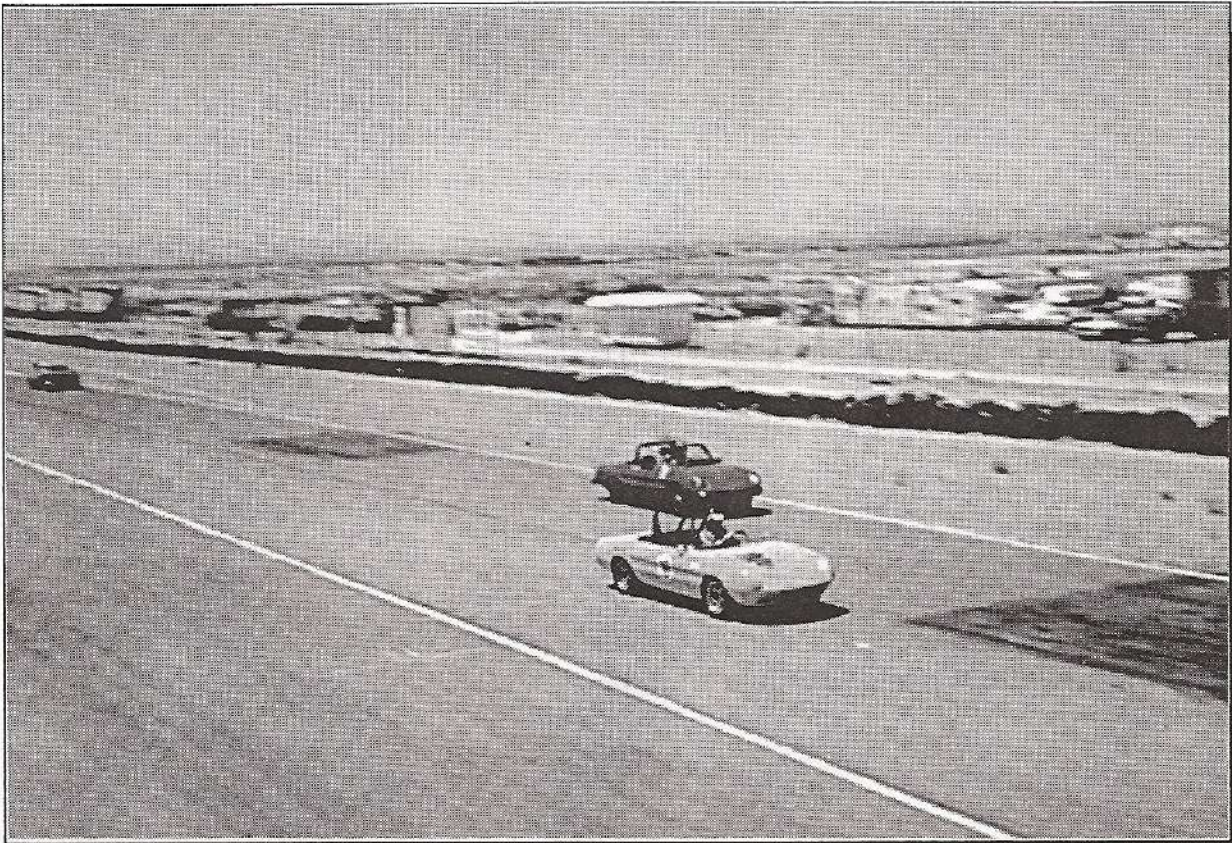


# *Alfacionada*

*The Journal of the Alfa Romeo Owners of Southern California*

*July, 1994*



## ***Coming Up:***

***Summer Squall Rally: July 24***

***General Meeting, Don Fuller: July 29***

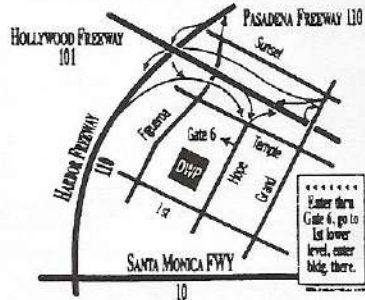
***Petersen Auto Museum Tour: July 31***

***First Friday Nighter Rally: August 5***

***Time Trial & Race: August 13 & 14***

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 Los Angeles Department of Water and Power, 111 N. Hope St., Los Angeles.



**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 Classifieds	August 3
October Events	August 3
October Classifieds	September 3
November Events	September 3
November Classifieds	October 3

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Cover Photo: Los Vegas Speedway,  
Photo by Randall Higa

**COMMERCIAL DISPLAY RATES:**

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

California 94  
**ALFAS GO**

JOEL HOFFMAN

When I last wrote the President's column I was promoting May's Swap Meet. The expected 200+ did show up. As usual Rex Chalmers brought the largest selection of parts and made a donation of dozens of Alfetta script for raffle prizes at future meetings. My only disappointment was not being able to find any aftermarket wheel rims for the '84 GTV6 I bought from Charlie Thieriot just that week. Now I suppose I'll move my ALFAS GO from my '72 GTV to the '84 and put my nickname, GTV JOEL, on my '72.

