

Alfacionada

The Journal of the Alfa Romeo Owners of Southern California

September, 1994



Coming Up:

General Meeting, Dunlop Tires, Sept. 30

Time Trial & Race, October 8 & 9

Wine Tour, Temecula, October 15

Concours, Torrance Airport, October 23

***Time Trial, Race, Invitational Indycar Event,
November 4, 5, 6***

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

November Classifieds	October 3
December Events	October 3
December Classifieds	November 3
January Events	November 3
January Classifieds	December 3

1994 Board of Directors

- Joel Hoffman, President (818) 994-4730 Eves
13119 Strathern Street
North Hollywood, CA 91605
- Anthony Wu, Vice President (310) 541-2833
P.O. Box 2413
Rolling Hills Estates, CA 90274
- Kristen Gurney, Secretary (213) 689-7739 Eves
713 Cladys Ave., Studio D
Los Angeles, CA 90021
- Pierre Valenzuela, Treasurer (310) 336-7498 Days
8254 Manzanar Ave (310) 923-5305 Eves
Pico Rivera, CA 90060
- Tina Van Curen, Membership (818) 379-1938 Days
1801 Edgecliffe Dr. (213) 666-4500 Eves
Los Angeles, CA 90026
- Randall Higa, Newsletter (213) 244-3661 Days
6007 Eucalyptus Lane (213) 344-8828 Eves
Los Angeles, CA 90042
- Jerry Lomas, Programs (213) 734-5852 Days
2116 Arlington Ave., Chateau II
Los Angeles, CA 90018
- Charlie Thieriot, Competition (310) 476-8812
2500 Roscomere Road
Los Angeles, CA 90077
- Sebastian & Tesse Franzen, Social Directors (310) 390-7337 Eves
4136 Grandview Boulevard, #5
Los Angeles, CA 90066
- Larry Meyer, Librarian (818) 500-6424 Days
497 E. California Blvd #315 (818) 440-1803 Eves
Pasadena, CA 91106
- Chas. Schwartz, Member at Large (818) 760-0189 Days
11602 Hesby Street (818) 763-3903 Eves
Valley Village, CA 91601
- Jay Negrin, Member at Large (818) 894-3549 Eves
10555 Marklen Ave.
Mission Hills, CA 91345
- Dirk Stoehr, Member at Large (213) 385-1203 Days
4539 Jubilo Drive (818) 345-9841 Eves
Tarzana, CA 91356
- Stu Schaller, Member at Large (818) 772-1647
8821 Lindley
Northridge, CA 91325
- Newsletter
- Randall Higa, Editor
Diane Greenseid, Art Director
- Cover Photo: Genny Woolery leading a Datsun 510
into turn 3 at Willow Springs Raceway
Photo by Randall Higa

COMMERCIAL DISPLAY RATES:

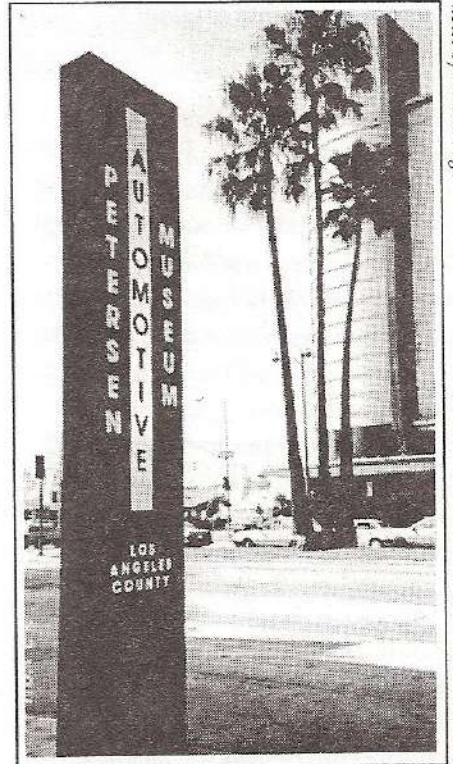
	Half year	Full Year
1/8 Page	\$60	\$100
1/4 Page	\$120	\$200
1/2 Page	\$240	\$400

California '94
ALFAS GO

JOEL HOFFMAN

Thanks to AUTOWEEK, I've finally had something nice to read about the 164. Their July 25th issue featured a '90 to '94 Performance Review article on the 164. Actually, they limited their praise to: "In the traditional Alfa scheme, this car could be considered reliable. The engine and gearbox are first rate, the handling unique, and the drivability tops among front wheel drive sports sedans." AROSC member Brad Fried, '74 GTV and '93 164S owner, says, "I absolutely love this car." I'm sure all of us remember AUTOMOBILE, CAR and DRIVER, and ROAD & TRACK carping about not being able to find a comfortable driving position. Brad wrote that, "...the ergonomics are a little strange with too many buttons, BUT THAT IS PART OF THE CHARM." The capitalization is mine. An equally important point is made by AROSC member Ron Avery who owns a '71 GTV and a '91 164L. He really nailed it when he wrote; "The Alfa has a personality and a feel to it. It's not antiseptic. The people that put it together care more about how the car feels and moves than

where a switch is placed." Congratulations to both of you. Those few words express how I and I'm sure all of you feel about all Alfas. Four other 164 owners raved about their cars. Two other parts of this article caught my attention. First, they wrote, "Alfa Romeo's PR firm says that in October of 1991, the NATIONAL ENQUIRER ran a report claiming that an alien driving an Alfa 164 abducted a couple of 18 year old coeds from a university near Bozeman, Montana." I suppose it must have been the only Alfa in Montana. AUTOWEEK reported that "NHTSA (National Highway Transportation Safety Agency) rates the 164 29th out of 138 models in the latest car theft ratings, with a theft rate of 9.75 per thousand produced vs the No. 1 Ford Mustang's rate of 22.8. To hell with the 164's sales numbers, we're more popular than 109 other cars.



