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THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS CLUB OF SOUTHERN CALIFORNIA

.....SO IT GOES



FEATURING THE COLUMNS "PASSING THOUGHTS" BY PAT BRADEN & "NEWS & VIEWS" BY STU SCHALLER, LOCAL AND INTERNATIONAL COMPETITION NEWS, ALFOONERY, TECHNICAL, THE CLASSIFIEDS, AND MUCH, MUCH MORE.....

the inside cover

general information

The Alfacionada is the monthly publication of the Alfa Romeo Owners Club of Southern California, a regional chapter of the Alfa Romeo Owners Club, Inc., a non-profit organization of Alfa Romeo enthusiasts. Publication is monthly and included as part of the membership fee paid to AROSC, Inc. General meetings are held on the last Friday of every month at 8 PM at the Los Angeles Department of Water & Power, 111 N. Hope Street, in Los Angeles. General inquiries should be sent to AROSC, P. O. Box 39554, Los Angeles, CA 90039-0554. Membership information is on the back cover.

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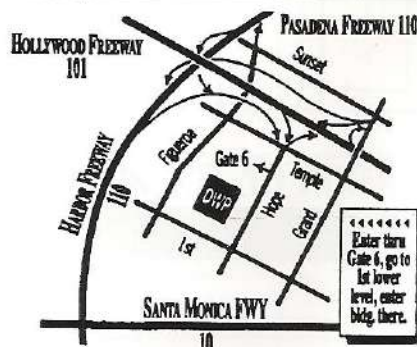
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* Acting President

general meeting location



newsletter information

Correspondence regarding the Alfacionada should be sent to AROSC, P. O. Box 39554, Los Angeles, CA 90039-0054.

Articles, photos, events, and classifieds submissions must be received by the end of the month prior to publication. Please include a SASE for the return of any submitted material.

Classified advertisements are free to members and \$10 for non-members. Commercial advertising rates are as follows:

Size	Half Year	Full Year
1/8 page	\$ 60	\$100
1/4 page	\$120	\$200
1/2 page	\$240	\$400
Full page	\$480	\$600

the disclaimer

AROSC is not responsible for the safety or practicality of modifications performed by individual members and described in these pages. We suggest you consult a knowledgeable mechanic before modifying your automobile.

upcoming events

GENERAL MEETING

There is no General Meeting for December.

CHRISTMAS PARTY, Saturday, December 9, 7:30 PM - ?
Our yearly Christmas bash will be once more at the palatial home of Charlie Thierot, our long standing (some say long suffering....) competition chairman. We intend to change the format this year. Charlie will tentatively dress as Santa Claus and sit on the guests laps and tell them what he wants for a change.....

The festivities begin at 7:30 PM at 2500 Roscomere Road in Los Angeles. To get there, take the 405 freeway to the Sepulveda Pass (or Impasse....) and exit at Mulholland Drive. Turn east on Mullholland and travel about one mile, and turn right onto Roscomere Road. Proceed approximately two or so miles and it will be on the left. Bring a funny gift for the exchange/stealing and some canned food for the hungry.
\$10 single, \$15 per couple.

RSVP/ information, call Charlie at 310-476-8812.

ANNUAL MEETING, FRIDAY, JANUARY 26, 7:30 PM - ?
1995 competition awards and installation of 1996 Board of Directions. Watch next month's *Alfacionada* for location and identity of special guests (clue - they'll be the ones wearing antlers....).

arosc galleria

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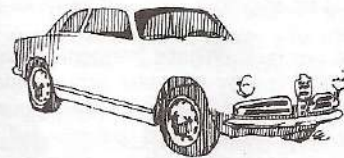
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friends.....relatives.....cats.....dogs.....rodents and other small mammals who you deem are worthy.....

See Jay Negrin at the General Meetings
or call 818-894-3549

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passing thoughts

Pat Braden

Hey, I'm talkin' to you!