After having my first Alfa, a '73 GTV for four years my best friend, Bob Little, (then ARI's USA Customer Service Director and now ARDONA's Northeast US Service Rep) tried for two years to talk me into an Alfetta Sprint Veloce. I told him I'd get one when Alfa put a V6 into it. I succumbed in '80 and got a black '79 which I kept for two years. By then the GTV6 had been out for a year but instead of taking his advice and getting one I bought an '81 Spider Veloce instead. Now twelve years later I finally have a GTV6. He's been at me for the last three years to buy a 164. Relax Bob, I promise to buy one by 2005.

At May's General Meeting, Bob Macias, the energetic NGK service rep held our attention for 90 minutes. He gave us the scoop that

the Splitfire spark plugs advertised on all of ESPN's races wasn't worth the \$5.92 they sell for. His NGK platinum plugs are the best he contends because they contain much more platinum than Bosch's and his other rivals. For me and most people plugs are plugs, but Bob, making his second presentation in two years convinced me and many others in the audience that we were wrong.

Two news items appeared recently which give me hope that I'll even be able to buy a 2005 USA version Alfa Romeo. First, ARDONA announced that it is moving its parts warehouse from Orlando to Chicago. Next, AUTOWEEK's 5/20/94 issue had a long story with pictures of the new Alfa Spider which debuts soon in Europe. Don Black, head of Fiat's R & D USA arm, is in charge of certifying its' emission package. As you can see, there is hope Alfa Romeo will keep soldiering on in the United States.

All of you should come to the July 29th meeting at the DWP building. AROSC will continue its' tradition of featuring top notch, famous speakers. In 1986 I invited John Dinkel of ROAD & TRACK who after attending wrote about speaking before us in the 8/86 AND 9/86 Miscellaneous Ramblings column. For the January '87 meeting I invited Tony Assenza from

MOTOR TREND. For the January '94 meeting Jerry Lomas invited Dean Batchelor from Road & Track. Now he's arranged for Don Fuller, formerly of MOTOR TREND to speak on the 29th.

I suppose I shouldn't have arranged a Car Clinic/Car Show/Test Drive/Dealer Parts Discount Sale for the Memorial Day weekend at Ruehman Alfa/Pontiac/BMW in North Hollywood. A few weeks before the event a few of the participants at Ruehman told me their wives objected to having their husbands ruin their three day holiday weekend plans. Now I'm shooting for a date around the first or second Saturday in August. Peyton Cramer Alfa/Jaguar in Torrance gave me a verbal confirmation for a Clinic + in Autumn, details to follow.

Does your cable company have Prime Ticket? If so, on Thursday around 6:30 to 7:30 p.m. they show the German Touring Car Championship races. Last year the Alfa 155 dominated against BMW, Mercedes and Opel. As it's said, check your local listings. Lastly all AROSC members have been invited for a tour of the Petersen Automotive Museum on Sunday, July 31st at 6060 Wilshire Blvd.

*Alfa Fever. Catch it.*

# Events and Activities

RANDALL HIGA

**SUMMER SQUALL RALLY,** Sunday, July 24. This will be the first rally of the year in which AROSC will officially award competition points. Remember that this is a Time, Speed, Distance (TSD) rally come with your favorite navigator! We'd like to see as many of you out there as possible, since Bonus Points will be awarded to car clubs with five or more teams. Contact Jay Negrin at (818) 894-3549 for more information, including the location and start time. Also, refer to Jay's article in the May issue of the *Alfacionada*.

**GENERAL MEETING,** July 29, 1994, 8:00PM Speaker: Don Fuller, Automotive Writer/Editor, Racer and Alfisti, L.A. Department of Water and Power, 111 North Hope Street, Downtown Los Angeles, Room A-5 (A Level, adjacent to the Auditorium) The Alfa Romeo Owners Club of Southern California is proud to welcome Don Fuller as our guest speaker for our July General Meeting. Don has written for a number of national automobile magazines, including the *Alfa Owner*. He's no stranger to the race track and has been successful in twice winning 24 hour race at Nelson Ledges. Don will be talking about the GTVs (1967 to 1974 vintage), and telling us why he thinks they're terrific cars (he'll be bringing his '71). Let's make this meeting a special gathering of the GTVs! Call (818) 994-4730 for more information.

**PETERSEN AUTOMOTIVE MUSEUM TOUR,** 1:00 PM, Sunday, July 31  
Join fellow AROSC members and see LA's very own museum fully devoted to cars. The Petersen Automotive Museum is finally a reality (grand opening was in June) and is not to be missed. Refer to the May issue of the *Alfacionada* for a description of the museum and the various displays. The cost for the museum tour will be only \$5 (as long as we have more than 15 people). The museum is located on the southeast corner of Wilshire and Fairfax in the heart of museum row on the "Miracle Mile." Please call Tina at (213) 666-4500 for more information and reservations.