Photos by Randall Higa

AROSC received three pages of attention in the June '94 issue of COMPACT CAR which bills itself as "The Small Car Performance Enthusiast Magazine." They wrote of AROSC's Dr. John Sampson starting the Time Trial program in 1971 and that, "...the always grinning John Green (1988 AROSC president) operates the driving schools which are held about every six months." AROSC's Rex Chalmers of Omega Motorsports fame is pictured twice. They conclude

continued on page 13

Events and Activities

RANDALL HIGA

GENERAL MEETING, September 30, 1994, 8:00 PM

Speaker: Tom Smith, *Dunlop Tires L.A. DWP*

111 North Hope Street, Los Angeles Room A-5

The Alfa Romeo Owners Club of Southern California is proud to welcome Tom Smith of Dunlop tires as our guest speaker for our September General Meeting. He has accumulated a wealth of knowledge from his years of experience at Pirelli. His presentation will cover tires for both the street and for the track. Bring all of your tough tire questions that you have been saving up to the General Meeting on September 30. Call (818) 994-4730 for more information.

TIME TRIAL AND RACE, LAS VEGAS SPEEDWAY, October 8 & 9

The Alfa club returns to Las Vegas Speedway for one more time this year. If the heat scared you away from the June Las Vegas event (which it shouldn't; we had a great time despite the heat), the October event should be the one for you. The Club will do a repeat performance of the famous, "not-to-be-missed" barbecue dinner on Saturday evening at the hotel. 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.

WINE TOUR, October 15 (Note this date change from the August Alfacionada)

4

The Temecula Valley (north San Diego County) will be the site of the next AROSC wine tour. For those of you who have never toured the wineries in this area, you'll be in for a surprise. Not only are there are some terrific wineries (some operated by Alfisti) but there are some of the best roads in Southern California available for your driving pleasure. Call Dirk at (818) 345-9841 to sign up and/or to get more information.

CONCOURS D' ELEGANCE, TORRANCE AIRPORT, October 23

Our next AROSC Concours d' Elegance will be in conjunction with the Torrance Air Fair, at the Torrance Airport on October 23. Not only will there be several World War II and other historic aircraft on display, but there will be food stands, displays and other Italian car clubs bringing their vehicles. All in all, there should be about 60 Ferraris, Maseratis, Lamborghinis, Fiats, and, of course ALFA ROMEOs on public display! Activities will start at 9:00 AM and go until about 4:00 PM. This will be your last chance to enter or attend an AROSC concours for 1994 so don't miss the opportunity! If you are interested in the entering your car, call Anthony Wu by October 14; or, for more information on entering your car or attending, call Anthony at (310) 541-2833 during the evenings only.

TIME TRIAL AND RACE (INVITATIONAL INDYCAR EVENT), WILLOW SPRINGS, November 4, 5, & 6

The Alfa Romeo Owners of Southern California are proud to be hosting an American Indycar Series

(AIS) Race in conjunction with the Club's usual Time Trial and Race Program. This will be the first time that the Alfa Club will be hosting a true spectator event with some big time race cars. For those of you not familiar with the American Indycar Series, they are the same Indycars that you have seen the big boys run, but are only a year or more old and are driven by some very hot and upcoming drivers. Because we will be running two Time Trial groups and one race group, we have we can only accept a limited number of cars. Confirmation of your entry in either the Time Trials or Race will be mailed to you before the event, so get your entries in as soon as possible! Note that this will be a three day event with Friday open practice for combined groups.

SWAP MEET, November 14 (Note this date change from the August Alfacionada)

It's that time to clean out the garage and profit from your efforts. Yessiree, AROSC will be hosting another one of its famous Swap Meets. The Swap Meet will in the parking lot of Dino Crescentini's Auto Specialty at 19801 South Vermont in Torrance, between 190th Street and Del Amo (across from the Holiday Inn). Cost for vendors will be \$10 per stall, payable in cash to Jerry Lomas. There is no cost to browse or buy. The start time for the swap meet is 9:00 AM with things winding down at about 1:00 PM (or sooner). Come early for the best deals and to catch up with friends. For more information, call Jerry Lomas at (213) 734-5852.

CUT

Alfacionada July 1994

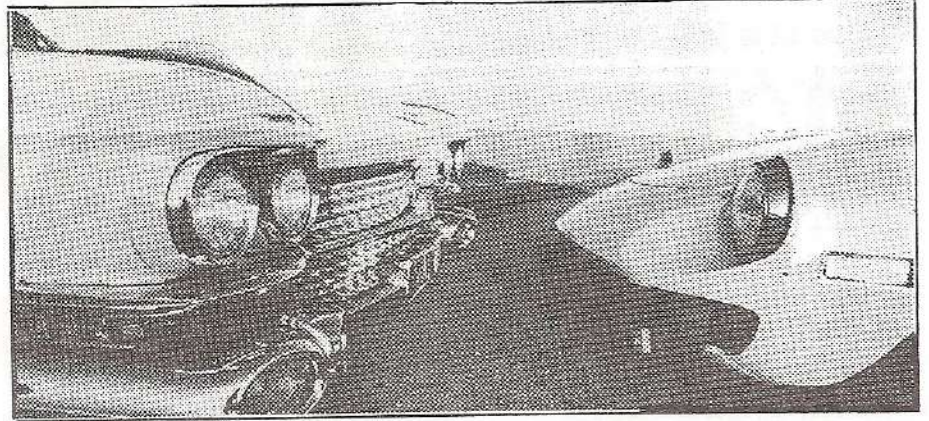
Chiasso!

RANDALL HIGA

Without warning, sacred cows were slaughtered and a few bubbles were rudely burst when Don Fuller spoke to the AROSC at the July General Meeting. "Ouch! Did he really say that?" Al Allen was in a state of shock. The thump I heard was Al's lower jaw hitting the floor...

