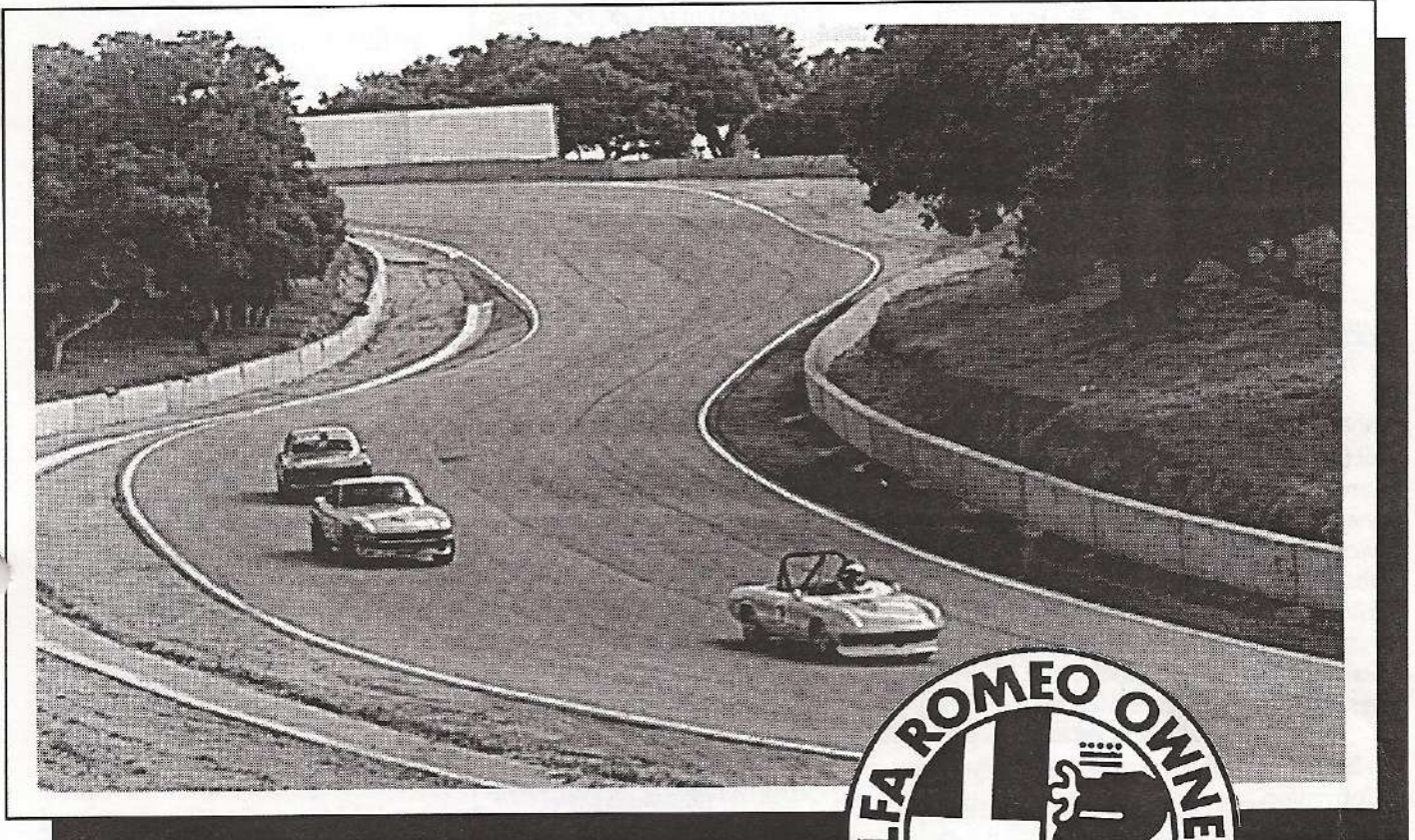


Alfacionada

The Journal of the Alfa Romeo Owners of Southern California

May/June, 1994



Coming up:

General Meeting: May 27

Time Trials and Race: June 18, 19

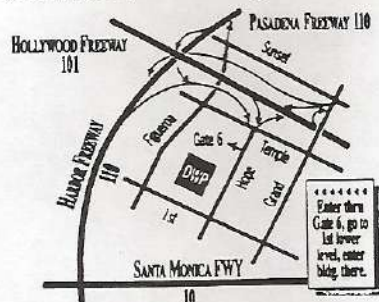
General Meeting: June 24

July 24: Summer Squall Rally

1994 Board of Directors

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 AND ARTICLE DEADLINES:

July Classified	June 3
August Events	June 3
August Classified	July 3
September Events	July 3
September Classified	August 3

Joel Hoffman, President 13119 Strathern Street North Hollywood, CA 91605	(818) 994-4730 Eves
Anthony Wu, Vice President P.O. Box 2413 Rolling Hills Estates, CA 90274	(310) 541-2833
Kristen Gurney, Secretary 713 Gladys Ave., Studio D Los Angeles, CA 90021	(213) 689-7739 Eves
Pierre Valenzuela, Treasurer 8254 Manzanar Ave Pico Rivera, CA 900	(310) 336-7498 Days (310) 923-5305 Eves
Tina Van Curen, Membership 1801 Edgedcliffe Dr. Los Angeles, CA 90026	(818) 379-1938 Days (213) 666-4500 Eves
Randall Higa, Newsletter 6007 Eucalyptus Lane Los Angeles, CA 90042	(213) 244-3661 Days (213) 344-8828 Eves
Jerry Lomas, Programs 2116 Arlington Ave., Chateau II Los Angeles, CA 90018	(213) 734-5852 Days
Charlie Thieriot, Competition 2500 Roscomere Road Los Angeles, CA 90077	(310) 476-8812
Sebastian & Tesse Franzen, Social Directors 4136 Grandview Boulevard, #5 Los Angeles, CA 90066	(310) 390-7337 Eves
Larry Meyer, Librarian 497 E. California Blvd #315 Pasadena, CA 91106	(818) 500-6424 Days (818) 440-1803 Eves
Chas. Schwartz, Member at Large 11602 Hesby Street Valley Village, CA 91601	(818) 760-0189 Days (818) 763-3903 Eves
Jay Negrin, Member at Large 10555 Marklen Ave. Mission Hills, CA 91345	(818) 894-3549 Eves
Dirk Stoehr, Member at Large 4539 Jubilo Drive Tarzana, CA 91356	(213) 385-1203 Days (818) 345-9841 Eves
Stu Schaller, Member at Large 8821 Lindley Northridge, CA 91325	(818) 772-1647
Newsletter	
Randall Higa, Editor	
Chas. Schwartz, Art Director	
Randall Higa, Cover photo	