We need your help right now. Clubs tend to have a life-cycle. They start out, grow rapidly, get established and run on for a few years on the momentum of the start-up. Then the kinda go into a slump until a new group comes along to revitalize things for a few more years. If it's ebb and flow, then we're at an ebb right now and you can help.

In a way, it's not our fault. What's happening to our local chapter is also reflected by chapters around the US, as well as the national club. A few years back, our national headcount took a nosedive and people fell all over themselves blaming each other for messing up. The club wasn't going in the right direction, the leaders didn't care, etc. etc. Truth is, no one messed up. The number of people in the Alfa club is a direct reflection of what is called units in operation (UIO), and that's a direct reflection of the economy. When sales are up, membership soars. Sales take a dump: so does our club headcount. And, the level of ire in the club is inversely proportional to its fortunes.

We happen to be in a special situation right now. For the last five years or so, the Italians who ran Alfa in the US watched fecklessly as sales plummeted. A bad economy and low auto sales go hand in hand. A drop in club membership is a corollary condition simply because there aren't a lot of new -Alfa owners coming into the club. Well, there won't be any more Alfa sales in about another month, and last month's chapter meeting was, well, lets just say it was underattended. If we don't do something major right now, we could be a very small group indeed.

An Alfa club has a lot to offer: technical advice, leads on well-maintained bargain Alfas, the chance to swap parts, stories and tips, and the opportunity to get together with like-minded individuals. The problem our chapter has is that we're sorely in need of about five motivated individuals who can volunteer some time to keep things going. This shouldn't be an impossible request, because we're just about the largest of the AROC chapters. Our chapter already has one of the best newsletters in the whole AROC organization. We have a competition-oriented group which is the envy of every other chapter, and our time trials are unmatched by any other chapter: indeed, few other marque clubs put on the fabulous events SoCal sponsors.

What we need, however, is some advanced events planning to re-generate interest in our monthly meetings and several other sparkplugs to generate special events which will interest our membership at large. Right now, we're fresh out of the folks to do this: the ones who have been doing it for the rest of the membership are just a little worn out. I want two persons to help our board put together a dynamite series of monthly meetings, and I want three more folk to come up with special week-end events like rallies, socials, tours or whatever we can enjoy doing together.

So here's the deal. I want five people to give me a call at my home and volunteer to help plan either monthly meetings or weekend events that everyone would like to attend. I'll provide the support necessary to produce promotional flyers for the events and your directors will be glad to pitch in on the odd jobs you think need to be done to get your goal accomplished. Call me up to volunteer and I'll give you an autographed copy of my Alfa Romeo Owners Bible.

A little push: that's what we need. You're probably just the person I'm talking about. And, I'd like to talk to you. Give me a call at 714-993-4378 and let's get this chapter rolling again.

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**The Story of Alfa and the Farinas
Stu Schaller**

Today, there is a major connection between the coachbuilding firm of Pininfarina and Alfa Romeo, but it was not always the case.

Battista Farina, the 10th of 11 children, was born in the Asti region of Italy. At the time of his birth, many people only spoke the dialect of their region. As such, Battista was given the nickname "Pinin", which means "baby of the family" in the dialect of the Piedmont.

One of Battista's elder brothers, Giovanni, had become an apprentice at the coachbuilding firm of Alessio, in Turin, but by 1905, had decided to set up on his own. Giovanni's shop started as nothing more than a repair shop for horse drawn carriages and motor vehicles. By 1911, it had become a full fledged coachbuilding shop too, having the title Carrozzeria Automobili Moderna.

Battista started working for his brother at the age of 12, quite young by today's standards, but not by the standards of the time. Within a few years, he had become known as an excellent designer, in spite of his young age.

Going to early motor races led Battista into meeting Lancia, Agnelli, and other major players in the Italian automotive industry. Agnelli, the head of Fiat, asked him to submit a design for their new Tipo Zero, which was eventually accepted, and put the Automobili Moderna firm, now with brother Carlo joining, on the map.

Agnelli soon became an investor in the coachbuilding firm, which changed its name to Stabilimenti Farina S.A., Turin, in 1918. By the following year, they had become one of, if not the first company, to make extensive use of machine pressed body panels in steel, as opposed to the old way of building cars, using wood framing, covered with treated cloth, leather, or metal skins.