Don Fuller is, amongst many things, an automobile writer and editor ("just don't call me a journalist"), Alfisti (owner of a beautiful GTV that graced the cover of the Alfa Owner), successful race car driver (more on this later), and an all around car guy. He's worked for many automobile magazines and PR firms (see him driving in a Lexus TV commercial) and was the ghost writer for the Alfa Doc column that ran in the Pfanner-published Alfa Owner. The Alfa Club was indeed privileged to have Don as our guest speaker. His talk began with the his Top Ten Reasons for Owning an Alfa Romeo:

10. When you drive it around, some people might think you're Dustin Hoffman.
9. In order to keep it running all the time you'll probably have all your credit cards so close to their limits you won't even be tempted to go anywhere near Nordstroms.
8. Your children will learn there are lots of interesting things to do while daddy's car is stopped along the highway.
7. People in your office will think you're weird.



6. When you try to sell it, you'll get to make lots of extra phone calls to the newspaper classified advertising department, trying to get them to spell the name right.
5. This one's for guys: If you tell them it's a Ferrari you might be able to pick up some hot babes.
4. You'll have a great "car trouble" excuse for being late to Alfa Club meetings.
3. Your wife may leave you, but at least you'll have a lasting relationship with Manny, Benny the Bongo, Nine-Iron and Chainlink, the boys who work the counter down at the parts store.
2. The phrase, "I think you've got a little problem here" will take on a whole new meaning.
1. When you die, you can will it to your grandson and let him take care of all those goddamn oil leaks.

Don then began to substantiate his assertion that "Golden Age of Automobiles" was not in the 30's, 40's, 50's or even 60's, but is indeed today. He proceeded to list 25 cars that anyone today could buy off of a showroom floor that are capable of, in box-stock condition, been driven over 150 miles an hour. How about a station wagon (Volvo 850 Turbo wagon) that can cruise all day at 140 miles an hour? Many cars today

require nearly zero maintenance for the first 100,000 miles. One of the lowliest cars on the market today is, perhaps, the Kia Sephia and even it can go from 0 to 60 in about 10 seconds; pretty impressive performance for a sports car not too long ago.

Look at the impressive specifications and performance figures for a new V8 Camaro or Firebird and note that this performance was never available for under \$20,000. Witness the fact that a four door sedan (BMW 540) outperforms a late 1980's Ferrari Testarossa in every way except top speed. Don's general opinion of Ferraris was not glowing and romantic, but was blunt and honest. From Don's remarks, it became obvious that cars such as Ferraris exist for reasons other than just being comfortable, high performance, automobiles. Don's pick for best car was the Acura NSX! His remarks clearly saved at least one attendee from the trouble of having to figure out how to raise the big Lira for a Ferrari.

Don then recounted his experiences of driving and winning the 15th Annual Longest Day of Nelson Ledges 24-hour endurance race. It is the only SCCA 24 hour race and has been termed the "Woodstock for Throttle Jocks" or, "Ann McHugh's

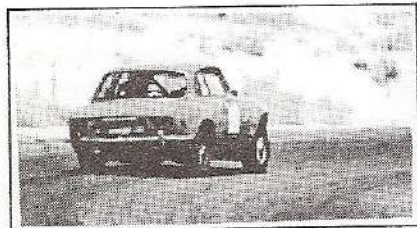
continued on page 12

August 13 & 14

Willow Springs Time Trial and Race

RANDALL HIGA

Ahhh, it was good to be back. AROSC had not been back to Willow Springs since early December of last year. It took some



Brad Gray using every bit of the track to exit turn 4

of us a little time to settle into the track and become familiar with it; sort of like settling into an old tennis shoe that had been buried in the back of the closet for the past 8 months.

The attendance was a bit on the low side with some of the regular die hard Time Trial and Racers absent. I suspect that most folks were scared off by the heat and figured that it would be too hot to be at the track. Interestingly enough, it wasn't much hotter at Willow Springs than it was in most places in the LA area. Actually, as I understand it, the high pressure area cen-

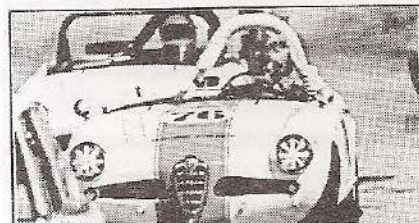
Photos by Randall Higa

tered over the desert causes the warm desert air to be blown to the west, stopping the ocean breezes in it's tracks. As air drops in elevation from the desert to the coast, the air is heated due to the compression (the reason why diesels do not require spark plugs) and becomes, in some cases, warmer at the coast than at the desert.

With that said, I will admit that it was hot. It wasn't quite as hot as Las Vegas in June, but it was a cooker. Nonetheless, everyone had a great time. While there were a few spins, I didn't notice anyone bending and re-shaping sheet metal despite the large number of novice drivers.

Charlie Thieriot learned an interesting and cost saving bit of information as a result of some "bad luck." After one of the practice runs while he was taking another driver around the track, he noticed that the "tread" on one of the slicks on his GTA was completely worn through. He was ready to pack it in for the weekend when Alan Ward graciously offered to let Charlie use the spare set of wheels and tires from Phyllis

Gaylard's car. Charlie accepted the offer and put the DOT legal Goodyear tires on the GTA. Much to his surprise, Charlie discovered that the Goodyear tires worked much better than the slicks! Because the Goodyears cost less points than the slicks, Charlie dropped into Class B from Class A and ended up stealing first place in Class B from Alan Ward (in Phyllis' car) in the time trials! How much more sportsmanlike can you get? I had a terrific time chasing John



Too hot to trot.

Thompson in Gerry Woolery's GTV for several laps during one of the last practice sessions on Sunday. Because I had a hard time seeing his brake lights, and because the car has so little dive under hard braking, I ended braking later than usual and going much faster. We were clocked going at speeds that was 2 seconds under my previous best times. Hmmm...there must be a lesson in there somewhere...



A chase at turn 3.



Charlie Thieriot entering turn 4...



...and Charlie Thieriot leaving turn 4...