COMMERCIAL DISPLAY RATES:

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

California '94
ALFAS GO

Joel Hoffman

It's said that life is full of surprises and the February 25th meeting was a very pleasant one. Forty of us listened approvingly as Leslie Kendall, Collection Manager, laid out the features of the Petersen Automotive Museum. Beginning in mid June '94 car nuts around Southern California will have a totally fascinating, chronologically laid out second home. There's no boring anti-septic look of cars lined up in a row. There'll be sights, sounds and smells. We'll see a Harley with a mounted cop hiding behind a billboard; the world's first strip mall; a custom speed shop; a fully completed chopped '50 Mercury created by George Barris, and U.S. and European project cars. There's a youth culture section with a '62 413 Dodge Ramcharger and a '58 Edsel Bermuda station wagon. Of course expect to see cars belonging to Elvis and other celebrities.

Of special interest to AROSC members, there's a place on the building's deck for car club events. We're hoping that following the May, June, and July monthly meetings once again at the DWP building we'll be able to hold our meetings at the museum. The

address is 6060 Wilshire Blvd. at Fairfax in the former Orbachs Department Store.

As a service to new members I'll mention 4 excellent sources of used parts (mostly late '60s through late '70s), some '50s and '80s, plus some NOS parts (new old stock) which translates to new original equipment parts bagged and boxed. The originator of the Alfa parts recycling business, a true visionary, is Steve Treece. When he began, this business was called the Alfa Recycler. Now it's called Alfa International. Located in Glendale, Steve operates by appointment only. Call him at (818) 500-0305. In business for an equally long term is Bill Werner. He's been an Alfa Romeo dealer mechanic and is the owner of Alfa Only at 3422 Glendale Blvd. in Atwater Village. Bill's # is (213) 662-3916. Bill's a longtime AROSC member and is lovingly recommended as a service shop by tons of AROSC member/customers. Our friends at Alfa Ricambi (1-800-225 ALFA) in Glendale have a big collection as well. The fourth place is 3,000 miles away but has been in business since 1975. Keith Goring of Alfas Unlimited in Norfork, Ct. has a huge supply of used parts. I bought a pair of seat belts from him. His number is (203) 542-5351.

The Spring Swap Meet is sure to have made the usual 200+ attendees fulfilled. You know the scenario. 200+ parts buyers hopping around

the parking lot. Should I buy these Giulia eyebrows for \$400 now or hope to find others 50 feet away for less and if I don't can I get back to the first seller before they're gone? Decisions. Decisions. The official starting time is 9 am but believe me, get there earlier. My pick for most wanted on May 22nd are the Alfa Romeo condoms made by Pirelli. They're guaranteed not to leak.

JOB FAIR AND NETWORKING

Do you know what your fellow Alfa Club member does for a living? Do you want other Alfa club members to know what type of business you have?

Jerry Lomas, of the Engine Rebuilding Workshop fame, is planning a Networking/Job Fair event for the Alfa Club members. This may be part of a regular general meeting, a special event in another setting such as an AlfaPower Breakfast, or even a Special Edition of the Alfacionada featuring a section of business cards that would allow you to participate for a nominal fee.

Your business does not have to be car related! Lawyers, graphic artists, window washers, CPAs, taxidermists, architects, etc. are all welcome to gather and market themselves.

If you are interested in this event and/or displaying your business card in a Special Edition of the Alfacionada, please call Jerry Lomas at (213) 734-5852 during the day.

EVENTS

AND

ACTIVITIES

Randall Higa

GENERAL MEETING, May 27, 1994, 8:00 PM

Speaker: Bob Macias,
NGK Spark Plugs

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 back Bob Macias from NGK Spark Plugs as our guest speaker for our May General Meeting. Bob will introduce us to proper spark plug selection procedures, give us the "hot tips" in spark plugs for your Alfa and tell us the purpose of a spark plug (it's not what you think). You will not only learn more than you knew you could learn about spark plugs, and more importantly, it will be a very fun presentation. He will also bring an interesting video that you really don't want to miss. Call (818) 994-4730 for more information.

TIME TRIAL AND RACE, LAS VEGAS RACEWAY, JUNE 18 & 19

AROOSC returns to Las Vegas for the first of two events this year. For those of you who missed it last year, this track will put a giant grin on your face! The track is relatively short but ranks high in smiles per lap. If you've never been on a track and are the least bit curious, sign-up for the Introductory Class for a very fun-filled and extremely inexpensive weekend. You also can't overlook the big lights of The Strip and the lure of the shows, card tables, cheap food and 25 cent slots. On the

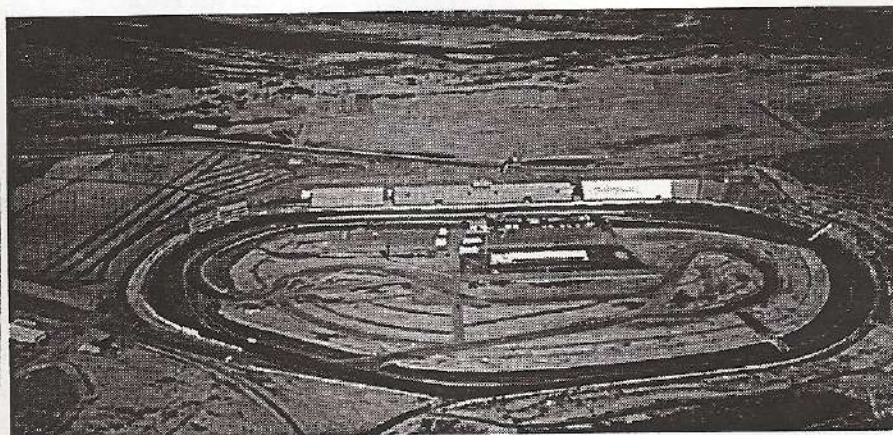
Continued Page 7

Letters

Unfair Advantage?