In 1920, Battista, now known to everyone as Pinin, traveled to America to learn advanced techniques in automotive construction; how to properly build cars with all metal coachwork. The majority of the world was still building car bodies of treated fabric, or leather, over wooden framework.

In 1930, "Pinin" left the Stabilimenti Farina firm of his brothers, to set up on his own. It is possible that Stabilimenti Farina actually built cars designed by Pinin prior to his leaving, but I can not find any record of such.

Being in Turin rather than Milan, the new firm Carrozzeria Pinin Farina was producing far more bodies for Fiat and Lancia than Alfa. Most Alfa coachwork at this time was being done by Castagna, Touring, and Zagato, all of which were in the Milan area.

For many years Giovanni's firm, Stabilimenti Farina, was quite successful, having had such famous designers as Boano,

Revelli, Frua, and Michelotti work for the them. In spite of the design talents of this company, Stabilimenti Farina bodied

very few Alfas, perhaps less than 40 in total. In 1953, Stabilimenti Farina went out of business. Carrozzeria Pinin Farina, on the other hand, had built a fair number of Alfa bodies prior to WWII, but their real break came in 1954, when they were given the contract to produce the Giulietta spiders.

In 1959, Battista ceded direction of Pinin Farina to his son Sergio and his son-in-law, Renzo Carli. In 1961, by decree of the Italian president, Gronchi, Battista's name was legally changed from Battista Farina to Battista Pininfarina. At the same time, the name of the company was officially changed from Pinin Farina (two words) to Pininfarina (one word).

By the early 1960's, Pininfarina was making the coachwork for a substantial percentage of Alfa's production. In 1966, upon the death of Battista, Sergio became president of the firm.

When Carrozzeria Touring closed in 1966, Pininfarina became the primary coachbuilder for Alfa's open cars; the Giuliettas of the 50's leading to the Giulias of the 60's, then to the Duetto, and, eventually to the clip-tail spider, which was finally phased out, after more than 20 years of production.

Unfortunately, it is doubtful that the new spider and GTV, both of were designed by Pininfarina, will be coming to the US. Maybe we will get lucky, and they will design a new Alfa, specifically for the US market.

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Alfa Romeo Registers

The following is a listing of both domestic Alfa Romeo clubs and registers. Some, such as the Alfa Romeo Association of Northern California, may be familiar to many of you.

Registers are highly recommended for people seeking out additional information and parts sources for a particular model(s). Many publish their own newsletters.

Ben Hendriks
Alfa Romeo Club of Holland
Ruynemenstraat 56
5012JH Holland (NL)

Roger Monk
Alfa Tipo 102/106 Register
Knighton, Church Close
West Runton, Cromer
Norfolk, England NR27 9QY

Lynne Fitzsimmons
Alfa Romeo Association
30 Steuben Bay
Alameda, CA. 94502

Ed McDonough
Chairman, AROC of England
9 Green Lane
Wootton, Northants
England NN4 6LH

Peter Marshall
Alfa 6c2500/1900 Register
Mariners, Courtlands Ave.
Esher, Surrey
England KT10 9HZ

Peter Shaw
Alfa 750/101 Register
Grange Farm
2 Bedford Road
Willington, Beds.
England MK44 3PS

Sir Michael Lindsey
Alfa Romeo Owners Club
97 High Street
Linton, Cambridge
England CB1 6JT

The Vintage Alfa Register
195 S.Main
Cheshire, CT. 06410

A.R.A. of S.A.
P.O. Box 804
Bellville, Cape
7530 South Africa

Alfa Club of Natal
P.O.Box
38019 Point Natal
4069 South Africa

Alfa Romeo Club of S.A.
P.O.Box 38417
Booysens, Transvaal
2016 South Africa

Alfa Romeo Club of Secunda
P.O.Box 6056
Secunda, Transvaal
2302 South Africa

Bloemfontein Alfa Club
5 Lloyd George Ave.
Uitsig, Bloemfontein
Orange Free State
9301 South Africa

