope Valley Inn for those you wishing to stay somewhere close to track on Saturday night. The Antelope Valley Inn is located at 44055 N. Sierra Highway, Lancaster. There phone number is 805-948-4651. Cost is only \$47 for a single or double. Make sure you say that you are with the ALFA CLUB when you make your reservations.

BRING YOUR OWN CAR!

Cars other than Alfas are not only allowed but welcomed. You will use your own car without having to invest in added safety equipment. The only equipment you'll need for the Basic Street and the Time Trial/High Performance Classes is your street seat belt in good condition, Snell approved helmet and proper clothes (long sleeve 100% cotton shirt and Levis), shoes and gloves (leather garden gloves are OK). Helmets will be available at the track if pre-arranged with me. You will need to get your car tech inspected at on the authorized tech shops (\$10 fee).

TECHNICAL INSPECTION:

Saturday, August 28, 10:00 AM to 2:00 PM. You may bring late entry forms to OMEGA MOTORSPORTS on Tech Saturday. The locations for tech inspection are as follows:

OMEGA MOTORSPORTS
3822 Clarington Ave.
Culver City, CA 90232
310-836-3160 Rex or Alex

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

THE TRANSMISSION MAN
24309 Creekside Road
Valencia, CA 91355
805-254-2222 Jeff or Bill

THE FOLLOWING ARE BY APPOINTMENT ONLY:

Bill Lawhorn, Downey, 213-869-4696

Vince and Dicks, Glendale, 818-249-6959

Bud Clark, Anaheim/Orange, 714-282-7378

Sun International, 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 Ingram, Fresno area, 209-822-2762

LOOK FOR ENTRY FORM IN SPECIAL BONUS SECTION AND MAIL TO:

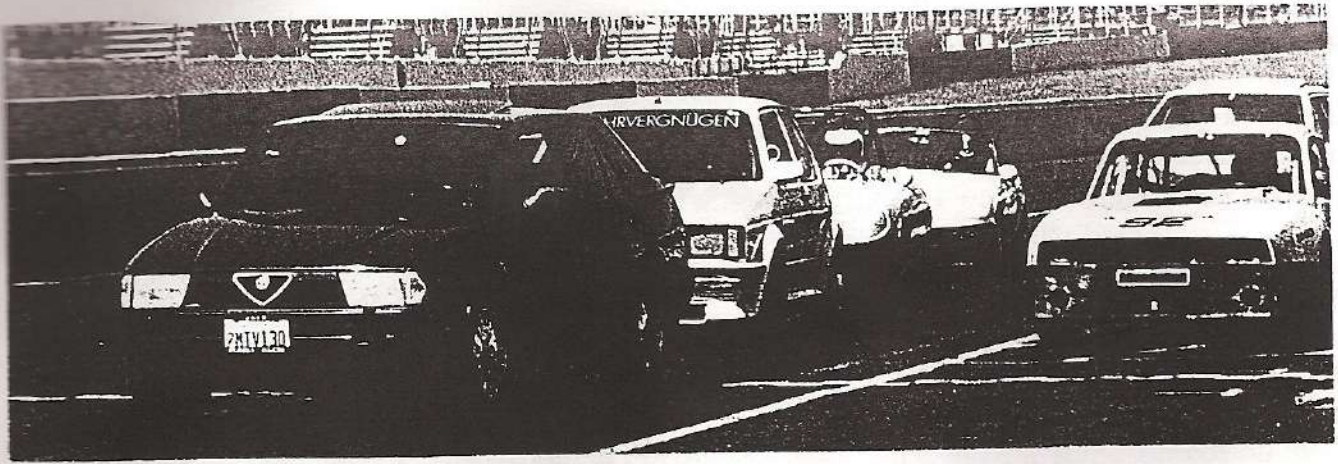
John Green
14435 Valerio Street, #6
Van Nuys, CA 91405
818-994-2318

Continued from page 10 through to drain the car or clean debris, sediment, hubris, etc. from beneath those serpentine mats. Those mats are great insulators. Make that incubators. The cycle of nighttime condensation on the firewall beneath the jute padding, daytime heating of the passenger compartment, top up or down, and the lack of air circulation makes an ideal unseen and unheard (at least until the passenger seat, occupied, hits the ground at speed!) breeding ground for rust, scourge of neglected Alfas everywhere.

Often floor pan rust goes undetected due to Alfa's undercoating, exhaust shields and the difficulty in removing the seat tracks to inspect this most critical area. The seat pan in a Spyder sits less than one inch from the floor pan. This clearance evaporates over time. Why? Foam. The lower seat cushion is a firm piece of durable, absorbent foam that collects and stores, for later seepage, any water from washing the car, from that little tear in the seat covering (or what's left of covering in our case!) and the moisture/condensation cycle. The design of the floor of a Spyder places the seat pan at an angle that collects this seepage. Eventually, the pan fails, the bottom falling to the floor. The seat bottom cushion is now resting on the floor! In the most typical cases, the metal retaining tabs that keep the seat cushion in the pan may be fully rusted through even in a nice appearing interior as they are constructed of very thin metal. This would enable you to lift the seat bottom to inspect the pan yourself. If it looks like Swiss cheese-on-rust, well, *that's* Italian! We will cover the difficulties of seat removal and disassembly later at upholstery time.

Sadly, on this particular car, some previous owner cut holes in otherwise mint condition door panels to install cheap aftermarket speakers even though speakers were dealer installed in the console side panels and were in place. An expensive and needless new restoration cost, as only reproduction will be available.

Next: Part 2: Grunge, Milano Style
* "Excuse me. My car has broken down..."