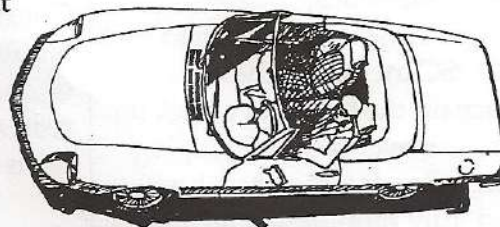
On the way to the February 12 and 14, 1994 Time Trials and Race at Phoenix International Raceway, I took a picture over the raceway to figure out the corners. As usual, there was a lot of practice time with a most enjoyable two days of racing with perfect weather. The Alfa Giulia registered 112 miles and because of helpful instruction, we (Jeff and I) got most corners down pat.

This was helpful as two weeks later, Jeff and I ran the VARA races with the Alfa. Because we used the same car, I ran in "E" production and Jeff



in "F" production. I got the checkered flag to take first place of the diamond group. It has been a long time since I rode around a track with a checkered flag for the victory lap. I credit the Alfa club for making this possible. Three cheers to Charlie and all the workers of the Alfa Club.

Si Robin



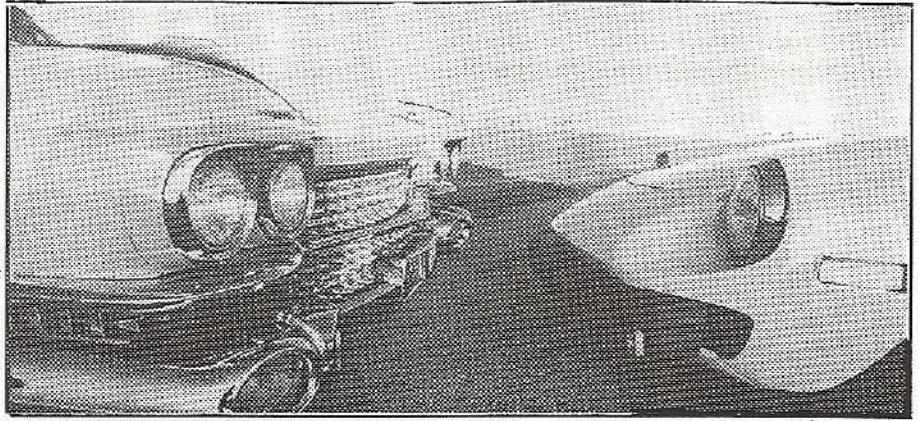
Chiasso!

Text and photos by

Randall Higa

For a large part of this century, the Los Angeles area has provided a very unique context for the automobile to grow up. The history of Los Angeles and the history of automobile cannot be separated since each has had such a profound effect on the other. I do realize that it was Red Car that provided much of the primary transportation and defined many of the transportation links in Los Angeles during the first half of the century. However, the vast majority of Los Angeles, as we know it today, was planned with the automobile (not horse carriages or Roman chariots) in mind. We also cannot forget the effect of the sunny weather and the pioneering spirit that provided a breeding ground for the "car-culture" that includes hot rods, customs, lowriders, Baja Bugs, dune buggies, speed shops, drive-ins and a cult following for strange exotic Italian post-war sports cars called Alfa Romeos.

The March general meeting of the Alfa Romeo Owners of Southern California had the pleasure of listening to Leslie Kendall who is the curator/collection manager of the Peterson Automobile Museum. The museum is a branch of the County Natural



History Museum and will be located in the southeast corner of Wilshire and Fairfax, not too far from the County Museum of Art. For those of you with long memories, the museum was the site of the Orbachs Department Store, and later, the Seibu Department Store. These two stores had a tough time competing with the upscale May Company Department Store across the street housed in a striking streamline moderne style of architecture designed by Albert C. Martin & Associates.

Unlike other automobile museums, the Peterson museum will focus on cars in a local context. It will tell the story of the automobiles impact on American life and American culture in Los Angeles. Amongst others, the displays will include a scene from a turn-of-the-century blacksmith shop where a steam car is being built, a Hollywood scene with Laurel and Hardy, a scene with 1930's gas station, a 1930's Cord/Auburn new car showroom, a scene from custom speed shop with equipment donated by George Barris, a scene from a 1950's drive-in

restaurant and a scene with a solar-powered car built by students from Cal State L.A. Many of the displays will not only be visual, but will also include the proper sounds and smells appropriate to the scene. Since many of the County Museum staff were involved with the design of the scenes, all of the details are exactly accurate for the era.

The Museum will be able to show approximately 110 to 120 cars at a time on the first two floors of the building. The third floor will display a collection of "automobilia" that will include hood ornaments, literature, art, and "anything that can fit into an elevator." The fourth floor has a large pavilion/meeting room (possible future site for Alfa Club meetings?) with full catering facilities (remember when this was a restaurant for the department store?).

As some of you may know, the County Museum of Natural History has been gathering cars for many years. The first car in the collection was a 1915 Stutz racing car which was donated by Earl Cooper in 1935. Since that

time, the collection has grown to over 100 cars with only 70% to 80% on display at any given time. Much of the cars that will be on display will be on loan from the collector community and will be rotated every 3 to 6 months. As interesting and collectable Alfa Romeos will be welcomed, the Alfa Club may try to gather a suitable array of cars that may be featured in a display.

In addition, the Museum is looking for volunteers to help out with the collection. They are looking for people to work on cars, wash and wax cars, do research on cars, locate parts for cars, etc. These types of activities can be done in groups (possible Alfa Club activity — if this sound interesting to you, please call one of the Board Members) or on an individual basis. Most of the work that is done on the cars is performed at the warehouse at 30th and Grand Streets.