Cape Alfa Club
2 Hampshire St.
Sherwood, Port Elizabeth
6025 South Africa

Pretoria Alfa Club
558 13th Ave.
Gezina, Transvaal
0084 South Africa

West Rand Alfa Club
P.O.Box 1318
Krugersdorp, Transvaal
1740 South Africa

Zagato Car Club
Via Toscolano 1
Milan
Italy

Club Alfa Spider
Via Concia 2A
Novara
28100 Italy

Alfa Romeo Liefhebbers Netherland
P.O.Box 1104
Eindhoven
5602 BC Holland (NL)

Alfa 105/115 Register
Boekdrukkersgilde 15
Houten
3994XT Holland (NL)

Alfa Vrienden
St.Nicolasstraat 5
Maastricht
6211 Holland (NL)

Alfa Romeo Club e.V.
Benediktusstr.57
4000 Dusseldorf 11
Germany

Alfa Romeo Club Viscount
Rotenbergstrasse 125
7000 Stuttgart 10
Germany

Alfa Club Freiberg
Hurstweg 35
D-7800 Freigerg i Brg.
Germany

Alfa Club 102/106 of Germany
Heidring 10
D-5106 Roetgen
Germany

Alfa Club e.V. Bielefeld
Seigfriedstr.73
D-4800 Bielefeld
Germany

Alfa Club of France
B.P.103
Chatillon Cedex
92322 France

Alfa Club of Finland
Lahdepolku 9C7
Helsinki
00660 Finland

Alfa Club of Belgium
O.Van Kesbeeckstraat 41/204
B-2800 Mechelen
Belgium

A.R.A. Victoria
P.O.Box 216
Camberwell, Victoria
3124 Australia

Tony Adriaensens
Alfa GTA Register
Raapstraat 20
2000 Antwerp
Belgium

A.R.A. N.S.W.
P.O.Box R23
Royal Exchange, N.S.W.
2000 Australia

Alfacionada

Alfa Giulia Super/TT Register
24 Alec Crescent
Fawkner, Victoria
3060 Australia

Pre-War Alfa Register
The Charretts
The Old Forge
Quarr Gillingham
Dorset, England SP5 5PA

Alfa Romeo Club of Argentina
Gral Arias 1358-16-46
San Fernando B.A., Argentina

Alfa Romeo Club of Australia
51 Old Stockroute Rd.
Oakville, N.S.W., Australia

Club Alfa Romeo
Weidner Hauptstrasse 23-25
Wein, 1040 Austria

Club Quadrifoglio Belgium
Jan Bolstraat 33
Mechelen, 2800 Belgium

Club Quadrifoglio Eupen
Industriestrasse 23
Eupen, 4700 Belgium

Alfa Romeo Club of Brazil
Alameda Nothmann 591
Campos Eliseos-San Paulo
Brazil

Alfa Romeo Club of Denmark
Howitzvej 12
Frederiksberg
2000 Denmark

Club Alfa Romeo Finland
Sarkiniementie 25/27
Helsinki
00210 Finland

Alfa Romeo Club of Japan
5-2-5 Roppongi
Minato-ku
Tokyo, 106 Japan

Alfa Romeo Club of Israel
P.O. Box 155
Givataim
53101 Israel

Alfa Romeo Club of Kenya
P.O. Box 41305
Nairobi, Kenya

Alfa Romeo Club of Norway
Postbox 7170
Homansbyen
Oslo, 0302 Norway

Alfa Romeo Club of New Zealand
P.O. Box 105
71 Wairakei Rd.
Christchurch, 5 New Zealand