Fun in the Sun in 8 Phoenix

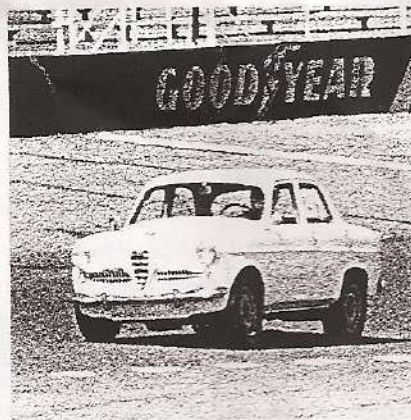
Time Trial and Race at
Phoenix International
Raceway May 29, 30

Text and photos by

Dan Ritter

Ciao TT & Race fans, AROSC broke new ground last May with the third event held at Phoenix International Raceway. A fabulous 1.6 mile road course with two turns having 9 degree banks, 1000 ft. straight after a banked turn and an 800 ft. back straight. Shades of the old Riverside course. Situated just west of Phoenix, PIR started as a dirt track over twenty years ago. Today PIR is modern venue that hosts IMSA, SCCA, CART and

other organizations. Being that the Club had never held an event here before, nine class records were established, a person rolled a car and Timing & Scoring (Phyllis) used our old computer as none of us knew how to operate the new one. Aside from a few delays Saturday's practice went without a hitch until the last run of the day, Alisa Kincaid rolled her



Saab Sonnet. Sunday found Alan Ward making the quickest time in Phyllis' GTV. Next came Alex Brown in class D and with only two laps recorded, Brad Gray captured the record in class E. Yours truly was again, the slowest Alfa or any car for that matter. The fastest man for the weekend was Jonathan Haines establishing TTOD at a 1:12.19. Records were also

Alan Ward paces the field.

established for class N, O, P. & Q Mrs. Bennett, Hedman, Hamilton, & Yap respectively. Sunday's pace car was Phyllis' 3L Milano driven by Alan Ward who likes to keep the pack at bay. Once the green flag dropped it was Bud Clark in his yellow-gold Saab Sonnet who pulled away from the second place GTI of Jimmy Bennett. James tried to hang on but Bud would have none of it. Len Frank in Tina's spider was constantly challenged for third place by the Lotus Elan driven by Kurt Hitchcock and Rob Richards and Brad Gray had some interesting dicing. With temperatures reaching about 100 most everyone thought it best just to finish and with that we hope you'll be with us at Willow August 7th and 8th.

A Rivederla

**See Time Trial results in
special Bonus Supplement!**

Survey Results Part 2

Randall Hlga

Again, thanks to all of you who took the time to fill out the AROSC Survey. As previously noted, the survey results represents the opinions and views of 60 AROSC members. In this segment of questions and responses, it was interesting to see that the majority of Alfa Owners are using their Alfas to fulfill practical, daily transportation needs. While this does not necessarily mean that Alfas are used solely as Estate Wagons, mini-vans and boring appliance-like mobility devices, it does suggest that Alfas aren't just race horses or concours beauties. Following the Milano, the most used everyday car is the 1972 to 1974 GTV. While this is surprising, this writer does rely solely on a '74 GTV for all transportation needs, both on and off the track.

The cross section of non-Alfa cars owned by the members is probably pretty close to that for Southern California. However, as expected, there are a few deviations from the norm. There were an

inordinate number of "M" cars; Maseratis, MGs and Mercedes. There is obviously a very strong psychological tendency amongst Alfa owners for which I am not able to speculate. Perhaps, a connection with Milano?

On the subject of servicing, multiple answers were taken. Therefore, there were many owners who service their cars themselves and take it to repair facilities. While only three Alfa Romeo dealers were represented (all dealers in the LA/Orange County area), there were a whopping 20 other repair facilities listed. Some of these were dealers who had been Alfa dealers in the past such as Diro and Peyton Cramer. On top of the list is Rex Chalmer's Omega Motorsports; ahead of all other independent repair facilities and dealers. All in all, the level of service from each of the repair facilities was rated as either good or excellent with the dealers getting lower marks. With many of the independents, there seemed to be some correlation between the quality of the service and their price. There were many versions of the comment, "...expensive, but worth it..."

On the reliability issue, most owners rated their Alfas as "Good" with many "Excellent" responses. Most of the elaboration's were favorable with very few complaints. There were many comments on the necessity of frequent and proper maintenance for ensuring reliability. Most Alfa owners seem to have an inordinate amount of confidence in their Alfas, for both the street and the track.

It was also surprising to see the cross section of Alfas that are hypothetically desired in the response to the "fantasy" questions. The responses that related to the more common and usable Alfas outweighed the more exotic and rare cars. Very few responses were for the Truly Great Alfas such as the 8C2900s, BATs, 6C1750s, etc. It seems that most Alfa owners prefer cars that they can drive on a regular basis rather than some rare and valuable museum peices. There was one respondent who prefers an Alfetta coupe as the one car they would add to their stable! (No, it wasn't Pat Braden).

Stay tuned for more survey results in upcoming issues of the Alfacionada!

❖ CLASSIC ALFA ENTHUSIASTS ❖

As research for a project I am helping to develop, I would appreciate it very much if you would fill out this survey and send it to the address below.

How many classic cars do you presently own? _____

Do you have adequate storage space for your car(s)? Yes No

Would you be interested in a facility specifically designed for classic auto storage? Yes No

What is your annual income? \$20,000-30,000 \$30,000-40,000 \$40,000-50,000 \$50,000 +

How much per month would you be willing to pay for this service? \$200 \$300 \$400 Other _____

How far are you willing to travel for this type of service? _____ Miles

What other auto services and features would you like in a facility of this type? _____

Comments _____

Please send to: D.M. ROSSI • P.O. BOX 66675 • LOS ANGELES, CA • 90066

SURVEY RESULTS

3. Do you use your Alfa(s) as every day drivers? If so, which one(s)?

YES: 35
NO: 25

If so, which one(s)?