The Museum is expected to open in the middle of June of 1994. There will be various types of membership opportunities available that include unlimited access to the facility. For those of you with a keen interest in the Museum, there will be the Checkered Flag membership level that will allow access to many of the exclusive events that are planned for the Museum. However, start saving your pennies now since the Checkered Flag will cost you a cool \$1,000 a year.

The Alfa Club would like to heartily thank Leslie for his presentation and wish him the best of luck with the Museum. It will undoubtedly enrich the automobile culture of Los Angeles and let us brag about our heritage and influences on the rest of the automotive world. For more information about the Museum, you can call Leslie Kendall at (213) 744-3353.

Rallying Comes to AROSC

by Jay Negrin

Time-Speed-Distance (TSD) sports car rallies are technical in nature, but take you through some of the most scenic, least-traveled roads in the Southland, so they are enjoyed on many levels. Just ask anyone who's run one!

Rather than putting on our own rallies for members as we have in the past, which takes

more time and personnel than we have available, AROSC will award competition points for the best finishes in two out of three designated rallies: two from the Sunday Rally Series, one from SMSCC's First Friday Niter series. Points will be awarded based upon finishing order in class; 20 points for first, 19 for second, etc. per the Competition Code. Bonus points will be awarded for Best of Club in each rally (requires five teams running under the AROSC banner).

The three rallies qualifying for ARSOC points will be:

Continued Page 7

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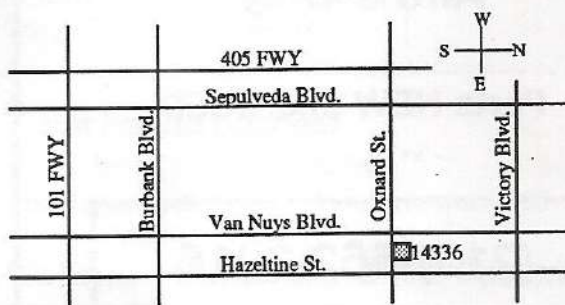
6644 San Fernando Road, Glendale, CA 91201 (818) 956-7933

(Continued from Page 4)

other hand, just come out, sit in your favorite grandstand, and watch the excitement of AROSC time trials and racing. We have rooms blocked at a very nice but affordable (read "cheap") hotel. For more information, call Charlie Thieriot at (310) 476-8812 or Tracy Culp at (805) 250-0906.

WEBER CARBURETOR CLINIC, June 25

After Charlie Thieriot's June 18th and 19th Time Trial in Las Vegas make time for the June 25th Weber Carburetor Clinic at Franco's European Sports Cars, 14336 Oxnard Street in Van Nuys. Besides watching Franco synchronize and tune an Alfa with Webers it pays to come if only to see a Diablo, Countach, LM 002 American, Daytona or Testarossa at his shop. This all starts at 1 pm. Bring your questions and be ready to listen to his years of experience.



LITERATURE SWAP MEET, June 26

The Southern California Chapter of the Society of Auto

Historians presents their 12th Annual Automotive Literature Faire and Exchange on June 26, at the Pasadena City College parking lots on the Corner of Colorado and Hill in Pasadena. Need an owner's manual for your 6C2500C? Need a copy of the Road & Track with the article of the Giulietta Sprint Zagato? Need a brochure for your Ossa Mick Andrews Replica? There is a good chance that you'll find these items (and lots, lots, more!) at the swap meet. Admission and parking is free! For vendor spaces, call David Tobin at (310) 639-5428.

THE MONTEREY WEEKEND, August 25 - 28

Italian cars and motorcycles kick off the 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, some of the rarest, most significant and exciting vintage cars are running on Thursday through

Sunday. Park in the Alfa Romeo Corral at Laguna Seca and you'll be surrounded by billions and billions of other

Alfas. The real frosting on the cake is at the Pebble Beach Concours on Sunday. The Alfa Romeo Association will be reserving blocks of rooms at the Days Inn in Seaside for only \$93 a night and coordinating the events for all lovers of Alfa Romeos. Refer to the registration form elsewhere in the newsletter to register for the Saturday night Dinner Party, get tickets to the Monterey Historic Races and get your Corral Pass for Laguna Seca Raceway. Call the Days Inn ASAP to reserve your room at (408) 394-5335 by July 31, and ask for the "Alfa Romeo block of rooms."

RALLYING EVENTS FOR 1994

Time, Speed and Distance sports car rallies are coming to AROSC! Refer to Jay Negrin's article about Rallying and refer to the calendar for the dates of the upcoming events. Note that participation in these events can win you AROSC competition points!

Rallying Continued from Page 6

July 24 Summer Squall (PCA/Orange County); August 5 First Friday Niter (SMSCC/San Fernando Valley); September 11 Eureka (SMSCC/San Fernando Valley).

For the whole summer's rally schedule or further information, call Jeanne English at (310) 372-7166 or see Jay Negrin at at meeting or call him at (818) 894-3549.

April 9 & 10, 1994
LAGUNA SECA:

TIME TRIAL AND RACE

By *Randall Higa*

A full rainbow over the Laguna Seca Raceway greeted the Alfa Romeo Owners of Southern California time trialers and racers on Saturday morning as they returned after a two year absence. Although we didn't get our usual Memorial Day weekend dates, the April 9 and 10 dates worked out to be just fine. This event also marked the return of Len Frank to a racetrack following his stint in the hospital. Welcome back, Len!

Len graciously served as the weekend's AROSC Time Trial and Race Director of Instruction. He provided the classroom instruction to the Novice Group and gave instructional rides around the track in this writer's Toyota Cressida. It was quite a thrill sitting in the back seat of the wife's semi-luxo commuter box screaming down the corkscrew turn. Len did a terrific job of introducing the novices to proper on-track behavior with his usual dollop of wit and wisdom. Unfortunately, there were no Cheetah or Alpine stories...

Amazingly, this Laguna Seca event did not have one incident of unintentional sheet metal destruction on the track. While there were several spins (this writer included), no one hit any solid objects. The most serious incident: a red Nissan 300ZX (owner shall remain nameless) did not have its parking brake set and rolled backwards into Si and Jeff Robin's Tigas. Luckily, only minor damage was done. Congratulations to all of you for doing a great job keeping the ambulance and tow truck drivers bored!