**FIRST FRIDAY NITER RALLY,** August 5. This is the second points-earning rally of 1994 for AROSC. This event is a little shorter than the Sunday Summer Squall Rally but will be packed with just as much adventure. Contact Jay Negrin at (818) 894-3549 for more information, including the location and start time. Also, refer to Jay's article in the May issue of the *Alfacionada*.

**TIME TRIAL AND RACE, WILLOW SPRINGS,** August 13 & 14. After running at Phoenix, Laguna Seca, and Las Vegas, AROSC returns to its home track, Willow Springs, for the first time in 1994. I wouldn't bet on it raining at this time of year but I would pack plenty of sun screen with the

highest SPF that you can find. Its actually not too bad out there and the track is sooooo fine! As always, we'll be running a Time Trials Events, a Race event and, for those of you curious about being on a track, we'll have an Introductory Event. For more information, call Charlie Thieriot at (310) 476-8812 or Tracy Culp at (805) 250-0906.

**THE MONTEREY WEEKEND,** August 25 - 28. Italian cars and motorcycles kick off The Weekend with the Concours Italiana on Friday in Carmel Valley at the Quail Valley Lodge where the designs of Ghia and Anderloni (designer of the first Ferrari Barchetta) will be featured. Meanwhile, at Laguna Seca Raceway, you can watch many rare and significant vintage cars are running on Thursday through Sunday. Park in the Alfa Romeo Corral at Laguna Seca and you'll be surrounded by zillions of other Alfas. Be sure to go very early to the Pebble Beach Concours on Sunday. I've heard that the block of rooms reserved by the ARA are now all full; therefore if you don't have your reservations by now, you should begin planning for 1995.

DREW KELLEY

(213) 529-2721

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# Chiasso!

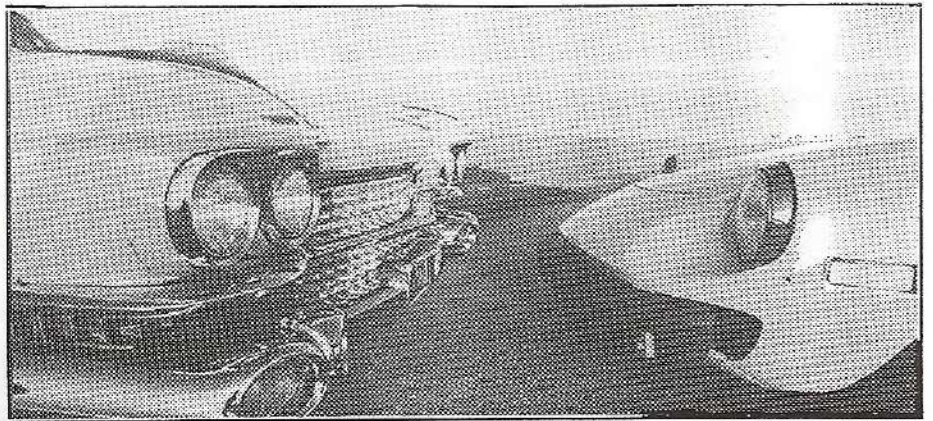
RANDALL HIGA

Not everybody should drive Alfa Romeos. You know that and I know that. But how many times do we get a little over-enthusiastic about our Alfas and end up infecting someone else with our love for the marque? In most cases, there are no problems and those people, in turn, go infect other people.

On the other hand, there are those people who should never own an Alfa Romeo. For whatever reason, there is a total lack of chemistry between man/women and machine. These people just don't get sufficient pleasure out of the Alfa to overcome dealing with it's mechanical idiosyncrasies. They are completely unclear on the concept. Oh, there may some initial infatuation, but it really never takes off and each party eventually goes off in their separate ways. These are the people who should have bought Miatas, Tempos, or should walk instead.

How can this determination be made prior to purchasing an Alfa? I hereby humbly offer this simple self-examination to help determine if the Alfas are an appropriate way of life. If you, or someone you know is on the fence trying to determine whether they should buy a Spider or a Miata, a GTV or a Tempo, or a 164 or a BMW please offer this as a friendly guide to help them with their decision making process.