Alfa Romeo Club of Spain
c/ Infantes 44
Torre del Mar
29740 Spain

Alfa Romeo Club of Sweden
Skogsaengsvaegen 28
Huddinge, 141-43 Sweden

Alfa Romeo Club of Switzerland
Blumenstrasse 5
Glattbrugg, 8152 Switzerland

Alfa Romeo Club of Turkey
Nispetiye Cad.16/1
Levent/Istanbul, Turkey

Alfa Club of Uruguay
Edil Hugo Pratto 2325
Montevideo, Uruguay

AROC of Canada
Board of Directors
P.O. Box 62, Postal Station Q
Toronto, Ont., Canada M4T 2L7

Alfa Montreal Register Europa
Luchswiesenstrasse 190
Zurich, CH 8051 Switzerland
Ing. Giacomo Tavoletti

Alfa pre-war 8c register
Via Poliziano 16
Milan
20154 Italy

Tom Zat
US 102/106 Register
111 Zagato Lane
Aniwa, WI.
54408

Mark Ketcham
Alfa Type 33 Register
364 Dolan
Mill Valley, CA.
94941

Alfa 2 liter GTV register
PO Box 6628
NY, NY 10150-1905

Alfa 6c2500 Register Int'l
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Seattle, WA 98104

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calender

- Nov 16-19 Vintage Races, Palm Springs
- Nov 19 AROSC Swap Meet, Auto Specialties, Torrance
- Nov 19-22 Network Q Rally, England

NO GENERAL MEETING IN NOVEMBER

- Dec 2 Brooks Car and Motorcycle Auction, England
- Dec 2-3 Ardennes Classic Rally, Belgium
- Dec 2-3 Ilfracombe Classic Rally, Devon, England
- Dec 4 Brooks Olympia Car and Automobilia Auction, England
- Dec 7 AROSC Board Meeting, Location TBA
- Dec 9 AROSC X-Mas Party, Charlie Thierlot's, Bel Air

NO GENERAL MEETING IN DECEMBER

1996

- Jan 18-21 Barrett-Jackson Auction, Phoenix, AZ
- Jan 26 AROSC Annual Awards Meeting, Date & Location TBA
- Feb 3-4 IMSA Sports Car Races, Daytona, FL
- Feb 10-11 AROSC Time Trials, Willow Springs
- Feb 16-19 Techno Classica Essen Classic Car show, Essen, Germany
- Feb 25 SCCA Trans-Am, St.Petersburg, FL
- Mar 7 Copper State 1000, call 602-264-0550
- Mar 2-3 AROSC Drivers School, Willow Springs
- Mar 10 Group 1 International Touring Car race, Fuji, Japan (Tenative)
- Mar 16 IMSA Sports Car Races, Sebring
- Mar 17 SCCA Trans-Am, Homestead, FL
- Mar 18 Sotheby's Car Auction, London
- Mar 30-31 Autoclassic Auction, Calgary, Canada
- Apr 7 AROSC Time Trials, Laguna Seca
- Apr 19-21 Autoclassic Auction, Vancouver, Canada
- Apr 21 IMSA Sports Car Races, Road Atlanta, GA
- Apr 21 SCCA Trans-Am, Phoenix, AZ
- Apr 27 Group 1 German Touring Car race, Hockenheim
- May 7 AROSC Swap Meet, Location TBA
- May 7 California Mille, call 415-357-1900
- May 4-6 Classic & Sportscar show, Birmingham, England
- May 5 IMSA Sports Car Races, World Speedway, TX
- May 6 Sotheby's Car Auction, London
- May 9-12 Mille Miglia Retro, Italy, call 415-357-1900
- May 11-12 Autoclassic Auction, Halifax, Canada
- May 12 Group 1 German Touring Car race, Nurburgring
- May 19 SCCA Trans-Am, Mosport, Canada
- May 26 Group 1 International Touring Car race, Mugello, Italy
- May 27 IMSA Sports Car Races, Lime Rock, CT
- May 27 SCCA Trans-Am, Lime Rock, CT
- June 7 AROSC Time Trails, Location TBA
- June 8 SCCA Trans-Am, Detroit, MI
- June 8-9 Autoclassic Auction, Victoria, Canada
- June 9 Group 1 International Touring Car race, Helsinki, Finland
- June 9 IMSA Sports Car Races, Watkins Glen, NY
- June 12-16 ALFA CALIENTE, the AROC National Convention, Phoenix, AZ.
- June 15 Sotheby's Car Auction, London
- June 26 Group 1 German Touring Car race, Norisring
- June 29 SCCA Trans-Am, Cleveland, OH