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As expected, the attendance was terrific with about 120 people entered in the time trial and race

groups. This required a total of 4 time trial groups plus a race group. Since all cars had to be off the track by 4:30 PM each day, it took a bit of extra hustle to get everyone on and off the track in timely fashion.

Thanks to all of you who assisted with the track-side logistics to make this a smooth running and hugely fun event.

While no cars were prematurely trailered for bent sheet

metal, a few had to pack it in early because of excessive noise levels. As many of you know, the AROSC

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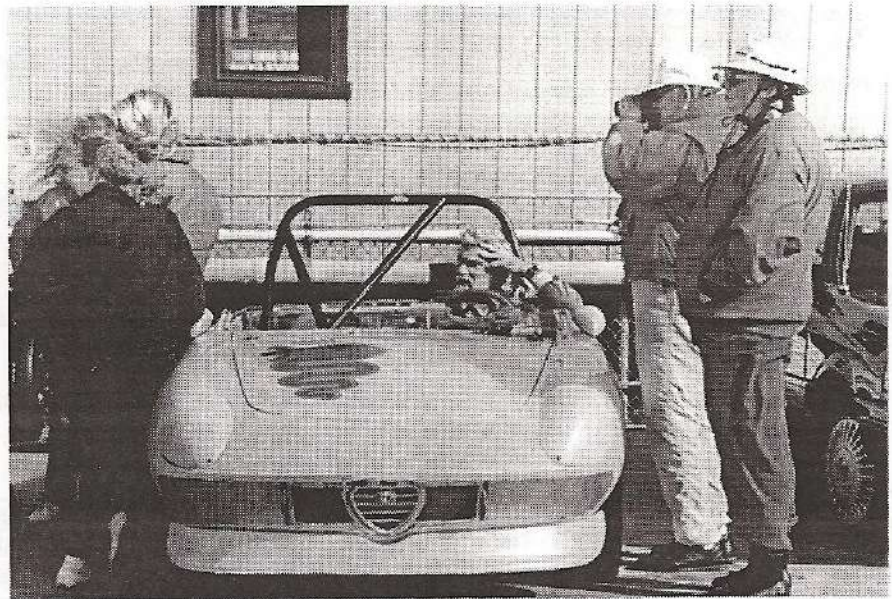
½ Mi. So. of Glendale

in Atwater Village

does not get the same privileges as Steve Earl for the Monterey Historic Races in August; AROSC must abide by strict noise limitations. A sound meter is strategically located along the track and is triggered by anything over 92 db. Although sound measurement is (in this writer's opinion) like counting angels on the head of a pin, the track management kept cars off the track if they failed the noise test after an initial warning. Good muffler systems were the rule of the day. Many of the cars with only Supertrapps didn't cut the mustard; even with the engine wheezing with a couple of disks left in place.

At the end of the weekend, it was Kevin Buckler, driving a blue 911 (S.CAR.GO Racing) who stepped into the winners circle after the race event. Overall second place honors went to Tor McPartland in his white Giulia Spider after passing Marshall Buck in his black Corvette (third place overall) in the second lap of the race. Top time of the day honors went to Kelvin Tse in another 911 with a sizzling lap time of 1:48:038. Congratulations to all of you in the go-fast crowd!

Remember to mark your calendars for the next event at Las Vegas on June 18 and 19 and our return to Willow Springs on August 13 and 14. For more information on the time trial and/or race program, call Charlie Thieriot at (310) 476-8812 or Tracy Culp at (805) 250-0906.



RACE RESULTS

CAR NO	NAME	CAR	CLASS	PLACE
63	Kevin Buckler	Porsche 911	C	1
123	Kelvin Tse	Porsche 911	C	2
47	Tor McPartland	Alfa Giulia Spider	D	1
88	Marshall Buck	Chevrolet Corvette	D	2
90	Jerry Tinney	Alfa GTV	D	3
48	Tony Presto	Mercury Capri	E	1
5	Marc Roppolo	Mitsubishi Eclipse	E	2
19	Steve Hamilton	Toyota MR2	E	3
43	Paul Hightower	Datsun 240Z	E	4
8	Dominic Roppolo	Mitsubishi Eclipse	E	5
7	Brad Grey	Alfa GTV	F	6
11	Len Frank	Alfa Spider	E	7
42	Joe Manarello	Jensen Healy	F	2
27	Glenn Bjorkman	Toyota MR2	F	3
25	Paul Blankenship	Alfa Alfetta	F	4
6	John Cote'	Alfa Spider	F	5

**"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 Edgecliffe Dr.
 Los Angeles, CA 90026

TT 1 April 09-10 1994
Laguna Seca Raceway
OFFICIAL TIME TRIAL RESULTS
GROUP 1

Date 04-10-1994
TT 1 1994

Sanction #

CLASS A

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	1 Thieroit, Charlie		1:56.606					1:56.606

CLASS B

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	13 Ward/(Gaylord), Alan		1:55.004	1:52.903				1:52.903
2	69 Kinney (Kinney), Mike		1:56.156	1:56.237				1:56.156
3	3 Gaylord/(Ward), Phyllis		2:05.456	2:06.003	2:03.375	2:03.805	2:02.765	2:02.765
4	18 Van Curen/(Frank), Bett							1:66:39.0

CLASS C

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	94 Farmer, Dave		1:58.982	2:09.322	1:57.608	1:57.193	1:56.570	1:56.570
2	71 Thompson, Richard		2:09.778	2:00.373	2:00.445	2:00.910		2:00.373
3	12 Erickson, Rube		2:06.195	2:02.696	2:03.351	2:03.621	2:03.656	2:02.696
4	16 Chen, Herb		2:06.268	2:04.708	2:04.763	2:04.083	2:03.856	2:03.856
5	15 XX-McGinnis, Michael		2:08.804	2:07.523	2:06.772	2:06.529	2:06.710	2:06.529
6	99 Karnezos, Marcos		2:14.725	2:12.789	2:12.867	2:13.100	2:09.766	2:09.766