1. When going to get groceries:
  - a. I take the shortest and quickest route from my home to the



- grocery store
    - b. I also go to the tanning salon, manicurist, hair stylist and personal trainer
    - c. I drive out of my way in order to take a few interesting curves in the road
  2. Car racing:
    - a. Is silly nonsense
    - b. Looks like fun but I'd rather watch "Gilligan's Island" re-runs
    - c. Is the only reason I have cable TV
  3. Car mechanics are:
    - a. Wretched creatures that only exist to make my life miserable and are only needed to change my oil every 50,000 miles
    - b. OK people but I wouldn't allow my daughter (or son) to marry one
    - c. Worth their weight in gold if they are good
  4. Italian automobiles are:
    - a. Lime green rolling chunks of rust that resemble shrunk Volkswagens
    - b. Only slightly less evil than English cars
    - c. Rolling works of art that make beautiful mechanical music
  5. Alfa Romeo is known for:
    - a. Noisy, funny-looking cars with little room for the dog
    - b. Cute little unreliable cars
    - c. A rich racing heritage
  6. Pininfarina and Bertone are:
    - a. The Monday night dinner specials at Luigis
    - b. Trendy clothing designers from Turin. Or was that Florence?
    - c. Glorious carrozzerias
  7. Prior to World War II, Alfa Romeo built:
    - a. Sausage makers and farm implements
    - b. Tiny 500 cc cars that could be mistaken for shopping carts
    - c. Limited production sporting luxury automobiles
  8. My idea of having fun in a car (the front seat) is:
    - a. Getting back out of it as quickly as possible
    - b. Being seen cruising down Rodeo Drive while getting more attention than that worm in the SL320
    - c. Being One with an automobile on a twisty mountain road
  9. GTV stands for:
    - a. Gone To Venice
    - b. Grand Touring Vehicle
    - c. Gran Turismo Veloce
- If you generally picked "c" at least eight times, you are definitely a candidate for Alfa Romeo ownership. Have fun at the Alfa dealership or pursuing the classified ads for the Alfa of your choice. However, if you picked "c" fewer than 7 times and the rest of the time "b", then consider a Miata or a Civic del Sol. On the other hand if you picked "a" more than eight times, either get yourself a minimally equipped Tempo or minivan, or better yet, go buy a bus pass and enjoy your miserable short life.

June 18& 19

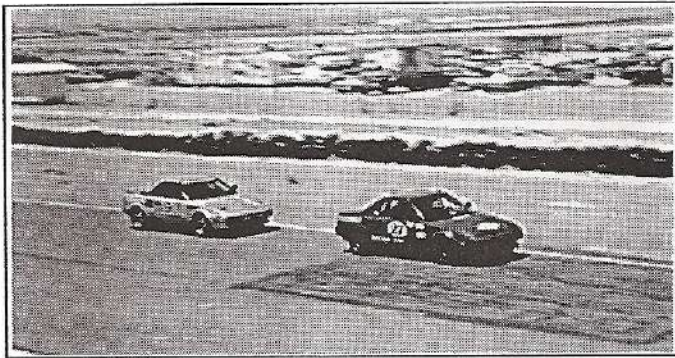
# Las Vegas Time Trial and Race

RANDALL HIGA

"...the sky with no clouds,  
the heat was hot and  
the ground was dry  
but the air was full of sounds..."

-A Horse With No Name, America  
(lyrics by Dewey Bunnell)

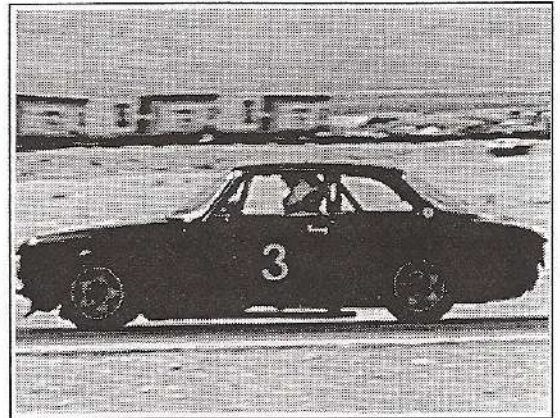
Remember that silly tune from the 1970s that plagued the airwaves? These words perfectly



described the AROSC Time Trial and Race weekend at the Las Vegas Speedway. I don't think Dewey had in mind the sound of Alfa Romeos when he wrote the lyrics but the choir of Alfas certainly did fill the air. I always thought that the phrase, "the heat was hot" was utterly stupid but it unfortunately was a very apt description of the weather conditions.

However, despite the heat, the event turned out to be very, very fun. I heard very few complaints about the heat, only a few whimpers from

Turbo, Tina's black-on-black dog. The cool set-up for the weekend was to drink massive quantities of water and wear a very wide brimmed hat. I did both and kept relatively comfortable. I believe that I consumed at least three gallons of water during those two days.



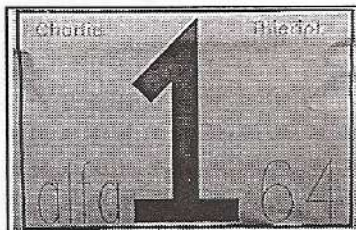
On Saturday night at the hotel, the club put on a mean chicken barbecue that reportedly earned a five star rating. John Cote and Charlie Thieriot exercised their

skills as very impressive cooks with John handling the initial round and Charlie taking the final round. Unfortunately, I missed the dinner but I did see Starlight Express at the Hilton; not quite the same kind of racing as AROSC!

This was my first event where I had to work corners and actually enjoyed the experience. With all of the corner workers

in communication through an intercom system, it never gets lonely; especially when discussing such inane things as Ford Pintos. The corners also offered great photo opps at which I took full advantage.