WILLOW SPRINGS RACEWAY
TIME TRIAL RESULTS -- AUGUST 14, 1994

CLASS B

POS	#	DRIVER	CAR	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
1	1	Thieriot, Charlie	GTA	1:42.375	1:41.888	1:41.938	<u>1:41.689</u>	1:42.514
2	13	Ward, Alan	GTV	1:46.169	1:42.921	<u>1:42.318</u>	1:42.807	1:43.535
3	151	Zimmerman, Alan	Giulietta	1:45.529	1:45.704	1:44.325	1:46.773	<u>1:43.533</u>

CLASS C

POS	#	DRIVER	CAR	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
1	62	Woolery, Gerry	GTV	1:48.547	<u>1:46.660</u>	1:46.972	1:47.988	2:10.681
2	32	Nishimura, Kimiyoshi	GTV-6	1:53.985	1:53.413	1:52.419	<u>1:51.976</u>	
3	162	Thompson, John	GTV	1:54.93	1:55.04	1:53.43	<u>1:52.34</u>	
4	123	Erickson, Rube	Spider	1:54.28	<u>1:53.20</u>			

CLASS D

POS	#	DRIVER	CAR	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
1	31	Pidduck, Kevin	GTV	1:55.240	1:53.479	<u>1:51.505</u>	1:51.715	1:52.501
2	34	Pidduck, Kurt	GTV	2:20.543	1:56.004	1:58.598	<u>1:55.147</u>	
3	38	Dalberg, Jon	GTV-6	2:03.750	2:03.550	2:02.936	2:02.984	<u>2:01.410</u>
4	44	Selby, Charles	GTV-6	2:04.326	2:05.248	2:05.968	2:04.960	<u>2:04.238</u>

CLASS E

POS	#	DRIVER	CAR	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
1	11	Gray, Brad	GTV	1:50.089	<u>1:48.825</u>	1:49.595	1:49.202	1:49.105
2	123	Blankenship, Paul	Alfetta GT	<u>1:51.579</u>	1:51.880	1:52.102	1:52.328	2:03.585
3	24	Higa, Randall	GTV	<u>1:52.38</u>	1:52.84			
4	54	Herting, David	Alfetta	1:57.907	1:57.592	<u>1:57.264</u>	1:58.282	1:57.924
5	73	Kohl, Raymond	Spider	2:10.174	2:09.456	2:10.225	2:09.591	<u>2:08.902</u>

CLASS M

POS	#	DRIVER	CAR	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
1	71	Flinchbaugh, Cort	Tiga S-2000	1:37.195	1:36.893	1:40.319	<u>1:35.329</u>	1:37.216

CLASS N

POS	#	DRIVER	CAR	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
1	75	Nakao, Naohito	Supra Turbo	2:31.937	1:50.272	<u>1:42.351</u>	1:43.627	1:43.288
2	411	Arico, Nick	Eagle Talon	1:46.140	1:46.865	1:46.603	1:46.071	<u>1:45.834</u>
3	47	Rusciolelli, Remy	Lotus Europa	1:57.11	<u>1:57.03</u>			
4	74	Michaelian, Harry	Challenger	1:58.808	1:58.445	2:09.798	1:58.237	<u>1:57.475</u>
5	747	Valentine, Dave	280Z	2:16.865	2:13.086	2:11.976	2:10.986	<u>2:07.616</u>

CLASS O

POS	#	DRIVER	CAR	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
1	134	Jorgensen, Jim	VW Corrado	1:47.92	<u>1:46.79</u>			
2	78	Shindler, Philip	RX-7 Turbo	<u>1:46.941</u>	1:48.338	1:48.510	1:48.896	
3	124	Weld, Garneau	Miata	1:49.229	1:49.199	<u>1:47.329</u>	1:48.809	
4	46	Hedman, Ted	Datsun 510	<u>1:47.531</u>	1:47.782			

CLASS P

POS	#	DRIVER	CAR	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
1	45	Walters, Randy	Golf GTi	1:50.685	1:50.641	<u>1:50.221</u>	2:01.255	1:51.954
2	79	Smith, Sam	Rabbit GTi	1:58.887	1:59.179	<u>1:58.310</u>	1:58.363	1:58.833

AROSC Elections

RANDALL HIGA

It's that time of year when AROSC starts looking for the new Board of Directors for the upcoming year. Yes, before we know it, 1995 will be here. For this election, candidates will be running for the Board, but not for a specific Board position. After the Board has been elected, the positions, including the President will be decided amongst the Board Members. The following is a listing of the Board positions that are to be filled. If you want to be on the Board but do not want to hold a specific position, you can be involved as a Member at Large. All AROSC members are eligible to run and serve for any position. Serving as an officer of the AROSC is a great way to further your involvement in the Club and have a lot of fun doing it. Take the plunge! If you have any questions about the Board, feel free to call or talk to any one of the current Board members. See the inside of the front cover for their names, positions, and telephone numbers.

PRESIDENT

Chair the General Meetings and the Board Meetings.

Coordinate the activities of other Board members.

Represent the Club to the national AROC and to other organizations.

VICE PRESIDENT

Chair the meetings in the absence of the President.

Conduct raffles at meetings. Solicit donations and purchase prizes, manage the raffle fund.

SECRETARY

Handle all official correspondence.

Take and publish minutes at Board Meetings and Annual Meeting.

Maintain files of important documents, minutes and other correspondence.

TREASURER

Manage the club bank account. Pay bills in timely fashion and maintain accounting records.

Give monthly financial summary to Board. Prepare annual financial statement.

Prepare and file IRS and State tax forms.

Maintain and files of tax and financial materials.

MEMBERSHIP

Coordinate efforts to attract new members.

Maintain membership and dues records in conjunction with AROC.

Provide mailing labels for dual chapter members to Newsletter monthly.

NEWSLETTER EDITOR

*Oversee publication of *Alfacionada*.*

Work closely with other Board members to effectively publicize all club events.

Solicit article and photos on topics of interest to the membership from members and others.

Sell advertising space, facilitate ad preparation and manage advertising revenue.

PROGRAM

Develop topics for monthly general meetings.

Identify and schedule guest speakers.

Coordinate support meeting presentations.

Schedule and coordinate tech sessions.

COMPETITION

Chair the Competition Board of Directors.

Oversee the planning a management of all Time Trials, Races, Driving Schools, Slaloms, Rallies, Concours.

Represent the Club to Race Tracks and other venues.