CLASS D

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	50 Brown/(Rinaldi), Alex		1:56.773	1:54.200	1:54.566	1:53.796	1:53.959	1:53.796
2	40 Cartsonas, Chris		2:05.714	2:06.987	2:05.098	2:04.297	2:02.805	2:02.805
3	34 Lehmann/(Lehmann), Lisa		2:07.217	2:06.361	2:04.456	2:04.638	2:03.372	2:03.372
4	34 Lehmann/(Lehmann), Gerr		2:07.180	2:06.495	2:06.701	2:06.260	2:05.700	2:05.700
5	50 Rinaldi/(Brown), Pat		2:11.237	2:11.552	2:10.175	2:15.130		2:10.175
6	38 Dalberg, Jon		2:14.267	2:12.426	2:10.978	2:11.927	2:10.848	2:10.848

CLASS E

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	77 Gray/(Gray), Bradley		1:58.861	1:57.989	1:58.087	1:58.350	1:59.057	1:57.989
2	12 Blackenship/(Blkshp), P		2:01.908	2:01.762	2:01.583	2:01.046	2:01.633	2:01.046
3	57 Burgoon, David		2:03.475	2:03.815	2:01.127	2:01.119	2:01.078	2:01.078
4	65 Del Muro/(Rearwin), Mar		2:11.034	2:08.604	2:05.757	2:05.439	2:05.128	2:05.128
5	20 Herting/(Herting), Dave		2:06.554	2:05.214	2:09.459	2:12.045	2:07.815	2:05.214
6	91 Rich/(Mendoza), Harold		2:06.684	2:05.292	2:05.892	2:05.753	2:05.623	2:05.292
7	24 Higa, Randall		2:07.265	2:07.756	2:07.749	2:06.703	2:06.753	2:06.703
8	44 Selby, Charles		2:21.739	2:21.020	2:21.727	2:20.175	2:18.299	2:18.299

CLASS F

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	56 Bryant, Joseph		2:07.428	2:06.753	2:05.432	2:05.823	2:30.659	2:05.432

CLASS G

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	14 Sahines, Tom		2:03.223					2:03.223

CLASS H

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	12 Tse/(Eisenlohr), Kelvin		1:49.848	1:48.113	1:48.066	1:48.038		1:48.038
2	72 Eisenlohr/(Tse), Cary		1:50.798	1:50.040				1:50.040
3	31 Robin, Jeff		1:51.131	1:50.912	1:50.862	1:51.163	1:50.110	1:50.110
4	67 Takasugi, Jon		1:51.044	1:51.551	1:51.496	1:51.120	1:51.405	1:51.044
5	11 Ellis, Paul		1:53.907	1:52.839	1:53.352	1:53.020	1:51.841	1:51.841
6	24 Telasch, Mike		1:55.245	1:51.876	2:03.877	1:53.474	1:52.055	1:51.876

7	75 Pearce, Mark	1:56.387	1:55.283	2:09.170	1:52.199	1:51.330	1:51.330
8	32 Robin, Si	1:54.627	1:55.266	1:53.357	1:56.336	1:53.592	1:53.357

CLASS M

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	69 Simmons, Kit		1:49.050	1:49.127	1:49.910	1:48.947	1:50.011	1:48.947
2	55 Denko, William		1:50.728	1:51.672	1:51.286	1:50.836	1:50.454	1:50.454
3	81 Elkin, Tony		1:53.091	1:56.831	1:51.768	1:50.866	1:51.608	1:50.866
4	36 Gray, Jeff		1:56.102	1:51.824	1:53.891	1:51.847		1:51.824
5	99 Krueger, Danny		1:56.918	1:57.121	1:55.237	1:54.498	1:54.371	1:54.371
6	35 Chase, Allen		1:56.454	1:55.381	1:55.611	1:55.617	1:55.134	1:55.134
7	14 Scragg, Carl		1:56.469	1:58.272	1:57.583	1:57.350	1:56.830	1:56.469
8	72 Parcon, Jay		1:58.768	1:57.576	1:56.978	1:56.541	1:58.401	1:56.541
9	14 Sauter, Robert		1:57.363	1:58.420	1:59.104	1:59.950	1:58.580	1:57.363
10	14 X-Patel, Hitendra		2:01.339	2:02.258	2:01.703	2:01.166		2:01.166
11	74 X-Valentine, Dave		2:06.676	2:03.930	2:02.538	2:02.556	2:03.953	2:02.538
12	37 Currier, David		2:04.336	2:02.572	2:03.241	2:07.000	2:02.941	2:02.572
13	20 Spranza, Andrew		2:20.013	2:18.930				2:18.930

CLASS D

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	12 X-Weld, Garneau		2:00.615	1:59.542	1:58.462	1:56.057	1:56.303	1:56.057
2	73 Baysinger, Scott		1:58.838	1:57.839	1:57.011	1:57.544	1:56.270	1:56.270
3	12 Chan, Victor		1:59.122	1:58.063	1:57.241	1:56.674	1:58.913	1:56.674
4	12 Culp, Tracy		2:09.737	1:58.115	1:57.814	1:58.051	1:58.796	1:57.814
5	29 X-Gonzaga, Raymond		2:04.696	2:13.446	2:14.342	1:57.838		1:57.838
6	96 X-Africa/(Africa) Rolan		1:59.073	1:59.348	1:59.670	1:58.020		1:58.020
7	41 Reiter, Christopher		2:01.829	2:00.188	1:58.076	1:58.151	1:58.159	1:58.076
8	56 Natale, Mark		2:01.565	2:01.147	1:59.691	1:58.347	1:58.856	1:58.347
9	17 X-Coluzzi, Robert		1:59.646	1:58.661				1:58.661
10	96 Africa/(Africa), Ronold		1:58.947	1:59.500	1:59.706	2:00.212		1:58.947
11	52 Barth, Steve		2:05.242	2:03.237	2:03.064	2:01.973	2:02.867	2:01.973
12	77 X-Colberg, Alan		2:18.446	2:18.619	2:18.519	2:18.113	2:16.519	2:16.519