Spider (1991 to present): 1
Spider (1980 to 1990): 2
Spider (1971 to 1979): 4
Spider Duetto (1967): 1
Spider 101 Giulia (62-65): 1
164: 3
Milano: 12
GTV-6: 4
Alfetta: 4
GTV (1972 to 1974 - 2000): 8
GTV (1968 - 1971 - 1750): 1
Berlina 1750 (68 - 72): 1
Berlina 2000 (71 - 74): 1

4. What other (non-Alfa) cars do you presently own:

GM: 12
Toyota: 12
Ford: 10
Nissan/Datsun: 6
Chrysler/Jeep: 6
Maserati: 5
Honda/Acura: 5
Mercedes: 5
MG: 5
BMW: 4
Saab: 4
Volvo: 4
Audi: 3
Mazda: 3
Titan: 3
Volkswagen: 2
Jaguar: 2
The following had one response each:
Fiat, Alvis, Mitsubishi, Sunbeam,
Subaru, Ferrari, Siata, Synthesis

5. Who normally services your Alfa Romeo?:

Myself: 25
Omega Motorsports, Culver City 8
John's Alfa Romance, Los Angeles 4
GTA Sports Cars, Tarzana 3
Diro, Harbor City 3
Alfa West, Long Beach 3
Alfa Italia, Burbank 3
Alfa Only, Atwater Village 2
Alfa Romeo of Beverly Hills, Los Angeles

2

Jafco/Bill Stevens, Costa Mesa 2
Alfa Milano, Los Angeles 2
Alfa Performance Center, Laguna Hills 1
Alan Ward, Gardena 1
Ruehman Pontiac Alfa Romeo, North Hollywood 1
Beach Imports, Tustin 1
Peyton Cramer 1
Alfa Pacific 1
Santos 1
International Dream Car 1
Norman Nash 1
European Performance, Irvine 1
Tranquillo 1
Rich Goodrich, Fresno 1
Alfa Palo Alto, Palo Alto 1

6. Is the general reliability of your Alfa Romeos:

Excellent: 20
Good: 36
Fair: 4

Please feel free to elaborate:

"Who started that nasty rumor about Alfas being unreliable? No particular problems" (owner of '69 & '77 Spider)
"Excellent reliability after (curing) an initial computer relay defect." (owner of an '87 Milano)
"You scratch it's back, it'll scratch yours." (owner of a '74 GTV)
"Fanatically maintained Alfa Romeos have excellent reliability; by the book and attentiveness is the key!" (owner of an '84 GTV6, '79 Alfetta, '74 Spider, and '74 GTV)
"Even prior to the rebuild, the car was very reliable. I have great confidence in it." (owner of a '78 Spider)
"My only significant problems have been occasional burnt exhaust valves." (owner of a '63 Giulietta Spider, '65 Giulia Spider, '77 Alfetta)
"Holds up a lot better than a Chevy Beretta!" (owner of a Milano)
"Heart and soul elements are terrific; creature comforts under standard; real rubber rots; adhesives useless." (owner of a GTV6)
"If you maintain them, they generally hold up very well. My 1989 (Milano Verde) has 105,000 miles, my '84 GTV6 has 120,000 miles."
"The 1 new Alfa I've bought (1983 GTV6) was the most unreliable piece of crap I've ever put up with." (owner of a '61 SS)
"When it runs, it runs great...it hasn't run since 1983." (owner of a '65 Giulia Super)
"Not 'Toyota' excellent, but I am surprised how reliable both cars have been." (owner of a '73 Spider and a '74 Spider)
"Little to no trouble. Any weak spots are diagnosed and corrected. No surprises." (owner of a '74 Spider and an '88 Milano)
"Very rarely let (me) down and left (me) walking." (owner of a '73 GTV and '89 Milano Verde)
"After rebuilding virtually every system, the car has become reliable." (owner of an '87 Milano)
"The Spider that I owned (1971) was very reliable, needing only routine and preventative maintenance." (currently not an owner of an Alfa)
"Basic components sound, its always the little things that go: sunroof, radiator, air conditioning, Recaro upholstery" (owner of a Milano Verde)
"Race car excellent — 34 races, 1 DNF (coil wire came loose)" (owner of a '59 Giulietta Spyder, 2 '60 Giulietta Spydery, and a '65 Giulia Spyder)
"I always felt Alfa's poor reputation was undeserved." (owner of an '88 Milano and an '89 Milano Verde)
"Takes TLC." (owner of an '87 Milano and an '86 GTV6)

7a. Would you be interested in another Alfa engine rebuilding workshop?
YES: 34
NO: 26

If so, for what type of engine?
V-6: 11
4 cylinder (1300/1600/1750/2000): 18

7b. Would you be interested in a tool loan program?
YES: 27
NO: 33

7c. How many miles are your Alfa Romeos driven per month?
0 - 20 miles per month 4
21 - 50 miles per month 3

51 - 100 miles per month 9
101 - 250 miles per month 5
251 - 500 miles per month 7
501 - 1000 miles per month 12
1000 - 2000 miles per month 13
2001 - 3000 miles per month 6

8. How hard do you drive your Alfa Romeos?

Easy: 7
Moderate: 27
Hard: 25
Brutally Hard: 3
Driven hard and put away wet: 2
No answer: 2

9. If you could add only one Alfa Romeo to your stable, what would it be?

No answer: 8
Montreal 6
164: 5
GTV-6: 3
Spider (1991 to present or unspecified) 3
CTA 2
GTV (1968 - 1971 - 1750) 2
Spider (67/69 Boat Tail) 2
Spider 101 Giulia (62-65) 2
33 Stradale 2
TZ-2 2
6C 1750 2
8C 2900 2
Spider 101 Giulietta (1959 - 1962) 1
Spider 750 Giulietta (1955 - 1959) 1
Milano: 1 response
33 Boxer 16 valve 1
Alfetta Coupe 1
GTV (1972 to 1974 - 2000) 1
Sprint 101 Giulietta (1959 - 1962) 1
Giulia Super 1
2600 Sprint 1
6C 2300 C 1
'32 Monza 1 response
6C 2500 Spider 1
BAT 5 1
SZ 1
Formula 1/Indy car 1
Type 33 1
TZ 1
1900 SS 1
Respondent' own car 1

10. If you could only own one Alfa Romeo, what would it be?

No answer 9
164 7
Respondent' own car 6
Milano 4
Montreal 4
Spider (1991 to present or unspecified) 4
Spider (67/69 Boat Tail) 4
Spider 101 Giulia (62-65) 3
RZ Convertible 2
CTV-6 2
CTA 2
GTV (1972 to 1974 - 2000) 2
8C 2900 2
6C 1750 2
8C 2900 2
33 Stradale 2
6C 2300 C 1
SZ 1
TZ 1

**ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA
DRIVERS SCHOOL ENTRY**

Event Location: STREETS OF WILLOW SPRINGS RACEWAY

Event Date: _____

DRIVER/CAR #1

DRIVER/CAR #2

Name: _____

Address: _____

City/Zip: _____

Phone: _____

License# CA _____ AROSC _____

CA _____ AROSC _____

Drug Allergies: _____

Emergency contact: _____

phone: _____

Circle One: Beginner Novice Experienced

Beginner Novice Experienced

If you are new to the AROSC and you checked "Experienced" or "Novice" please list your experience on the back of this form.