Manage the Time Trial bank account. Make financial reports to the Board of Directors.

SOCIAL

Arrange for refreshments at General Meetings.

Organize the Christmas Party.

Instigate and coordinate other social events.

Develop and chair a social committee.

If you are interested in running for the AROSC Board of Directors, please have your application to AROSC, PO Box 39554, Los Angeles, CA 90039 by October 18, 1994. Your application should give us your name, address, day/evening phone number and a brief statement of interest and qualifications. The ballot will be published in the November (or October if we're lucky) issue of the *Alfacionada*. For any questions, please call Joel Hoffman at 818-994-4730.

Good News, Bad News & Just News

STU SCHALLER

Over twenty years ago, the Trans-Am championship was virtually stolen from Alfa due to mid-season rules changes, and handed to Datsun. Something similar is going on in the British Touring Car Championship, which may cause the same thing to happen all over again!

Only Alfa Romeo and Ford had built "homologation special" versions of their cars, with 20 cm taller rear wings than on the "standard" versions. A number of teams protested, saying that there had not been enough of these "specials" built to make them legal. In addition to the rear wing controversy, using Alfa's combination nose spoiler/front brake cooling scoop in an extended position had also been protested.

Just before the 4th race, the R.A.C. ruled the high rear wings illegal, and Alfa and Ford were forced to lower them to the same height as were on the "street" versions of their cars. After the 6th race, the Royal Automobile Club of England ruled

Alfa would have to push the front spoiler/scoop to a more inward position. Neither team would lose points over having used the taller rear wings, but R.A.C. took 2 wins, and 48 points away from Tarquini's Alfa over the front spoiler/ scoop issue! The points he had won were re-allocated, and after 6 races, Radisich was leading the series, with 108 points, in a Ford Mondeo.

Alfa showed up at the 7th race on May 30th, with their cars still having the spoiler/front brake cooling scoop in the extended position; after all it had been declared legal by the F.I.A. (the international body in charge of motor racing) in both the inward and outward positions way back in 1993, so Alfa felt there was no reason it should be declared illegal now! When the R.A.C. said Alfa would have to move the it to the inward position, Alfa withdrew, in protest. The race was won by Alain Menu, in a Renault Laguna, with Radisich second.

Alfa would agree to return for the 8th and 9th rounds, both held on June 12th, only if Tarquini's points would be reinstated, and the spoiler/front brake cooling scoop allowed to be used in the outward position. A compromise was reached which would reinstate Tarquini's points, but the now the front spoiler would have to be run in the retracted position as of July 1st. Both of these rounds were won by John Cleland, in a Vauxhall. After 9 rounds, Radisich and Tarquini were tied, with 132 points, and Cleland was 3rd, with 114 points. Tarquini's Alfa won and Simioni's finished 2nd in both the 10th and 11th rounds held on June 26th, and, at that point he lead the series with 180 points. Radisich and Cleland were tied for second at 132, and Alain Menu was 3rd, with 86 points.

"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

Alfas in Australia

STU SCHALLER

Strange as it may seem, the first Alfa Romeo dealer located outside of Europe was not in North America, but in Australia. In around 1919, an unofficial Alfa agent had imported a type 20/30 for Sir Eric Scott, but by 1922, a Melbourne enterprise, Overseas Motors was appointed the official importer. Mr. Norman Thomas, who was already an agent for the American Gardner, and Moller cars, along with the importer for Isotta-Fraschini from Italy and Leyland from England, had a dealership located at 186 Exhibition Street. On December 28th, 1921, a public company, was formed, with Thomas, Alfred and George Nicholas, who were in the drug business, and Harry Norris, who was an architect, as directors. 50,000 shares were offered at one pound each, with a special bonus of 25 shares for new contributors to the corporation who were willing to render payment of 10 pounds.

...a total of 42 cars, including the types 20/30, G1, RL and RM were imported by Overseas Motors.

A new premise was constructed at the corners of Elizabeth and Therry Streets, Melbourne, as the primary showroom for all marques to be

imported. While the building was under construction, an order was placed for 10 cars. According to the records of the State of Victoria, a total of 42 cars, including the types 20/30, G1, RL and RM were imported by Overseas Motors. Several additional cars were sold in other Australian states, notably, New South Wales, but exact records are not available. Of these, 12 of these pre-1925 Merosi cars are still in Australia; a remarkable survival rate. Sales of Alfas by Overseas Motors met expectations, but, unfortunately, sales of the Moller and Gardner cars did not, so Overseas Motors was taken over by another firm, Queens Bridge Motors. This company was not very successful either, and in July 1924, the unsold stock of Alfas, which included 6 G1's, a 20/30, and several RL's were sold at unreserved prices.

In August 1924, the distribution rights to Alfa Romeo for Australia were given over to the Australian Produce Company, who were unsuccessful selling any Alfas at all, in spite of a visit by Virgilio Biondi, Alfa's export manager, in March 1925. It would take almost 40 years before Alfas were imported again; leaving the job of procuring cars up to private individuals.

During the period of 1928 to 1959, quite a few Alfas did come Australia, in spite of having to get cars, parts, and information directly from Italy. Some of the more famous cars imported included a 1928 6c1500, chassis number 0111522, a 1932 8c2300 Monza, chas-

...12 of these pre-1925 Merosi cars are still in Australia...

sis number 2211134, a 1929 6c1750 supercharged car with Zagato coachwork, chassis number 0312894, a 1932 P3, chassis number 5002, another P3, chassis number 50003, two 8c2300's, an ex-Le Mans car chassis number 2311202 and a Castagna cabriolet, chassis number 2111047, an 8c2900B short chassis, number 412019, and a 6c1750GT, chassis number 8533445. At least one 6c2300, along with a small number of 6c2500's were also imported during this period.