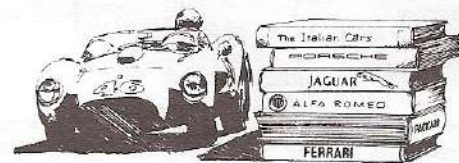
- July 7 Group 1 International Touring Car race, Donington, England
- July 14 IMSA Sports Car Races, Sears Point, CA
- July 15 Sotheby's Car Auction, London
- July 21 Group 1 International Touring Car race, Spa, Belgium
- Aug 4 SCCA Trans-Am, Trois Rivieres, Canada
- Aug 8 Group 1 German Touring Car race, Diepholtz
- Aug 11 SCCA Trans-Am, Watkins Glen, NY
- Aug 17 SCCA Trans-Am, Road America, WI
- Aug 18-19 Autoclassic Auction, Vernon, Canada
- Aug 25 IMSA Sports Car Races, Mosport, Canada
- Sept 7 AROSC Time Trials, Location TBA
- Sept 1 SCCA Trans-Am, Dallas, TX
- Sept 5 IMSA Sports Car Races, Location TBA
- Sept 9 Group 1 International Touring Car race, Rio, Brazil
- Sept 15 Group 1 German Touring Car race, Nurburgring
- Sept 22 SCCA Trans-Am, Reno, NV
- Sept 23 Sotheby's Car Auction, London
- Sept 28-30 Autoclassic Auction, Vancouver, Canada
- Sept 29 Group 1 International Touring Car race, Magny-Cours, France
- Oct 6 IMSA Sports Car Races, New Orleans
- Oct 12-13 AROSC Drivers School, Willow Springs
- Oct 13 Group 1 German Touring Car race, Hockenheim
- Nov 7 AROSC Swap Meet, Location TBA
- Nov 9-10 AROSC Time Trials, Willow Springs
- Nov 30 Sotheby's Car Auction, London
- Dec 7 AROSC Christmas Party
- Dec 2 Sotheby's Car Auction, London

Alfa Romeo Library of California

Library seeking to acquire collections of Alfa books, periodicals, technical publications, Alfa Owner Magazines (especially early years), and a collection of Alfacionada.

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Automotive Books & Miniatures

news & views

Stu Schaller

For those of you who are in to old Alfas, Tom Zat has recently acquired all the remaining Firehawk Milanos and a real C-52 Disco Volante (flying saucer) spider! The Disco chassis number is not known as yet. The car currently has a circa 1960 cast-iron 2 liter motor in it. The oldest Alfa 1900 sprint, S/N 0051, is for sale. Some parts are missing, such as the front and rear bumpers. The car is pictured on page 24 of the November issue of Classic & Sportscar.

Tom Zat has now sold off all his parts for the 750, 101, 105 and early 115 series Alfas to a new company in Chula Vista, called The Portello Works. The company claims to have the largest selection of parts for these cars in the world! Mark Guinther is one of the owners, but Tom may own part of the business. The phone number is 619-429-6518. The fax number is 619-429-5249.

Alfa Heaven, Tom's company in Wisconsin, will only be stocking parts for the post-1975, 102 and 106 models, plus racing stuff and stuff for his SSZ sprint speciale "replicars". He will also be restarting the US 102/106 register. The phone number is 715-449-2141.

Jim Dennis, the wholesale parts manager at Tustin Alfa has offered to sell parts to card carrying Alfa club members at a discount. Details will follow soon. The phone number is 800-225-2905.

Matt Jones the "floormat guy" in Texas has recently gotten the company that made some of the headliner and seat material for older Alfas to reproduce it. Contact Matt at 713-807-1945 or fax 713-807-1946.