I understand that my entry fee is NOT REFUNDABLE. I understand that this event is governed by the AROSC COMPETITION CODE.

I, the undersigned, hereby release the Alfa Romeo Owner's Club, its officers, the Alfa Romeo Owner's of Southern California, its officers, the sponsor(s) of the event, the management and owners of the event facility, and anyone working at the event from any liability for damage to my car or equipment, theft of the same, and from any liability relating to injury to me or anyone accompanying me, whether adult or minor, which may result from my presence at this event as a spectator, worker, or participant. I understand the above and of free will and without duress sign below:

Driver #1: _____

Date: _____

Driver #2: _____

Date: _____

Car # 1

CAR INFORMATION

Car # 2

Make: _____

Make: _____

Model: _____

Model: _____

Color: _____ CC: _____

Color: _____ CC: _____

Please answer "Yes" or "No" to the following:

Please answer "Yes" or "No" to the following:

Competition Harness: _____

Competition Harness: _____

Roll Bar: _____

Roll Bar: _____

Fire Extinguisher: _____

Fire Extinguisher: _____

Fuel Cell: _____

Fuel Cell: _____

The required SAFETY equipment for all cars is:

1. Seat Belt in good working condition.
2. Snell 80 or better Helmet.
3. Gloves - Leather or Nomex (without holes).
4. Natural fibre clothing extending from neck to ankles.
5. Shatter resistant eye covering (Sun Glasses O.K.).
6. Roll Bar in open cars 1.5" above drivers helmet.

STATUS & FEES

For drivers taking part in the Race School (R) or the Sunday Lapping (L) the added safety equipment required is:

Check Box(es)	DRIVER/CAR #1	DRIVER/CAR #2
Street, Time Trial School	\$135 []	\$135 []
Race School	\$160 []	\$160 []
Non-AROSC Member	10 []	10 []
Late Tech. Inspect.	20 []	20 []
TOTAL ENCLOSED:	\$ _____	\$ _____

1. Five point competition harness. (L, R)
2. Fire Extinguisher mounted within easy reach. (L, R)
3. Snell 85 or better Helmet. (L, R)
4. Safety wire drain plugs and catch tanks. (R)
5. Nomex clothes and arm restraints. (R)
6. No wire wheels or wooden steering wheel. (R)
7. Roll bars in ALL cars. (R)

(Make checks payable to: "AROSC")

MAIL ENTRY C/O JOHN GREEN, 14435 VALERIO, #6, VAN NUYS, CA 91405, 818-994-2318

AROSC TIME TRIAL #3
PHOENIX INTERNATIONAL RACEWAY
MAY 29-30, 1993
RACE RESULTS

6/20/93

Standard report

Page 1

CLASS	DRIVER	CAR	PLACE IN CLASS	PLACE OVERALL
D	BUD CLARK	SAAB	1	1
D	JAMES BENNETT	VW	2	2
E	LEN FRANK	ALFA SPIDER	1	3
E	KURT HITCHCOCK	LOTUS ELAN	2	4
E	ROB RICHARDS	ALFA SPIDER	3	5
F	BRAD GRAY	ALFA GTV	1	6
F	DAVE SWAIN	VW	2	7
F	PAUL BLANKENSHI	ALFETTA	3	8
F	RAY BJORKMAN	TOYOTA	4	9
F	ALICA KINCADE	TOYOTA	5	10
F	JOHN COTE	ALFA SPIDER	6	11