The historically important 1900 and Giulietta series cars along with the cast iron 2000s were never officially imported. A company called Alfa Romeo Australia Ltd. was registered in Melbourne in 1958, but due to legal problems, it was not officially recognized by Alfa until 1965. In the meantime, a company in the Australian state of South Australia, Lightburn & Co. who were producing a car called the Zeta in three forms, as a 324cc sedan or wagon, or as a 500cc sports car, along with such things such as washing machines, wheel barrows, hydraulic equipment, and fibreglass boats, decided to import Alfas, in "knocked-down" form, and assemble them at their facilities. A number of assembled

cars, which included a 1300 TI sedan, a Romeo van, a Giulia spyder, a 101 Giulia sprint, 3 Giulia TIs, a 2600 sedan, a 2600 sprint, and a 2600 spyder were sent from Italy to evaluate the market. It was decided only the Giulia 101 sprints, the Giulia Ti's the 2600 sprints and the 2600 sedans would be imported. Due to delays, the attempt to assemble cars in Australia never materialized, and Lightburn only imported a total of 65 cars. Due to the lack of success of the Zeta, Lightburn filed bankruptcy, and by August 1965, its relationship with Alfa was terminated.

While the Lightburn saga was unfolding, a successful racing car driver, Alec Mildren had also set up a dealership in New South Wales, and by 1963, was bringing in Alfas, in addition to other marques including Porsche, Maserati, Aston Martin and Jaguar. While Lightburn were losing ground, Mildren's empire was growing. An Autodelta prepared Giulia TI Super was imported for the 1964 6 hour race at Sandown Park. The car, piloted by Dr. Roberto Bussinello, an Autodelta works driver, and Ralph Sachs, as local ace, took on touring cars of up to seven litres, and won, under the Mildren banner. In addition to the Mildren dealerships in New South Wales and Queensland Alfa agencies were opened by Frank Crott, C. V. Murray and Brian Foley in these Australian states.

In the states of Victoria and Tasmania, dealerships were opened by Murray Wright, as M.W. Motors, and Bob Jane, trading under the name South Yarra Car Sales. Sales in these eastern Australian states grew rapidly, from the total of 14 cars

sold by Lightburn in 1963 to more than 350 cars by 1966. In the state of South Australia, Addison Motors was appointed agent. In 1966, the first official gathering of Alfa owners took place at the Hotel Enfield, organized by Julian Stefani, an enthusiast who had helped Addison

*...an Autodelta
works driver,
and Ralph Sachs,
as local ace,
took on touring
cars of up to seven
litres, and won,
under the
Mildren banner.*

Motors get the Alfa franchise for this state. The Alfisti were addressed by Dr. Stoccoro, Alfa Milano's export manager, and Ing. Volta, who had joined Stoccoro on the trip from Italy.

In Western Australia, a dealership was opened by Peter Young, trading under the name Motorama, in 1965. Later in the same year, John North's Brede Garage was appointed as a sub-dealer. By 1968, sales for this state had reached almost 100 cars per year.

In 1969, a national office was established by Dr. Larey and Dr. Pertusio, Alfa Milano's export representatives, and put under the direction of Luigi Amori, a former member of the Brabham formula one team, in Sydney. To mobilise

Luigi's service support operation, as Giulia Super van was built, which was capable of 115 miles per hour, fully loaded. Apart from service support, the Sydney office helped with promotional assistance, and, later that year, brought over one of the type 33 Stradales to be shown at the racing and sports car show organized by Jim Abbot. In June of that year, Dr. Marco Messi was appointed by Alfa to the position of Managing Director, Alfa Romeo Australia. National Alfa sales had reached 821 units, not bad considering only 14 had been sold 6 years earlier. Formation of an Alfa owners club was inevitable, and, the Alfa club was up and running by the beginning of 1970.

By the end of 1971, mindful of the demands that would be placed on the dealership network to handle projected sales volume, Alfa Romeo Australia took over the importation and distribution, formerly done by the state distributors themselves. In June 1973, Dr. Silvano Tagini, who was the godson of racing legend Tazio Nuvolari, replaced Dr. Messi as Managing Director. In 1974, national sales had almost doubled, to more than 1500 units. In 1975, Australia decided to protect its car makers by putting a quota on the numbers of cars which could be imported. Alfa was limited to 1174 cars per year; well under what Alfa believed they could sell without this restriction. It took more than 2 years of work to get the Australian government to relax the quota, but, by that time, the damage had been done in regard to Alfas potential growth.

In 1982, after almost 10 years of service, Dr. Tagini was recalled to Italy,

continued to page 12

Chiasso

continued from page 5

(the race organizer) Annual Backyard Barbecue on Wheels." Nelson Ledges is a race track in eastern Ohio with very spartan amenities. As Don put it, "...saying the facilities are on par with Somalia is an insult to Somalia." The weather was hot and humid and, "...the mosquitoes were big enough to run timing and scoring..." He and his two co-drivers, Chet Filip and Mac DeMere, drove a Consulier Intruder, a fully streetable car with composite body and chassis with a Corvette LT-1 engine and Corvette suspension pieces. It was similar to the car he had raced and won the race last year with the major exception being that the car was previously powered by a four-cylinder turbocharged Chrysler mill.

Unfortunately, we were not able to view the slides that he had brought but Don did talk about the look of the car. Warren Mosler, the "Big Guy" at Consulier has taken a lot of heat for the car being ugly. Don defended the car by saying that the

car was purpose built in way that is similar to how a weapon is made; it is meant to do a job, and it's looks are secondary. Warren Mosler had wanted to build a car that would beat everything else that was driven on the street and he succeeded with the Consulier. He should be heartily congratulated for fulfilling the American Dream by building and producing a car exactly as he wanted it. Unfortunately, after building and selling fewer than 100 cars, no more Consuliers will be built. Even as a pure racing car, people were still critical and, "...as one person commented that the Consulier was like taking an Uzi to knife fight, to which Mac DeMere replied that if he was going into a knife fight, he would certainly wouldn't want to have anything less than an Uzi."

AROSC wishes to thank Don Fuller for his informative, entertaining, and thought provoking presentation and hopes that he may return soon to report on his latest racing adventures!