The best time that I had during the weekend was dicing with Charlie Thieriot. No, I suddenly didn't modify my GTV to run in Class A, nor did I overnight improve my driving skills by 900%. Charlie was running his 164 on the track with rock-hard, mud and snow rated 195 tires. He was flinging the car through the turns in wild abandon and I couldn't shake him from my mirrors. Although he claimed not have his air conditioner on, he did find later that he had several beers





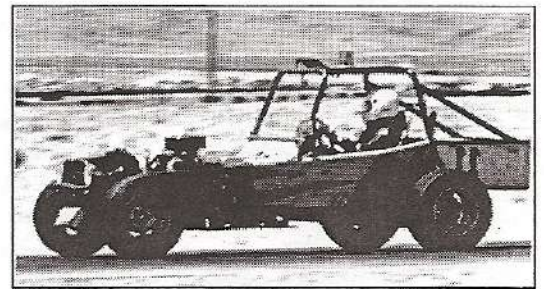
nameless, but trust me, it wasn't Paul Hightower), was OK, but the car was totaled. Although, it seemed to be case of driver error, the incident was caused by a half-shaft that broke and caused

turns during the second half of the race. The Dunestang had to slow and allowed the second place 240Z driven by Gary Carmack to come within spitting distance of Dunstang's Caltrans sign bedliner. Meanwhile, Alan Ward, driving Phyllis Gaylard's newly-painted GTV came from the back and was

and ice in the trunk! Not surprisingly, after he took the beer and ice out, he did his time runs and beat my by nearly one second! Hmmm, maybe its time that I take the AROSC driving school again...Look out for Charlie and his 164 at the Willow Springs in August. (Perhaps Charlie could go against Alan Ward in his Ford Taurus SHO in the new V6 front-wheel-drive class.)

the car to go straight off the track at turn 1.

The race event (for which I was flagging) turned out to be quite an exciting event. While the Dunestang driven by Paul Ellis took an early lead, it began to smoke (lose transmission fluid) on the left



also gaining on the 240Z. As it were, the race ended perhaps too soon for Alan, and he finished in third behind the Z who trailed the smoking Dunestang. Bonnie LeLesch was also a very strong front runner in her 240Z but had to slow and eventually DNF due to mechanical problems.

Other than a few engine meltdowns and mishaps, there was only one serious incident during the weekend where a 240Z went off the track and landed on its side. Fortunately, the driver (who shall remain



June 19, 1994

# Las Vegas Time Trial and Race Results

Car #	Name	Car	Class	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Order
3	Gaylard/(Ward), Phyllis	Alfa GTV	B	1:20.11	1:19.32	1:20.34	1:20.35	1:20.70	1
13	Ward/(Gaylard), Alan	Alfa GTV	B	0:00.00					2
18	Van Curen/(Frank), Bettina	Alfa Spider	B	0:00.00					3
123	Erickson, Rube	Alfa Spider	C	1:17.50	1:14.59	1:14.99	1:15.44	1:14.44	1
71	Thompson, Richard	Alfa GTV-6	C	1:18.52	1:18.27	1:16.42	1:16.21	1:15.00	2
50	Brown/(Rinaldi), Alex	Alfa GTV	D	1:12.97	1:11.88	1:11.57	1:12.15	1:11.62	1
1	Thieriot, Charlie	Alfa 164	D	1:17.31	1:17.11	1:16.84	1:16.92	1:17.00	2
501	Rinaldi/(Brown), Pat	Alfa GTV	D	1:20.93	1:21.08	1:21.25	1:21.20	1:23.79	3
7	Gray/(Gray), Bradley	Alfa GTV	E	1:13.98	1:13.82	1:13.60	1:14.32	1:13.83	1
125	Blankenship/(Blkshp), Paul	Alfa Alfetta GT	E	1:15.53	1:15.60	1:16.74	1:20.40	1:24.95	2
24	Higa, Randall	Alfa GTV	E	1:18.06	1:17.84	1:17.30	1:17.40	1:17.45	3
44	Selby, Charles	Alfa GTV-6	E	1:22.25	1:22.25	1:20.78	1:21.53	1:20.79	4
42XX	Kohl, Raymond	Alfa Spider	E	1:27.40	1:26.40	1:26.82	1:32.20	1:26.43	5
242	LeLesch/(LeLesch), Mike	Datsun 240Z	M	1:10.14	1:08.62	1:09.01	1:08.52	1:08.97	1
67	Takasugi, Jon	Nissan 300ZX	M	1:10.47	1:09.73	1:10.38	1:10.00	1:10.29	2
4	Arico, Nick	Eagle Talon	M	1:13.14	1:12.82	1:13.16	1:12.21	1:12.29	3
81	Donofrio/(Donofrio), James	Datsun 240Z	M	0:00.00					4
121X	Patel, Hiten	Datsun 240Z	M	0:00.00					5
31	Porteous, Paul	BMW M3	N	0:00.00					
12	Culp, Tracy	Porsche 944	O	1:16.00	1:15.75	1:15.13	1:14.56	1:14.36	1
231X	Williams, John	Dodge Omni GLH	O	1:16.32	1:15.84	1:15.57	1:15.54	1:14.88	2
66XX	Hudson, Martin	BMW 2002	O	1:20.38	1:17.26	1:17.26	1:17.35	1:17.70	3
33	Gonzaga, Raymond	Toyota Corolla	O	0:00.00					4
41	Rodriguez, Carlos	Mazda RX3	O	0:00.00					5
127X	Maytag/(Bjorkman), Ken	Toyota MR2	P	0:00.00					
11	Ellis, Paul	Dunestang	RD						1
23	Carwack, Gary	Datsun 240Z	RD						2
3	Ward/(Gaylard), Alan	Alfa GTV	RD						3
48	Presto, Tony	Mercury Capri	RD						4
43	Hightower, Paul	Datsun 240Z	RD						5
8	Donofrio/(Donofrio), James	Datsun 240Z	RD						6
241	LeLesch/(LeLesch), Bonnie	Datsun 240Z	RD						7
30	Dedman, Chuck	Jensen Healey	RE						1
19	Hamilton, Steve	Toyota MR2	RE						2
87	Richard, Rob	Alfa Spider	RE						3
77	Gray/(Gray), Bradley	Alfa GTV	RE						4
27	Bjorkman/(Maytag), Glenn	Toyota MR2	RE						5
25	Blankenship/(Blkshp), Paul	Alfa Alfetta GT	RF						1
76	Cannes, Stuart	Alfa Giulia	RF						2
6	Cote, John	Alfa Spider	RF						3
21	Welsh, Peter	BMW 1600	Z						
28	Frank/(Van Curen), Len	Alfa Spider	Z						