NUMBER	DRIVER	CAR	CLASS	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
13	ALAN WARD	GTV	C	1:18.06	1:18.42	1:18.37	<u>1:17.87</u>	1:18.37
131	CESAR DE ANDA	GTV	C	<u>1:25.95</u>	1:29.50	1:27.54	1:27.10	
3	PHYLLIS GAYLARD	GTV	C	<u>1:26.43</u>	1:27.13	1:26.76	1:26.86	1:27.32
78	KEVIN PIDDUCK	GTV	C	1:27.48	1:27.78	1:27.28	<u>1:27.11</u>	1:27.58
50	ALEX BROWN	GTV	D	1:19.36	1:18.71	1:18.46	<u>1:18.24</u>	
51	CHRIS MAYRING	GTV	D	1:22.26	1:20.96	1:20.84	<u>1:20.44</u>	1:20.70
59	PHIL GUTRAL	GTV	D	1:23.01	1:22.02	1:22.28	1:22.50	<u>1:21.70</u>
348	LISA LEHMANN	GTV-6	D	1:28.11	1:28.66	1:27.29	1:26.95	<u>1:26.20</u>
34	GERRY LEHMANN	GTV-6	D	1:28.73	<u>1:27.34</u>	1:28.06	1:27.60	1:28.05
501	FAT RINALDI	GTV	D	<u>1:32.39</u>	1:32.78	1:33.47	1:35.16	1:36.24
76	RUBE ERICKSON	2L-SPIDER	D	DNS				
77	BRAD GRAY	GTV	E	<u>1:23.29</u>	1:23.64			
65	MARK DEL MURD	GTV-6	E	<u>1:26.01</u>	<u>1:24.89</u>	1:33.47	1:35.16	1:36.24
219	DAN RITTER	GIULIETTA TI	I	1:40.05	<u>1:39.03</u>	1:40.43	1:41.26	
2	JONATHAN HAINES	FORMULA FORD	M	1:14.83	1:13.53	1:12.73	1:13.89	<u>1:12.19</u>
171	C. FLINCHBAUGH	TIGA S2000	M	DNS				
17	ED SHUMAN	TIGA S2000	M	DNS				
721	JAMES BENNETT	VW GTI	N	<u>1:16.97</u>	1:17.56	1:17.89	1:18.47	1:18.08
67	JON TAKASUGI	NISSIAN 300ZX	N	<u>1:25.12</u>	1:26.08	1:26.24	1:26.62	1:25.53
46	TED HEDMAN	DATSUN 510	O	1:27.74	1:21.77	<u>1:20.52</u>	1:20.78	1:20.75
12	TRACY CULP	PORSCHE 944	O	1:21.35	<u>1:20.64</u>	1:21.65	1:20.93	1:21.02
22	PETER WELSH	BMW 1600	O	1:22.33	1:22.84	<u>1:21.98</u>		
70	L. ABRAMS	VW SCIROCCO	O	DNS				
130	A. WOODARD	JENSEN HEALEY	O	DNS				
19	STEVE HAMILTON	TOYOTA MR2	P	1:20.31	<u>1:20.18</u>	1:20.23	1:20.71	1:20.20
191	ROBIN CLARK	VW RABBIT	P	1:21.14	1:20.80	1:20.75	<u>1:20.62</u>	1:20.64
119	FRANK McCORMICK	VW WABBIT	P	1:23.71	1:22.30	1:21.32	<u>1:21.02</u>	1:21.67
45	RANDY WALTERS	VW GTI	P	1:24.92	1:23.11	<u>1:22.62</u>	1:22.63	1:23.02
61	CATHY HAMILTON	TOYOTA MR2	P	1:23.45	<u>1:22.96</u>	1:23.57	1:30.97	1:24.00
163	TONY DOMINGUEZ	TOYOTA MR2	P	1:23.53	1:24.81	1:23.46	<u>1:23.43</u>	1:23.87
199	COLIN DATE	VW SCIROCCO	P	1:25.01	1:24.34	<u>1:23.47</u>	1:24.14	1:24.33
127	GLENN BJORKMAN	TOYOTA MR2	P	1:25.76	1:25.63	<u>1:25.30</u>	1:26.07	1:26.20
52	CAROL QUICK	TOYOTA MR2	P	1:29.52	1:27.87	1:29.49	<u>1:26.17</u>	1:22.96
23	JOHN WILLIAMS	DOBEE CHARGER	P	DNS				
24	RICK YAP	PORSCHE 914	Q	<u>1:24.87</u>	1:25.53	1:24.97		
135	JOSEPH LEE	MAZDA RX7	Q	DNS				
735	KENNETH SEHO	MAZDA RX7	Q	DNS				

I denotes new class record

underline denotes fastest lap

"Mi scusi. Ho un guasto all'automobile..." *

BAPTISM BY FIRE!

PART 1: BURNING DESIRE

Text and Photos by

Al Allen

Welcome to the first in an ongoing series of articles on reviving, refining and restoring inoperative Alfa Romeos. You know the kind:

"Alfa Romero for sale, Good body, needs paint, glass, interior. Ran good 9 years ago until brakes went out and wound up in yard with the chickens. Real lo miles. Best offer with a case of Bud."

They're out there. These are our tired, our poor, our huddled masses yearning to see redline once again!

It takes keen powers of observation, a shrewd demeanor in bargaining, the patience of a vintner (wine maker) and a parking space to get started. But wait: reality check! Don't think for one moment that this isn't going to cost you. Because it will. Even if you get the car for free (a case of Corona Extra Gold worked for me once!), it'll cost you! Because parts are parts and some of them are available from only one source. Your



labor costs to outside specialists for radiator repair, gas tank cleaning, head machining, crankshaft polishing & balancing, sandblasting & powder coating, polishing & painting, brake machining...etc. will ultimately be considerable and are often fixed costs in industry.

This all sounds discouraging but there isn't an Alfa out there without intrinsic value, quality construction and superb engineering (well, I haven't fiddled with an Arna yet...) that doesn't make the restoration process rewarding. Think on this: the core charge for a complete Toyota 1600cc engine is \$50.00.

The core charge on the same setup for an Alfa Romeo 4 cyl. is \$600.00 +! By the way, for those new to the path of madness and skinned knuckles, a core charge is what a parts supplier will want in lieu of your old part in restorable condition.

9

ALFA ONLY

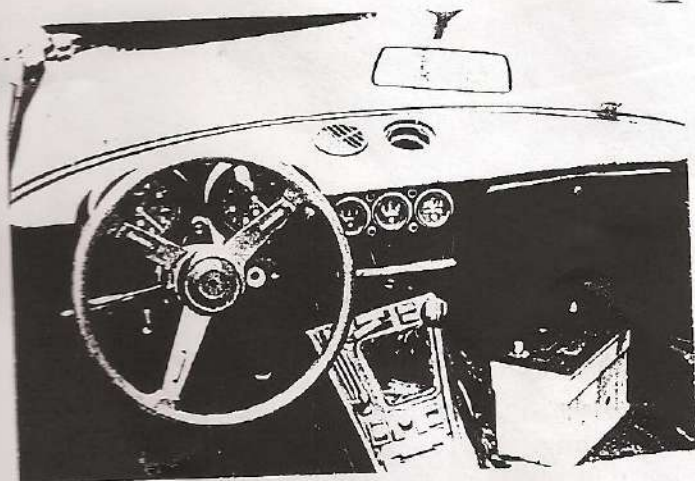
**Service and Repair for
Alfa's Only!**

Parts NEW and USED

(213) 662-3916

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

The sane Alfisti, those with L-Jetronic and Motronic systems underhood (1982-on) have stopped reading by now. Future installments will address these later hot models. Literally! There's something to be said for the steel injector lines of earlier models! Those still with me, into your coveralls! This is your column.



but he knew what he liked. When I moved in across the street with a GTV, a GTV-6, a Spider and an Alfetta Sports Sedan, he knew he had bought the right building!

After purchasing 3040457, Juan sent it to a friend's body shop where they also said they could get it running. Over a year later, Juan got the car

back, not running. It's been over six years since it ran under its own power. Here's what existed: aside from a slightly concave rear taillight panel, the car is accident free.