I recently acquired a small booklet on all the Alfas bodied by Moretti (a car maker and coachbuilder that still exists). If anyone would like a xerox copy, send me a self-addressed envelope with 2 stamps on it.

As good as Fusi's Alfa "bible" is, it is not complete. I was aware that Alfa had built some Renault Dauphines for the Italian market, but did not know that they had also built Renault R4's. While thumbing through an Italian magazine at Santo's shop, I noticed an ad for an Alfa that I never knew existed; a Renault R4, actually built by Alfa. The car was in "as-new" condition, but was priced at over \$8000. There was also an ad for an almost concours 1900 Super berlina at a very reasonable price, around \$12,500. I also noticed an ad from Spain in Classic & Sportscar for a very rare 1900 Primavera, at around \$22,000.

In the new book on Giannini (a company in Rome that built Fiat "hot-rods" as far back as the 1930s), there is a mention that they made a set of pistons and liners to increase the displacement of the Giulietta to 1481cc, and also cams and hardened crankshafts. Similar parts were also made for the Giulias and 1750s. Giannini still is producing cars (elaborations on various Fiat models), but they may still have some of the old stuff.



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international competition

Stu Schaller

Racing results for 1995 involving Alfa Romeo are as follows:

FIA Group 2 British Touring Car Championship

The Alfa team finished in 8th of 9 places. No Alfa drivers were in the top 10.

FIA Group 2 Italian Touring Car Championship

Alfa finished in 3rd, behind Audi and BMW. All the Alfa drivers were in the top 10.

FIA Group 2 French Touring Car Championship

The semi-factory car of Philippe Gache was withdrawn from the series while in 3rd place. Gache later ran in some races in the German Group 1 series.

FIA Group 2 Spanish Touring Car Championship

Alfa leads, with most of the season gone. All Alfa drivers are in the top 10, including 1st and 3rd place.

FIA Group 2 World Cup, held 10-15 at Paul Ricard, France

The Audi A4's won both rounds; Biella taking the first and Pirro the 2nd. The 4 wheel drive Audis and the rear drive BMWs dominated. No Alfas finished in the top 10 in either race.

FIA Group 1 German Touring Car Championship

There are only 3 teams; Mercedes won, with Alfa in 2nd, and Opel in 3rd. In the drivers race Larini finished 7th, with Danner 9th and Bartels 10th. The other Alfa drivers were not in the top 10. A big surprise was that Ludwig's Opel won the final two rounds of the series.

FIA Group 1 International Touring Car Championship

(Races for the German Group 1 Cars held outside of Germany) As in the German series, there are only 3 teams. Again, Mercedes won, with Alfa 2nd. Larini finished 4th, Modena 7th and Fischella 10th in drivers points.

Formula 3

The only place Alfa motors are still being used is in Mexico. There have been a number of Alfa powered cars that have finished in the top 3 this year.

IMSA WSC

Sirgany's Alfa powered car, which has been pictured in the Alfa Owner, has not been entered in any races so far.

SUPERCARS

Tom Zai's SSZs finished 4th in the manufacturers championship, and 9th and 10th in drivers points.

LETTERS TO THE EDITOR

Letters to the ALFACIONADA are encouraged. Send correspondence to: Editor, AROSC, P. O. Box 39554, Los Angeles, CA 90039 - 0554

local competition

Charlie Thieriot

With the new year upon almost upon us, it's time to take another look at some of the benefits the AROSC Time Trials group have to offer -

Driving School

- AROSC holds two driving schools, spring and fall, at the streets of Willow Springs.

- Instructors and program are essentially the same as the "big name" schools. Skid pad, slalom exercises, classroom instruction, and on track training.

- Students use their own cars with no special equipment required.

- Schools are open to all makes of cars and levels of skill.

- School is divided into three groups; 1) Beginner, stressing basic car control and improved street driving, 2) Intermediate Time Trials, which covers track driving skills and competition procedures and tips, and 3) Racing Instruction for those who are ready to take the plunge into wheel to wheel racing.

- As with all AROSC events, Saturday night dinner and making new friends are an important part of the experience.