# Good News, Bad News & Just News

STU SCHALLER

A photo of the new Alfa spider appears in the May 16th issue of Autoweek. The article says that the car will also be available as a 2+2 coupe. Standard power (in Europe) is the twin spark 2 liter, with 154 H.P. The 3 liter V-6 will be optional. The car is rather strange looking, with a 164 style grille, small round headlamps, like on the Alfa Proteo show car of a few years ago, and a back end that reminds one of the Mercury Capri convertible "sports car". The weirdest looking view is from the side, with a deep crease which goes diagonally from the bottom of the nose to the top of the car, just behind the door.

There are times that parts needed for older Alfas can not be found locally, or even in the U.S. One good source for older Alfas is Tony Stevens Alfa Stop, P.O. Box 50, Belper, England. Phone/fax 44-773-822-013. Tony has been around Alfas a long time, but his business was started just about a year ago, specializing in hard to find brake

parts, such as calipers and rear slave cylinders for the 105 series cars with Dunlop systems. Tony is also having complete stainless steel exhaust systems made for 101 series spiders, at around \$350, and stainless headers made for Giulia veloces and 2600's, with others to follow. Tony also has sets of 4 Spax shocks for the 1900, 102 or 106 series cars at around \$250; much cheaper than the Koni's for these cars.

A few months ago, I asked members to write to me in regard to some ideas I had about the making the joining of the national club optional, rather than mandatory, and the creation of "model" registers. To date, I have not received a single response!

I recently received a letter from a member of the AROC's National Board of Directors in regard to the direction the club has taken. He states "We started the 35 years ago as an information sharing, self-help club of technically oriented people.

We grew into an insurance consortium for people who needed coverage to get access to racing sites. The original car people were already a captive audience, so what it seemed was needed was to tilt the magazine toward entertainment, making it attractive to the casual owners. The club leadership (to a large degree) drooled at the prospect of a car (the Milano) which would attract yuppie BMW types who could be sucked into subscribing to a wine-and-cheese-party club magazine to pay for the insurance and general club expenses for the 20% who cared about their cars".

As far as I am aware, our local chapter has its own insurance to cover all our racing programs. I do not know why it could not be extended to also cover liability at general meetings and other club events rather than use national's insurance for these things.

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

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

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

Member of another chapter wishing to add affiliation: \$22

Make checks payable to AROSC

New Member

Renewal

Name \_\_\_\_\_

AROC Member No: \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home phone: ( ) \_\_\_\_\_

Work phone: ( ) \_\_\_\_\_

**Mail to:**

Tina Van Curen  
AROSC Membership Chairman  
1801 Edgecliff Drive  
Los Angeles, CA 90026

# Scenes from a Swap Meet, May 22



## May and June General Meetings

# Raffle Prize Winners

Congratulations to the winners of Raffle at the May and June 1994 General Meetings! As you will note, our illustrious Vice President, Anthony Wu, pulls out all stops to get some great prizes. Come to the next meeting and, you too, may be a winner!

### May General Meeting:

Dave Herting *Ferrari kit*  
Erika Herting *Lamborghini kit*  
Randall Higa *Ferrari poster and first aid kit*  
Jay Negrin *Screw drivers*

### June General Meeting:

Charlie Thieriot *Flashlight*  
Jay Negrin *Tire guage*  
Dorian Valenzuela *Spark plugs*  
Charlie Schwartz *Spark plugs*

## Keeping up with the Jones, Alfa Style

STU SCHALLER

By the late 1930's, Alfa was losing its technical superiority over other automobile makers. No longer was it either Alfa or Bugatti that won most racing events, it was the Germans. Motors with V-shaped blocks were becoming commonplace, whereas Alfa was still using inline powerplants. Alfa's 12c grand prix car, first run in 1936, was not all that successful, but it was more competitive than the earlier, inline 8 cylinder cars.