10 Our first patient is VIN 3040457 manufactured in Milano (Arese) 5/72, a Spider Veloce with 52,452 original miles. Allow me to introduce my neighbor from across the street, Mr. Juan Bocanegra, first-time Alfa owner and new member. A tenant in his building had this Spider parked in the lot for "a couple of years" always intending to "fix it up." It was taking up the requisite parking space (see paragraph 2!) but wasn't a priority. Finally one day Juan offered, "If you're not going to fix it, sell it to me." Somewhere around \$500.00 later, Juan became the owner of a remarkably straight Spider in need of paint, top, interior and most mysteriously, "engine work." Juan has never had an Alfa before, never even driven one

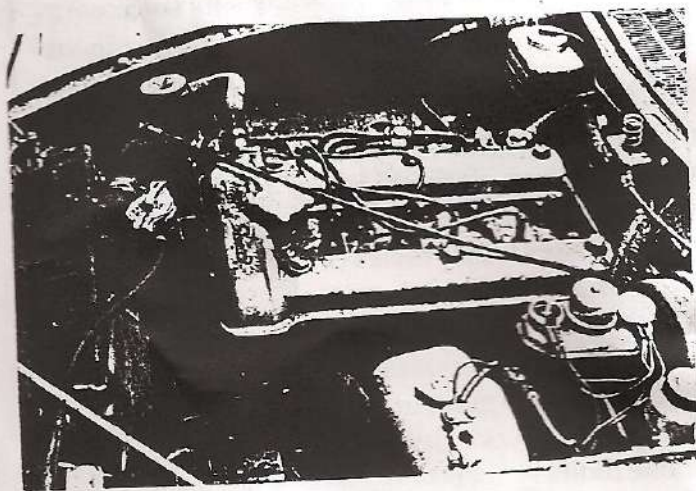
There are no dents anywhere and the only sign of rust is in the usual place, under the rubber floor mats, in this case, directly

beneath the brake pedal. Duetto and Spider owners, **ATTENZIONE!** Your cars came with rubber floor mats that snap in place. Very practical because the possibility of

water entering a Spider is great. Precautionary measures are wise. If you have not yet done so, go now to your vehicle and carefully pull on the snaps to

remove the mats. The snaps may be heavily rusted underneath and reluctant to part. Here's where the first of our patience comes into play. The original rubber mats with their beautiful embossed logo are N.L.A. (...no longer available) and if yours need replacement, only reproductions can be had. The mats are thick, but like any rubber product, the effects of ultraviolet light, ozone and age can make them brittle. They usually tear, so if yours are intact, go slow, use liberal amounts of WD-40 on the snaps after lifting the mat's edge for access. Remember, you're undoing the effects of years of corrosion!

The purpose of removing the mats is for access to the drain plugs in the passenger compartment floor. Wisely, these plugs are made of incredibly durable vinyl. They will outlast your car! I have seen floors so riddled with rust that upon touching the plugs, they fall to the ground



taking bits of "floor" with them. Unwisely, Alfa made access to these plugs more trouble than your average owner will go

Continued on page 7

Peter Brock:

Designer, Innovator, Datsun Wonder- Racer

Text and photos by

Randall Higa

The Alfa Romeo Owners of Southern California does it again by having another automotive celebrity speak at our monthly meeting. Instead of someone who raced an Alfa Romeo (such as Denise McCluggage), the Club was treated to the stories of Peter Brock, a person who, in the glory days of Trans-Am, raced against Alfa Romeo. Pete Brock was the brains behind BRE (Brock Racing Enterprises), most

known for its red, white, and blue Datsun 510's that gave the Alfa Romeos a (perhaps unfair) run for the money in the Trans Am series of the late 1960s/early 1970s.

After an eloquent introduction by Len Frank, Pete Brock spoke of his career that began with his high school ride



('46 chopped and channeled Ford with a Cadillac engine) to his stint as a GM designer working on the '63 Stingray, to his days with Carroll Shelby, to his days racing Datsuns, to hang gliders, and to his current new engine project.

At the tender age of 19, Pete went to work for Bill Mitchell as a designer for General Motors. At that age, in 1957, he designed a concept car for which he is the most proud. It was to be a \$1,000 car that could be bought by 19 year old kids. It was to be simple to maintain and economical to operate. The

car, for 1957, was diminutive. It boasted a whopping 67" wheel base and was to be powered by a rear-mounted, two-stroke, three-cylinder engine. The design influence was from the 750 Moretti Coupe and was indeed a handsome, if not tiny, car. Although Harley Earl was convinced that the project should proceed to a full size clay model, it was eventually killed by the GM top brass who stated that, "We don't build small cars at

GM." A few lines of this car later were transferred to the design of the Corvair.

After attending Art Center, Pete worked on the prototype for the 1963 Stingray. The styling for the car was taken from the Ghia show car that was

11

"A car has no business being so desirable..."

Alfa Romeo Owners of Southern California Membership Application

- Dues for 12 months to AROC and National (AROC): \$55
- Current AROC member with no chapter affiliation: \$12
- Member of another chapter wishing to add affiliation: \$22
- Make checks payable to AROSC
- New Member Renewal

**Road and Track on Alfa Romeo, March 1958*

Name: _____

AROC Member No: _____

Street: _____

City: _____ State: ____ Zip: _____

Home phone: (____) _____

Work phone: (____) _____

Mail to:
Kristin Gumey, AROSC Membership Chairman
713 Gladys Avenue, Studio D
Los Angeles, CA 90021

shown at the Turin show in 1957. The slide that Pete showed of the Ghia car clearly showed the design influences of the eventual shape of the landmark GT-40.

After a time with GM, Pete began work with Carroll Shelby. At that time, Shelby was racing the roadster version of the Cobra. For racing in this country, aerodynamics were not a factor, since the American tracks were slower than the European tracks. Therefore, the roadster version of the car had a speed of 160 miles per hour was adequate. However, when Shelby's racing efforts turned to both Europe and America, it was decided to build a coupe version of the car.