Time Trials

- Drive your car at speed on the track at Willow Springs, Laguna Seca, Las Vegas, and other professional road courses.

- Events are two days with typically 45 minute practice sessions on Saturday, two on Sunday, and five timed laps.

- Professional instruction available at no extra cost.

- Events are open to all makes of cars. Competition is divided into 14 classes. Drivers compete for the best time in class. Results and awards are presented at the end of the events.

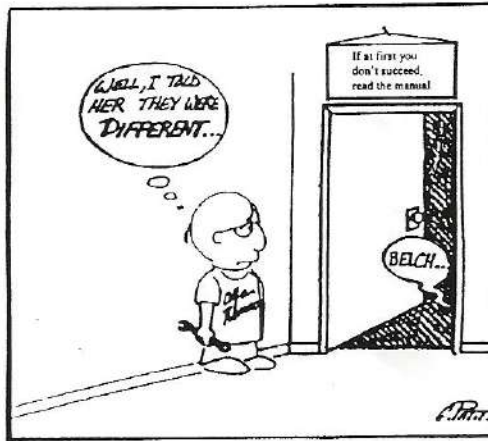
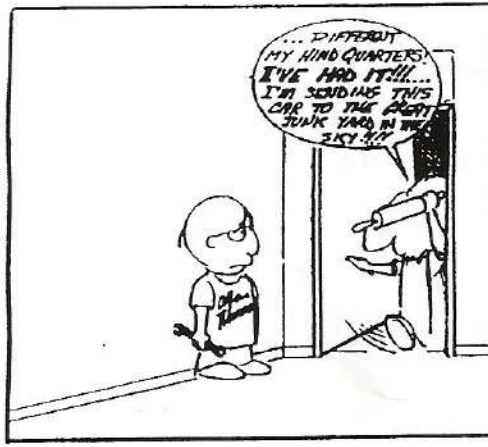
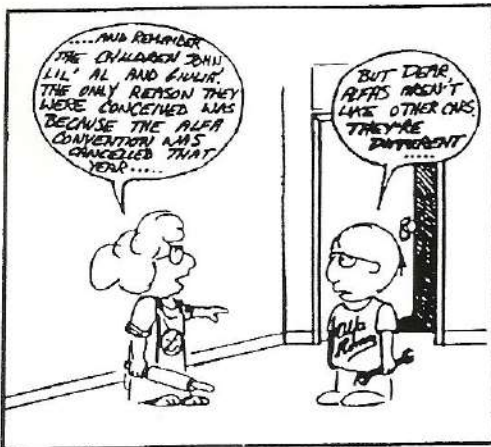
- Closed cars can compete with only the addition of five point (competition) seat belts and a fire extinguisher. Open cars require roll bars.

- Introductory group offers "chalk talk," rides and four lead follow sessions on the track. No special equipment required at a very reasonable price.

- Wheel to wheel racing for experienced drivers is in its fifth season. Any Time Trial participant can graduate to the Race group.

For more information, drop us a line at AROSC, Time Trials, P. O. Box 39554, Los Angeles, CA 90039-0554

Alfoonery



about the cover

This month's cover of the Alfacionada has an interesting history behind it. The Fiat/Alfa Grill illustration originally graced the cover of the November/December '86 cover of the Central Coast Alfisti, the newsletter of the Central California Coast Chapter ('85 - '89) of AROC. Apparently it had hit a sympathetic chord in Alfisti of the time, gracing the covers and pages of Alfa Club newsletters throughout the country and as far away (at least that we know of...) as Japan, the Netherlands, and Australia. It became so popular, Linda Edinbergh, then president of AROC, sent a letter to all the chapter presidents asking them to stop trimming the names of its creators and give credit where it was due. Thanks again to Alan La Salle for being an excellent coconspirator.

the back page

1982 Balocco - Ol' Smokey. Repaired - recent valve job, new guides, belt, tensioner, hoses, new catalytic converter. Solid car. \$4000.

1967 Guilia Super. Needs work. Good basic car. Minor front damage. \$1200.
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