Alfas in Australia

continued from page 11

and replaced by Dr. Ing. Ruggero Rotondo, who had been Australia's Director of Service Operations. In November of that year, Australia received its first visit ever by a Chairman of Alfa Romeo Italy. A luncheon was set up with all the dealers in attendance, and they were addressed by Dr. Ettore Massacesi, who was the head of Alfa Romeo Spa. In 1986, Alfa became part of the Fiat empire, and, in 1988, Dr. Sparacino took over as Managing Director of the Australian operation.

Today, the Alfa Romeo club of Australia has more than 2500 members, and, as we do, holds a national convention each year. Perhaps the Australians are even more enthusiastic about Alfas than we are over here, for many pre-war cars appear frequently at Alfa gatherings. Registers of pre-war, along with most other Alfa model types are maintained by various people, but, unlike the situation here, are actually owned and financially supported by the national club. In Australia, all Alfa Romeo models, from the type 33 to the 164 are available. Perhaps it would be a good idea to take a suggestion from our fellow Alfsitis, and do the same thing over here.

DREW KELLEY

(213) 529-2721

ITALIAN MOTORS Ltd.
Personal Care for Ferrari and other Fine European Motorcars

8860-F ROSECRANS AVE. DOWNEY, CA 90242

WHILE SUPPLIES LAST:
100% cotton Club T-shirts
in racing colors
(red, white or green)

1 for \$13 2 for \$25, or "The Mad Italian Special":
1 of EACH color for just \$35!

Club mugs, gold on black, only \$5

See Jay Negrin at the general meeting or call
(818) 894-3549

Alfas Go

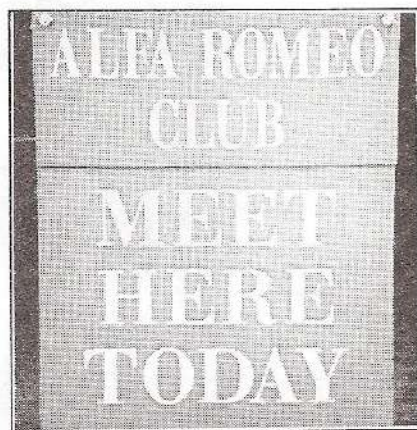
continued from page 3

their article with, "The AROSC is big enough that they can offer two solid days of instruction and lots of track time with instructors for about \$150. Compared to some schools, that's lunch money." It was entertaining reading, but somehow they failed to mention the crucial role that Competition Director Charlie Thieriot plays. This same issue reports: "Spider Coming. It's just a formality now, Alfa Romeo insiders say: The new Alfa Spider and sister coupe (to be called the GT) will be sold in the United States after all, with an official announcement expected this fall. The cars are to debut in the fall of 1995 as '96 models." The September '94 issue of CAR and DRIVER features two pages on these cars and a third with a gloomy report about ARDONA. As this issue was written two to three months before AUTOWEEK's, I, myself, choose to be optimistic.

The June 25th Weber Carburetor Clinic on a 106 degree day drew about twenty hardy souls to Franco's European Sports Cars in Van Nuys. In the 80's, he was an Authorized Alfa Romeo Service Center and now is an Authorized Lamborghini Service Center. AROSC Librarian Larry Meyers was the fortunate one whose '65 Giulia Spider Veloce was massaged by Franco. Ask him how pleased he was with his now smooth running Alfa. Franco spent two hours with us cheerfully answering loads of questions. Everyone oohed and

aahed over the cars in his shop: a '67 Lamborghini Miura S, two LM002 American(s), a '73 Ferrari Daytona Spyder, two custom bodied 365GTC/4s and naturally, my GTV6. Winning the Longest Distance Traveled Award was David Khoe from Yorba Linda.

The July 29th meeting featured Don Fuller who has written for several car magazines. Among the many interesting stories he told was one about a lady in Barstow who lives on an untravelled, five mile long, paved road



that Don and many other car testers use for top speed runs. We're going to invite Don back for another meeting because although we heard some of his experiences racing for 24 hours at Nelson Ledges in Ohio, we didn't get to see his many slides.

Two days later, 30 of us met at the Peterson Automotive Museum at Fairfax and Wilshire. A couple of issues ago, I wrote about their Curator, Leslie Kendall giving us a pre-

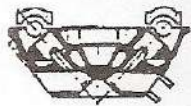
view of what cars and exhibits would be included. The expectations certainly were met and exceeded. This museum is fantastic. As we entered the parking lot, there was even sign saying Alfa Romeo Club today. At the next meeting, ask Charlie Thieriot, Alan Ward, and Dan Ritter for their opinions. We spent about three hours there and will be going again.

Pardon me if this column seems loaded with reports from AUTOWEEK but it is one VERY good magazine. They report, sadly, that, "Carlo Chiti, long time Ferrari and Alfa Romeo motorsports guru, died July 7 of a heart attack. He was 70. Chiti started at Alfa Romeo in 1951, fresh from getting a degree in aeronautical engineering, as a draftsman. He went to Ferrari in 1957 as chief engineer. After the '61 season, Chiti left Ferrari to form his own sports car company, ATS. ATS turned into a disaster, and by the 1964 season, Chiti was back at Alfa. Over the next 20 years, Chiti worked on the TZ1, the Giulia GTA, and the 33 Barchetta, to name a few, and also got Alfa involved in F1 again, as engine supplier to Brabham.

The next meeting at the DWP building will feature Tom Smith, formerly of Pirelli, Wesco Track and Tire, and now at Dunlop. I hope to see you there on the 30th of September.

Alfa Fever. Don't drop it.

SPERRY VALVE WORKS
Specializing in Alfa Romeo Cylinder Head Work



- The complete Alfa head shop that offers:
- High Quality Valve Job
 - Porting and Polishing
 - Oversized Valves
 - High Performance Cams
 - Modified Spica Inj. Pumps
 - Engine Rebuild Parts
 - Aluminum Flywheels
 - Mag Plugs

- New High Performance Products For The V-6:
- Non-Leak Belt Tensioners
 - Belt Tensioner Bearings
 - Haltech Fuel Injection
 - Offset Cam Timing Keys
 - Big Intake Runners
 - European Downpipes

Contact us direct or insist that your mechanic send your head to Sperry Valve Works for the best machine work possible. All of our work is fully guaranteed!