Enter Pete Brock who came up with the design of the original Daytona/Cobra Coupe. Since Pete had been reading up the studies of NACA, he came up with an unconventional design. While it looked strange to everyone else, Ken Miles believed in it so the design proceeded. At speed, Pete believed that the air should stay attached to the body (to maintain laminar flow — most setback designs allow the air to detach from the top of the car and create eddy currents or turbulence as it flows towards the rear of the car). Therefore the design of the car had a roof with a 7 degree slope that ended in a Kamm (chopped-off) tail. Interestingly, the high point of the roof was behind the windscreen. When the early cars were built in Italy (hand built by old-world craftsmen (probably banging on tree stumps)), they were built with the high point of the roof at the windscreen (like a Ferrari, of course!) since they thought that the design was a mistake. This was corrected on the later cars. A total of six coupes were built, five of them in Italy.

Another interesting aspect of Pete's design of the Cobra Coupe was a moveable ring spoiler air foil at the tail of the car. In this case, no one believed in it, so it was never built as part of the car. During the initial runs on tracks such as Daytona, the banking kept the car from lifting. However, on the faster European tracks, the rear of the car did lift so a quick duck-tail spoiler was fabricated

and became a standard feature on the car. To Pete's dismay, it took Porsche and the 959 to prove to the world that the ring spoiler is a viable concept.

The new coupe proved to handle much better and go faster than the roadster. The handling was improved by the added stiffness of the chassis that allowed the tires to work better. More speed was obtained when the tire size were consequently increased. In 1964, with a possible victory of the Daytona Coupes over the Ferrari GTO's, Ferrari canceled the final race at Monza and "politically" went on to win the championship. In 1965, Ferrari pulled out of racing its sports cars and the championship went to Carroll Shelby and Ford. When Ford brought out the GT-40s, it was found that the Daytona Coupes were actually faster than the GT-40. Since the GT-40 was more of a Ford effort, Shelby lost the support from Ford and the Daytona Coupes were retired.

In 1965, Pete designed another car for Shelby. In this case, it was a Can-Am car that was to be built by DeTomaso at the Fantuzzi factory. The car had a splined frame with a rear-mounted Ford small block V-8. However, when the car was done, DeTomaso did not get paid. Since he had just bought Ghia, DeTomaso took the car to the Turin car show and displayed it as a Ghia 5 liter Sport. No credit was given to either Pete or Carroll Shelby.

Other car designs by Pete Brock included a Lang Cooper (1965 Can Am racer), the Mirage (built for Jack Nethercutt), a prototype Triumph TR250K, and a Hino Contessa-based GT car called the Samurai.

After Toyota snatched a contract from Pete and gave it to Carroll Shelby, Pete went to Datsun to begin a long racing relationship. Pete initially raced a Datsun 2000 and moved to the 240Z; beating the Toyota factory racing efforts. Then the BRE team entered into the SCCA Trans-Am wars in 1971 to challenge the Alfa Romeos with the, now famous, 510s. (See the "Alfa and the Trans Am" by Stu Schaller in the November 1992 issue of *Alfacionada*.) According to the Pete, the biggest

problem with the Trans Am series was that it was plagued by the SCCA trying to keep things "fair". Therefore, Pete noted that the BRE success was attributed to being the best prepared. [Note that according to our own Charlie Thieriot, who raced a GTA in the Trans Am, the BRE Datsuns were allowed much more latitude in "interpreting" the rules. Also, their ability to be the "best prepared" was due in large part to Datsun's generous funding.]

The next venture Pete got into was hang gliders. His company, Ultralight Products (UP), became the largest builder of hang gliders. For six of the seven years in competition, the UP gliders won the championship. Pete made significant contributions in moving a sport from toothpicks and tissue paper to sophisticated (and more safe) hang gliding aircraft.

The final part of Pete's talk was a presentation of his revolutionary new engine concept. While the engine would have application in lightweight aircraft, it would also have application in lightweight automobiles. The engine has a four-stroke cycle in a modular "V" configuration so that it could be a V-2, V-4, V-6, etc. While the engine displaces about 37 cubic inches (600 cc) per cylinder, the output is 10 horsepower per cylinder, but weighs a mere 10 pounds per cylinder. Therefore, a V-8 would displace 5 liters and would have 80 horsepower and weigh only 80 pounds. Other features include, 6 valves per cylinder, 2 spark plugs per cylinder, hollow modular crankshaft, peak horsepower at 2,400 rpm (lots of torque), be inexpensive to produce (easy to machine), and requires only a single allen wrench for assembly and disassembly. The most amazing aspect of the engine was that majority of the pieces of a V-8 were brought to the meeting by Pete in a normal-sized gym bag!

Thanks again to Pete Brock for a terrific presentation!

Classified

Ads

1974 GTV. Red/black, must see to appreciate. Call for more information or photos. \$8,500 obo. Ask for Sergio. (805) 527-8125. Leave Message. Jun93

1974 GTV. Medium metallic blue (yes, it is an original color), overall very good condition, no rust, strong engine and flawless tranny. New Michelin MXVs; clutch master cylinder, front grille; exhaust; tail lights; Panasperts, etc. Many receipts. \$4,500 obo. Call Steve at (818) 353-7217. Jun93

1974 Spider. Alfa Red, Rex Chalmers engine, Sperry Stage II head, mild street cams, headers, rebuilt Spica injection, 7" Panasperts, sport springs, lowered one inch, Rocket Ship! Receipts for everything. \$7,800 obo. Call Steve at (818) 353-7217. Jun93

1969 Berlina. Parked when boosters went out several years ago, no rust, good seats-no tears, good headliner, needs paint, 1750 engine runs, new filters, fuel hoses, too many cars. \$500. Vic West. (909) 688-3933. Jun93

1969 Duetto Spider. Ferrari yellow/black interior, must see, valued at \$22,000, sacrifice \$15,000 obo. (818) 883-9549. May93

1962 Tipo 102 Spider. One of 3,500 built, runs and drives, good paint/interior. \$12,000 obo. Ian. (714) 455-0472. May93

1984 GTV-6. Red/Black leather, runs strong, good body and paint, never damaged. \$3,700 obo. Ian. (714) 455-0472. May93

Custom dash covers for Duetto in black. Also available upon request: Supers, 67-74 GTVs, 69 Berlina dash covers. \$60.00+shipping. Sergio. (805) 527-8125. Leave Message. Jun93