By 1938, it was decided to not only concentrate on V-block motors for racing, but to build totally new production models around them. The first of these was the Tipo S-10, with independent suspension, as had proven successful on the 6c2300B's. The motor would be a V-12, with a displacement of 3560cc's. A second car, the Tipo S-11 would be similar to the S-10 in concept, but would have a V-8, with a smaller displacement; 2260cc's. There would also be high performance versions of both, which would be *Alfacionada July 1994*

called Super Sports. These would have motors with 4, rather than 2 cams, and multiple carburation.

Unfortunately, World War II was looming on the horizon, and only 4 cars, plus a few motors ever got built. There would be no funds for

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*A number of cars which were damaged during the war had their drivetrains used for racing specials, the best known of these being the Nardi/Alfas.*

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experimentation with new ideas; they would be needed to tool up for war.

Production of the superb, but

financially unsuccessful 2900 series terminated in 1938, only about 40 cars having been produced. In 1939, the inline 6 cylinder cars were updated again, as they had been continually since the series began, in the late 1920's. The 6c2300B became the 6c2500.

Six versions of the car were initiated, 5 and 7 seat sedans with a 3.25 meter wheelbase and 87 horsepower; a military vehicle, called the Coloniale, with a 3.10 meter wheelbase and a dry sump motor, for durability, having 90 horsepower; a sports version with a 3 meter wheelbase and 95 horsepower; and a racing version with 2.70 meter wheelbase, triple carbs and 125 horsepower. The sixth version called the Super Sports, of which only 61 cars were built before and during the war had the 2.70 meter wheelbase and a de-tuned version of the triple carb motor, producing 110 horsepower.

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# WARNING: If you Drive an...Alfa 164, Milano, GTV6, Alfetta, or a late model Spider, you could get a 'fix-it' ticket!

BY IL DUCE DELLA AUTOSTRADA

While back while I was cruising down the Harbor Freeway in my Alfa, I was pulled over by a CHP Officer and cited for a moving violation. It wasn't that the speeding ticket that got me upset, but rather the 'fix-it' equipment violation that ruined my day. As I was about to put my autograph on the ticket, I saw another violation was tacked on without my knowledge. The violation was stated as "26708(a) V.C. [Vehicle Code] - tinted windows". I asked what windows were tinted? I knew beforehand that it was legal to tint the rear window and the rear side windows as long as you had two side mirrors, which I did. The officer pointed to my front side windows. I said, "What? Those windows are not tinted!" "They sure are," said the Officer, "These side windows have to be as clear as your front windshield." I said, "If they are tinted, then it was done by the manufacturer, because I did not tint those windows!" "I don't care! They have to be as clear as you front windshield!" I grudgingly signed the ticket and vowed in my mind that I would fight the ticket. I knew for some odd reason that I was right, for my Alfa did come with factory tinted side and rear windows. If you took a very good look, you will notice that the windows have a very slight bronze tint on them. When I first bought the Alfa, I thought the windows had a coating of dust on it. I was amazed that the cop could see that the windows were tinted since the Officer was wearing dark

sunglasses the whole time.

I called up the 1-800 number of the Alfa Romeo Distributors of America (ARDONA) in what was then in New Jersey for help. After relaying the story to the chap on the line, all he could do was to tell me that all windows on the Alfa have a DOT (Department of Transportation) approval number on them. He also said that Alfa cannot sell any illegally equipped car in the country. Otherwise, there was not much else they could do. I was not fully satisfied, but the guy was sympathetic to my situation.

I made a trip to the local library and looked up the California Vehicle Code, Section 26708(a), which says, "No person shall drive any motor vehicle with any object or material placed, displayed, installed, affixed upon the windshield or side or rear windows." I thought, "Well, looks like they got me." But as I was thinking, I realized that, "Hey, I didn't put anything on those windows which were in question." I thought there must be any exception, for there are millions of cars on the road that have window tinting installed after the car is moved off the dealer's lot. Shoot, they sell that stuff at the local auto parts store and there are some businesses that do nothing but tint car windows! Don't tell me they are also law breakers. I continued searching for the loophole.... Bingo! Section 26708.5(b) which says, "Tinted safety glass may be installed in a vehicle if (1) the glass complies

with motor vehicle safety standards of the United States Department of Transportation for safety glazing materials, and (2) the glass is installed in a location permitted by those standards for the particular type of glass used." That was the section which would get me off the hook, for every window on my Alfa has a DOT number at a lower corner. But I felt I needed more ammo, so it was off to the Alfa Romeo dealership....