CLASS P

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	49 Molony, Richard		1:55.587	1:54.705	1:54.174	1:54.379	1:54.207	1:54.174
2	99 Clark, Robin		1:57.527	1:56.335	1:56.200			1:56.200
3	45 Walters, Randy		1:59.466	1:57.567	1:57.860	1:57.110	1:57.133	1:57.110
4	46 Hedman, Ted		1:59.936	1:58.928	1:57.770	1:57.247	1:58.332	1:57.247
5	14 Rodriguez/(Pejoro), Car		2:02.631	2:03.262	2:01.831	2:00.104	1:59.666	1:59.666
6	61 Hamilton/(Hamilton), Ca		2:16.426	2:01.032	2:01.444	2:01.114	2:00.426	2:00.426
7	18 Tinney, Terry		2:04.440	2:03.574	2:03.503	2:02.817	2:02.038	2:02.038
8	39 Fantone, Marco		2:09.690	2:04.676	2:05.021	2:16.478	2:16.564	2:04.676
9	27 XX-Maytag/(Bjorkaan), K		2:21.267	2:17.824	2:16.927	2:14.830	2:14.741	2:14.741

CLASS Q

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	14 X-Krueger, David		2:03.582	2:02.996	2:02.140	2:00.987	2:01.680	2:00.987
2	15 XX-Tucker, Bruce		2:23.196	2:21.338	2:20.744	2:21.883	2:22.247	2:20.744
3	50 Zurcher, Philip		2:30.997	2:33.014	2:57.235	2:41.751		2:30.997

CLASS Z

POS #	DRIVER	MAKE	LAP # 1	LAP # 2	LAP # 3	LAP # 4	LAP # 5	BEST TIME
1	41 Kunedt, Peter		2:12.791	2:13.531	2:11.933	2:12.168	2:13.682	2:11.933

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Class P time of 1:48.038

Time printed 15:33:07

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Quail Lodge Resort, Carmel Valley, CA

- Party for exhibitors, vendors and guests, 4 to 7 pm at Quail Lodge, includes hors d'oeuvres & soft drinks (no host bar)
- \$20 per person, advanced tickets required

Spectator fee: \$20 per person, Includes programs

Club Corral parking, \$10 per car. This is for those who wish to park in an area reserved for Alfa Romeos

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August 26, 27 & 28

Friday 8/26 only, \$30 per person

Saturday 8/27 only, \$30 per person

Sunday 8/28 only, \$30 per person

2 days, Sat & Sun, \$50 per person

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The 1900

Series, an Alfa

for the Masses

Stu Schaller

In the late 1930's, the car a person would choose was mainly a matter of fashion and finances. After the war, people started to look more and more toward features such as economy, durability, and performance. Since the beginning of the company, Alfa Romeo's production had catered predominately to people of wealth, rather than trying to build cars as transportation for the masses. Portello had been almost completely destroyed. A decision had to be made as to what Alfa would do.

Under the leadership of Dr. Satta-Puliga, Alfa decided to make a major shift in direction. A medium capacity, modern car, at a moderate price, with easy maintainance features and good performance, would be built. The Alfas of old, virtually hand-made automobiles, were no longer a viable commodity in the post-war economy.

The new car, with an engine capacity of 1884cc and 80 horsepower, would first be released in a 4-door sedan version. The chassis and body, for the first time in Alfas history, would be one unit, rather than separate items. At the rear, a rigid axle would be used to save costs. The front suspension would consist of upper and lower A-arms. Coil springs and tubular shocks would be used front and rear. Brakes would be large, aluminum drums. Total weight would be only 2400 pounds even with all steel bodies. About the only option at first was a 2-barrel, rather than a 1-

barrel carb, which boosted horsepower to 90.

In 1951, a year after the first versions, a 2 door coupe and a convertible with a shorter wheelbase and coachbuilt bodies became available. A long chassis version, and a jeep with a dry-sump motor, and yet another chassis length, called the Matta, were also released. A motor with twin 2 barrel downdraft carbs, higher compression, and hotter cams was built, and was optional in the coupes. By late 1952, a version of the sedan with the high performance motor, called the T.I., became available. In 1953, the motor was increased in displacement, to 1975cc. Cars with the enlarged motor became known as supers, regardless of their coachwork.

From 1930 to 1949, Alfa had built only about 5000 cars. Over 20,000 of the 1900 series were produced from 1950 through 1959; more than 16,000 of these being sedans with factory coachwork! Although many different coachbuilders bodied 1900's, the only other versions to be built in any large quantity were an upgraded 2 door sedan called the Grand Luce, a luxury 4 door sedan, called the Primavera and about 350 sprints and 1100 super sprints with bodies by Touring of Milan.

In racing, both the sedans and coupes were very successful in their classes, and on some occasions took high overall placings, beating cars with much larger engine capacities. The 2 liter version of the "Disco Volante" was largely based on the 1900 series cars.

Was changing direction from hand-made cars to mass produced vehicles correct? Because of that decision, we got cars such as the Giulietta and Giulia. If a different tack was taken, perhaps Alfa would be where Ferrari is today, producing ultra-high performance, expensive, low volume vehicles. Which is the better of the two; I'll leave that up to you, the reader.

Classified Ads

1987 Milano Verde. The most fanatically maintained 3.0 liter in So. Cal., (just ask Rex Chalmers at Omega Motorsports), bright red, w/ black & grey Recaros, Shankle headers, 164S cams, Euro springs, 205/50 Goodyear GSC's, Bilsteins, Momo Sport Wheel, Halon, car phone, etc., 1 owner, all service records, always garaged, fast, last true Alfa. \$11,900/negotiable. Ray. (310) 820-5444. May94.

1991 Spider. Properly broken in, mint condition, 18K, 2.5 years remaining on transferable warranty, beautiful white, w/ tan leather trim, garaged, So. Cal. showroom example. \$15,990. Dominica. (310) 820-5444. May94.

1974 Alfa Romeo GTV. Complete restoration of interior and body, bare metal paint job, electric sunroof; seats, headliner, dash, door panels, carpets, etc. all recovered to factory patterns; stock 2000cc DOHC engine, good transmission, many new parts too numerous to mention, have over \$8,500 in the car, will consider reasonable offers. Call Jay at (818) 222-4740 home or (818) 586-7680 office. Apr94.