101/105/115/116 Parts: Independent Alfa Garage must reduce parts inventory. Call for price and availability. All parts OEM, 95% new, 5% rebuilt/reconditioned. Over 120 different part numbers. (310) 529-2721. Drew. Jun93

N.O.S. Giulia Super Tail-light Lenses. \$50 ea. N.O.S. Giulia Super Front Turn Signal Assemblies. \$250 set right & left. Randy (714) 639-9289. May93

For Milano, GTV6: Rear brake calipers, \$125. Rear rotor, \$60. Rear springs, \$40. Transmission, \$575. Limited slip, \$350. Also 1986 2.5 liter engine running in car, 48,000 miles, runs perfect, burns no oil, has changed head gaskets, \$1,500. Also, 1986 GTV6 Speedline 7-15 wheels with Pirelli P6 tires, \$695. Momo 7-1/2-16 R1 polished chrome 5 star wheels, \$1,150. Jim. (310) 657-8512. Jun93

410 Rear End (you know that means a differential and this is a PG publication) for 105 or 115 car. It is an '86 with limited slip. Ready to install. \$400. Tina (213) 666-4500. May93

AROSC DRIVERS HANDBOOK. Only \$12.50 incl. S&H. The "How To" book on the So. Cal chapter's 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.

CAMERA -CHEAP! New Olympus cameras with warranty. Infinity Jr. \$80, IS-1 \$360, Panorama 220 & Twin also available. Also VHS video cameras, \$325 (used-OK), VCR's from \$100 (used OK). Charlie Thieriot (310) 476-8812. May93.

Wanted. Front bumper for Giulia Super, fair to good condition. Sergio (805) 527-8125. Leave message. Jul93

Wanted. Track/Street suspension pieces for '74 GTV: shocks (stock or otherwise), springs, adjustable upper A-arms, bushings, sway bars, etc. Randall. (213) 344-8828. Jul93.

Wanted: 3.0 Liter brain box and Racing Line Wheels for GTV6. Jim. (310) 657-8512. Jun93.

1957 1900SS. Coachwork by Swiss coach-builder Ghia-Aigle of Lugano. Car complete. Interior and top original. Runs and drives well. Unique model. Photo available through AROSC. Car is in Muriaux, Switzerland. Claude Fresard Fax + 41 39 51 13 21; Phone + 41 39 51 10 40.

Help Wanted. Revelations expert, or good hacker to assist AROC computer system. No pay but great sense of accomplishment. Good lunches and company. Call Tina (213) 666-4500 or Glenna (619) 728-4875.

FOUND AT LAS VEGAS RACEWAY: Nomex jacket, cream color. If its yours, call Randall at (213) 344-8828.

FREE TO GOOD HOMES: Newly arrived 1993 edition "Alfa Romeo" kittens. Many models to choose from. All have strong engines, new tires and

low milage. Low maintenance and years of fun. To arrange a test drive and complete your "Alfa Romeo" stable, call Kristin at (213) 623-2313. Jul93.

1974 GTV. Red/black, must see to appreciate. Call for more information or photos. \$8,500 obo. Ask for Serg.

1969 Duetto Spyder, white, no rust. One owner CA car, runs perfect.y. Spotless! (310) 391-0411

1977 Spyder, silver/tan. Super nice throughtout. Zero miles on rebuilt engine. X-tras! (310) 391-0411

1974 GTV Pine green/black, GTA alloys w/Yokos, Ward & Dean springs, bars, Konis, 25K on motor w/Webers, cams, etc. Was a Club car years ago, could be again. \$4900 (310) 0411

1974 GTV Silver/tan, A/C, alloys, clean throughout, just serviced. \$3900 (310) 391-0411

14 1974 GTV 2000 Beige/black, new suspension with Shankle sway bars and springs, Spax adjustable shocks, 14 inch Campagnolos with 2 sets of fresh BFG Comp TA4 R-1s, new interior with GTV-6 seats, carpet and dash. Great street or time trial car. \$4500 obo Bill Peltola (805) 254-2222

1986 GTV-6 Will trade my excellent tan leather interior for your excellent black leather interior. David (310) 453-8989 days, (310) 201-6563 eves

1984 GTV-6, Red/black. Straight body, never hit. Runs strong and fast. \$3500 obo. Ian (714) 455-0472 days, (714) 455-587-1891 eves

1962 Tipo 102 Spyder, Blue/back. Very complete collectible cast iron 2000. Runs

and drives. Good condition. \$10,000 obo. Ian (714) 455-0472 days, (714) 587-1891 eves

European cams for 1750/2000. These are the desirable 10548 cams with 10.1mm lift and long duration. Ideal upgrade for Spica injection or with Weber conversion. \$225. Weber intake manifold with linkage and support strut \$125. Oil pan \$50. Michael (805) 967-8826

1987 Spyder Veloce Parting out. 53K miles. Excellent engine, transmission, rear axle, body and interior parts available. Gerry. Phone or fax: (818) 997-7051

1974 GTV New paint, no rust, never wrecked, Shankle suspension, Marelli plex, mags and Perrelli tires. \$5700 obo (619) 747-6853

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85 (very late) GTV-6 rare white with black velour. Very nice car. Only two previous owners. Shankle springs, European exhaust, pull out Blaupunkt stereo, alarm, '86 wheels with new Yokohama AVS 205/60 15's, tropical air (it works!), replaceable bulb halogen lights, new clutch, water pump, timing belt, head gasket, brake pads... \$5,500. Tina (213) 666-4500

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CALENDAR

- July 30 General Meeting
8:00 PM David Gooley & Harry Newton — 1993 Italian Grand Prix
Tour
Department of Water and Power 111 North Hope Street, Los Angeles
- Aug 7 & 8 Time Trials and Race — Willow Springs Raceway
- Aug 20-22 Monterey Weekend
- Aug 28 Pool party at Charlie Thieriot's house
- Sep 4, 5 Drivers School — Streets of Willow
- Sep 24 General Meeting
- Oct 23 & 24 Time Trials & Race — Las Vegas
- Oct 29 General Meeting
- Nov 14 Swap Meet
- Dec 4 & 5 Time Trials & Race — Willow Springs Raceway
- Dec 11 Holiday Party

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