The parts and service manager sat there looking incredulous and shaking his head as I recounted my story to him. "You must be dealing with a rookie," he said, "I never heard that one before!" We went out to take a look at my Alfa. The manager looked closely at the front side windows then tried to scratch the inside portion of the glass to determine if there was tinting film on the surface. Obviously, there was none. He was kind enough to write a letter stating this was factory tint which was laminated into the glass. Ah, another piece of evidence that vindicates my guilt. It was interesting to find out that the tinting was laminated into the glass during the manufacture. That meant that there was absolutely no way of getting the tint out. It also means there was no way I could have tinted the glass like that.

Armed with all this evidence, I went to the CHP station to get the equipment violation signed off, which must be done within 30 days

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## Warning

*continued from page 12*

of receiving the ticket. This type of violation has no fine, so it will not hit your back pocket. The desk officer had a pile of papers dumped on his counter and he was being barraged about the false accusation that had been made against my beloved Alfa. He threw up his arms in surrender and we went outside to take a look at the Alfa. A scratch test was performed and he signed off the ticket. I asked if he knew who this Officer was and he said he did. She joined the CHP a year ago. Great...I was dealing with a rookie cop! *Se la vive!* The desk officer apologized for my mishap, but said they were not perfect.

So, how can you avoid the same headache that I went through? If you do get a 'fix-it' ticket for tinting on the front side windows, go directly to the nearest police or CHP station and have them perform the scratch test. There is no need to go through the exhaustive research as I did. Just make sure you really don't have after-market tinting on your front windows before going to the station.

So, beware if you happen to drive a later model Alfa Romeo. One tactic that you might try if you get pulled over is to completely lower both your front windows before the Officer arrives at your car. If he doesn't see it there is no violation. I keep a copy of the letter from the dealership just in case the same situation may come up again. Oh, by the way, I did win my moving violation case by default as

## Jones

*continued from page 11*

In 1943, a 2 litre version, called the Gazzella was developed, but it never reached beyond the prototype stage. Also during the war, all the sedan versions were renamed Turismo, regardless of seating capacity, and the last Coloniale was produced. A number of cars which were damaged during the war had their drivetrains used for racing specials, the best known of these being the Nardi/Alfas.

In 1947, although nothing was really changed, Alfa started calling the 2500's Tipo 1947, rather than considering them an evolution of the earlier 2300's. The sedans would now have a wheelbase of 3.25 meters, the sports, a 3 meter wheelbase, the super sports a 2.7 meter wheelbase, and the competition versions, a 2.5 meter wheelbase. In 1948, the motor was improved, and called motore avanzato, although it was not rated any higher horsepower, except in the competition versions.

In 1950, the factory made the sports version officially available with the triple carb super sports motor. A three litre motor which was under development, was installed in 3 competition coupes, and run in the Mille Miglia. The motor with modifications, was also used a new prototype production car called the 6c3000, and later, in the 6 cylinder versions of the Disco Volantes.

Around that time Alfa had also decided to change direction, and produce a new type of car which would be more affordable to the general public, and by 1954, no more 2500's were made, around 2600 cars having been produced.

There are only about 100 cars still known to exist today, a register of these being maintained by Peter Marshall in England, with the help of Mal Harris, Simon Moore, Lorenzo Boscarelli, John De Boer, myself, and many others. Unfortunately, we very seldom get to see one of these superb cars. To some Alfisti, these are the last of the real Alfas, for they are the final series produced with separate chassis and coachwork.

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# Calendar

<b>Jul. 24</b>	<i>Summer Squall Rally (PCA/Orange County)</i>	<b>Sept. 30</b>	<i>General Meeting, Location TBA</i>
<b>Jul. 29</b>	<i>General Meeting, LADWP Department of Water and Power 111 North Hope Street, Downtown Los Angeles Room A-5 (Adjacent to Auditorium)</i>	<b>Oct. 8 &amp; 9</b>	<i>Time Trials and Race -- Las Vegas</i>
<b>Jul. 31</b>	<i>Petersen Automobile Museum Tour 1:00 PM at the SE corner of Wilshire &amp; Fairfax</i>	<b>Oct. 15</b>	<i>Wine Tour, Temecula Valley</i>
<b>Aug. 5</b>	<i>First Friday Niter Rally (SMSCC/San Fernando Valley)</i>	<b>Oct. 23</b>	<i>Concours d' Elegance, Torrance Airport</i>
<b>Aug. 13 &amp; 14</b>	<i>Time Trial and Race- Willow Springs</i>	<b>Oct. 28</b>	<i>General Meeting, Location TBA</i>
<b>Sept. 11</b>	<i>Eureka Rally (SMSCC/ San Fernando Valley)</i>	<b>Nov. 5 &amp; 6</b>	<i>Time Trial and Race- Willow Springs (Invitational Event -- limited entries)</i>
<b>Sept. 17 &amp; 18</b>	<i>Driver's School at the Streets of Willow</i>	<b>Nov. 13</b>	<i>Swap Meet</i>
		<b>Dec. 3 &amp; 4</b>	<i>Time Trials and Race - Willow Springs</i>
		<b>Dec. 10</b>	<i>Holiday Party</i>

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