CALL OR WRITE FOR A FREE BROCHURE
(specify 4 cylinder or V-6)

Video Tape Available
 \$15 - refundable with order or contact your local club president for club copy.

Sperry Valve Works

2829 Gundry Ave.
 Signal Hill, CA 90806

Phone (310) 988-5960 Fax (310) 988-5962



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

There's no trick
 to making an Alfa fast
 and reliable.

You just have to know
 what you're doing.

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

Please call for an appointment or to
 discuss your needs.

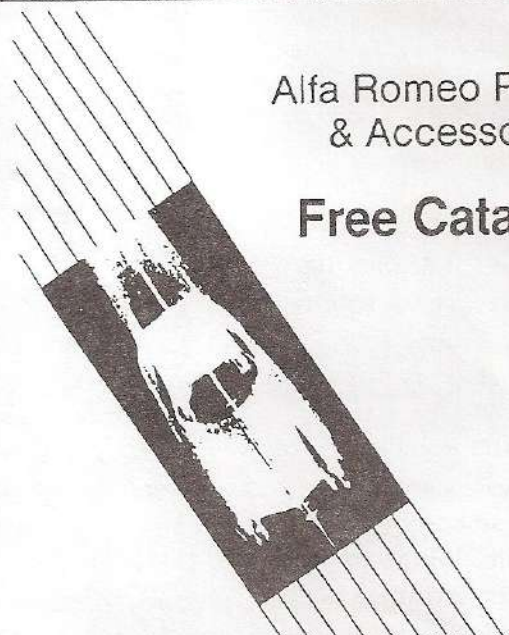


omega motorsports

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

Alfa Romeo Parts
 & Accessories

Free Catalog



centerline
 products

P.O. Box 1466, Boulder, Colorado 80306
 (303) 447-0239

Classified Ads

1974 2000 GTV. Red/beige, electric sunroof, 125,000 miles, recent rebuild of engine, brakes, suspension; new paint, chrome, tires, etc., with excellent records, a beautiful example! Asking \$6,000. (619) 459-3512. Aug 94

1987 Milano Verde. 72K, bright red, w/black & grey Recaros, Shankle headers, 164S cams, Euro springs, 205/50 Goodyear GSC's, Bilsteins, ABS, sunroof, Momo Sport Wheel, Halon, car phone, etc., 1 owner, all service records, always garaged, fast, last true Alfa. \$11,500/negotiable. Ray. (310) 820-5444. Aug 94.

1991 Spider. Properly broken in, mint condition, 20K 2.5 years remaining on transferable warranty, auto, white, w/tan leather trim, garaged. \$14,900. Dominica (310) 820-5444. Aug 94.

Ad of the week

(we run 'em as we get 'em):

Red 1972 Rear Clip with 2 complete doors - One rear Trunk lid - rear bumper - limited slip rear end with rotors and drums - all in excellent condition & towable. \$300 cash. Call for details. Chuck. 702-882-0539 (NV) Jul 94.

1959 Giulietta Spider Veloce. Red, excellent condition. Contact Roger Brown, 4180 La Jolla Village Drive, Suite 540, La Jolla, CA 92037. Jul 94.

Wanted: Late model 3.0 liter Milano Verde, please call Pete Valenzuela. (310) 336-7498 office or (310) 923-5305 home.

1978 Alfetta GTV. Set up for time-trialing, stiffest springs and sway bars, Konis, rollbar, for almost new Yoko's on six-inch alloy rims, hot cams. Ugly. Engine wasted. \$1,000 or might separate if necessary. Just add engine for big fun. Bob Hill (213) 367-3264 (days) or (310) 798-7913 (eves) Sept. 94.

Alfacionada July 1994

Every
ingredient
you need
to spice up
your classic
Italian.



Add zip to your Alfa Romeo with our endless buffet of high-quality parts. From gourmet performance racing to everyday bread-and-butter driving, we've got your flavor—at low prices. And our experienced salespeople (all Alfa owners) are always ready to lend advice. Now, *that's* Italian!

1-800-225-ALFA

FAX (818) 956-5160



Prompt Worldwide Shipping
(most within 24 hours)



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

~ LAW ~

❖ ACCIDENTS ❖ AUTO / MOTORCYCLE

Also

BUSINESS, REAL ESTATE AND CRIMINAL LAW

EXPERIENCE WITH ANTIQUE AND SPECIAL INTEREST CARS.

LAW OFFICES OF MILTON J. SIMON

(310) 450-4483 • (800) 685-3811

FREE CONSULTATION ♦ 17 Years Experience

California Licensed Real Estate Broker

Calendar

Sept. 17 & 18	<i>Driver's School at the Streets of Willow</i>	November 13	<i>Swap Meet (Note change from August Calendar)</i>
Sept. 30	<i>General Meeting: Tom Smith, Dunlop Tires Los Angeles Department of Water & Power 111 North Hope Street Room A-5 (Adjacent to Auditorium)</i>	December 3 & 4	<i>Time Trials and Race - Willow Springs</i>
October 8 & 9	<i>Time Trials and Race — Las Vegas</i>	December 10	<i>Holiday Party</i>
October 15	<i>Wine Tour, Temecula Valley (Note change from August Calendar)</i>	1995 EVENTS:	
October 23	<i>Concours d' Elegance, Torrance Airport</i>	Feb 4 & 5:	<i>Time Trial and Race- Willow Springs</i>
October 28	<i>General Meeting, L.A. DWP</i>	Jun 3 & 4:	<i>Time Trial and Race- Willow Springs</i>
November 4-6	<i>Time Trial and Race- Willow Springs Invitational American Indycar Event</i>	April ??:	<i>Time Trial and Race- Laguna Seca</i>
		Aug 5 & 6:	<i>Time Trial and Race- Willow Springs</i>

Alfacionada

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

**Bulk Rate
U.S. Postage
PAID
Pasadena, CA
Permit 490**



DAN RITTER
936 MONTEREY BLVD
HERMOSA BEACH CA 90254-4207 36