1985 GTV6. Always garaged, immaculate original black exterior with black and gold leather interior, no cracks or tears, strong engine and running gear, neither uses or drips oil, both filter & oil changed at 3500 mile intervals, new Michelin TRXs on Speedwell alloys, custom concord stereo unit w/120 w Sony amp & Boston Acoustics 3-way system, Hella & Bosch halogen lights, original owner w/ complete maint records. \$6,000 obo. Don Pekich (310) 541-1148 (H) or (310) 432-8421 (W). Apr94.

1969 1750 Spider. Green w/black, derivable project car, new battery, belts, hoses, filters, water pump, slight damage to left headlight area, needs good home, too many other projects. \$3,300 obo. (714) 531-3541. Apr94.

1969 Spider. Silver, body in good shape, paint in very good shape, mechanically sound, no accidents, new top, new P6s, engine rebuilt in 1984(?), new windshield, all original except side mirrors, owned for 19 years, needs new dash, heater motor, some rust on lower door panels, few minor body dings. \$11,500. (818) 501-6576. Apr94.

1971 GTV 1750. Plum/butterscotch, recently overhauled stock engine, Panasport/Dunlop D40, Becker 4 speaker, adjustable control arms, new brakes, Ward &

Deane springs, sump guard, 2 extra Panasperts, many new parts, excellent interior, very good body and paint. \$6,500. (213) 380-6081. Mar94.

1978 Alfetta GTV. Engine very good, new oil, air, gas filters, nearly new driveshaft donuts, rust around windows. \$995. Larry. Office (818) 354-5018. Mar94.

1974 GTV. Original paint/body, Le Mans Blue/pigskin, excellent condition, new motor, modified Wes Ingram fuel injection and intake butterflies, Marelli Plex, Ansa exhaust, new upholstery, completely rebuilt race suspension, new tires, many, many new parts, price is negotiable. Jerry. (213) 734-5852. Apr93.

Parts For Sale: Like new, four Ronal BBS style wheels, 14 x 6 with BF Goodrich Comp TA R1 tires (205/60/ZR14), will fit any 105 or 115 series car, tires have at least two events left in them. \$400. Tina. (213) 666-4500. May94.

Parts For Sale: 5 wheels, 15 x 6 Campagnolo for TZ-1, freshly painted, like new condition. \$3,000. Al Cortes. (310) 970-0127. May94.

Parts For Sale: 1989 Alfa Milano 3.0 liter engine, 15,000 miles, like new with accessories, \$2,850. Also drive shafts. Jim. (310) 657-8512. May94.

Wanted: Milano 3.0 liter brain box, 164S cams, European headers, 4.10 limited slip transaxle, four cam 3.0 liter engine. Jim. (310) 657-8512. May94.

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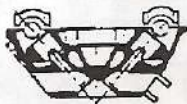
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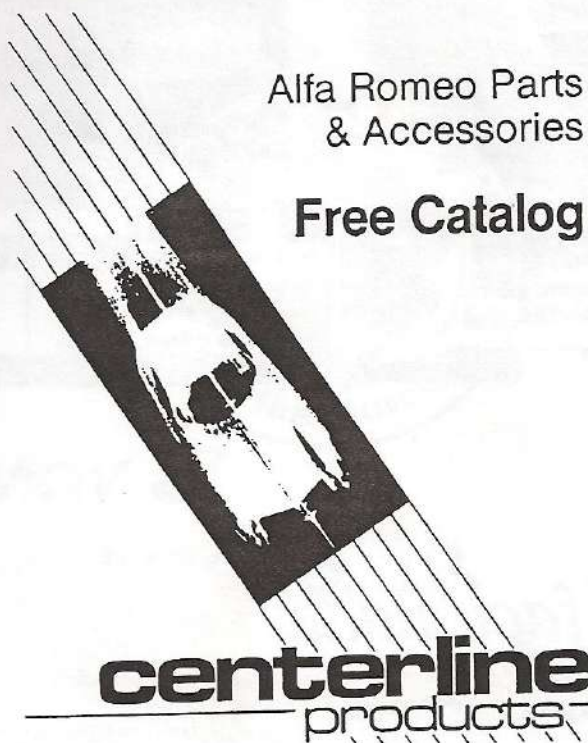
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Calendar 1994

<p>January</p> 	<p>February</p> 	<p>March</p> 	<p>April</p> 
<p>May</p> <p>22 - Swap meet</p> <p>27 - General meeting, LA Department of Water and Power - 111 N. Hope St. downtown, Room A-5 (adjacent to auditorium)</p>	<p>June</p> <p>18,19 - Time Trials and Race, Las Vegas</p> <p>24 - General meeting, LA Department of Water and Power</p> <p>25 - Weber Carburetor Clinic, Franco's European Sports Cars</p>	<p>July</p> <p>24 - Summer Squall Rally (PCA/Orange County)</p> <p>29 - General meeting, LA Department of Water and Power</p>	<p>August</p> <p>5 - First Friday Niter Rally (SMSCC/Sab Fernando Valley)</p> <p>13, 14 - Time Trials and Race, Willow Springs</p>
<p>September</p> <p>11 - Eureka Rally (SMSCC/San Fernando Valley)</p> <p>17, 18 - Drivers School, Streets of Willow Springs</p> <p>24, 25 - Wine Tour, Temecula Valley</p> <p>30 - General meeting, Location TBA</p>	<p>October</p> <p>8,9 - Time Trials and Race, Las Vegas</p> <p>9 - Great Pumpkin Rally (LRCC/ Anaheim Hills)</p> <p>16 - Swap meet</p> <p>23 - Councours d'Elegance Torrance Airport</p> <p>28 - General meeting, loc. TBA</p>	<p>November</p> <p>5, 6 - Time Trials and Race, Willow Springs</p>	<p>December</p> <p>3,4 - Time Trials and Race, Willow Springs</p> <p>10 - Holiday Party</p>

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