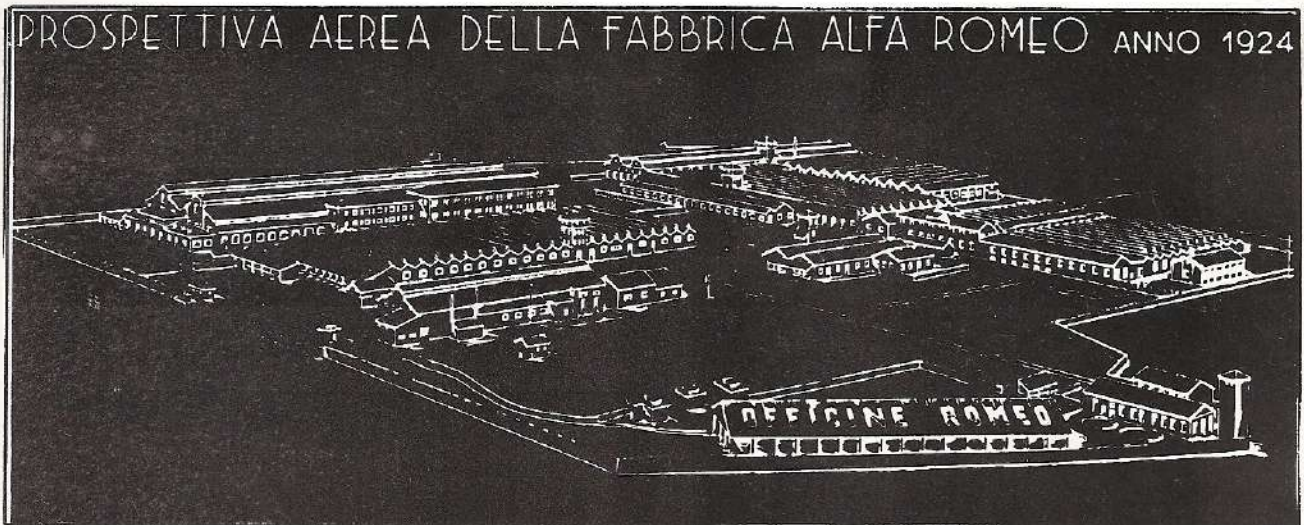


THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS CLUB OF SOUTHERN CALIFORNIA

FEATURING THE COLUMNS "PASSING THOUGHTS" BY PAT BRADEN & "NEWS & VIEWS" BY STU SCHALLER & "I VOLLI DELLA PHENICE" BY TINA VAN CUREN, "THE DISCO VOLANTES," LOCAL AND INTERNATIONAL NEWS, ALFOONERY, THE CLASSIFIEDS, AND MUCH MUCH MORE....



COMING EVENTS:

MAR 25-26 AROSC DRIVERS SCHOOL
MAR 31 AROSC GENERAL MEETING
SPEAKER - BRAD BUNCH OF
ALFA RICAMBI

APR 2 AROSC COFFEE & ITALIAN
CAR SHOW
APRIL 8-9 AROSC TIME TRIALS
APRIL 22 LONG BEACH CONCOURSE

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. Publication is monthly and included as part of the membership fee paid to AROCSC, 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. Pope Street, in Los Angeles. General enquires should be sent to AROCSC, P. O. Box 39554, Los Angeles, CA 90039-0054. Membership information is on the back cover.

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GENERAL MEETING LOCATION



NEWSLETTER INFORMATION

Correspondence regarding the Alfacionada should be sent to AROCSC, 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 earliest publication. Please include a SSAE 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.

IL VOLLI DELLA PHENICE

TINA VAN CUREN

Believe it or not it is springtime. Across the country Alfisti are starting to uncover their cars and plan top down outings. For those of us in Southern California the sports car season is usually considered to be all twelve months. 1995 has been a different story. How can my Giulia spider have pools of water behind the seats when the top is up, windows closed and the "waterproof" cover in place and it is sort of under a roof? Am I glad I did not enter the LA Marathon bike ride! Should we bring umbrellas to the April 2nd Coffee Corsa? Is this the year we all actually USE our dusty convertible tops?

Oh Well.....rain or shine this is shaping up to be a busy Alfa season. **April 2nd we have our first ever Coffee Corsa**, a caffeine festival and car show shared with the Ferrari, Maserati, and Abarth clubs. This is a great opportunity to meet other Italian car lovers and prove to your significant other that we do not always come home greasy and hungry from Alfa club events.

April 8th & 9th is the Time Trial and Race at Laguna Seca. This is a don't miss for anyone who likes cars, trees, birds, food, or even fish. Laguna Seca is a beautiful place even if you do not get near the track. Monterey and Carmel need no hype. This is the year I am going to make it to the Monterey Aquarium, Turbo and all.

April 22nd is the Long Beach Concours. Alfas will be shown along with many other marques at Shoreline Park in Long Beach. This event will be part of the Long Beach Grand Prix celebration and

features food, music, and a variety of artifacts for sale, all in the shadow of the Queen Mary.

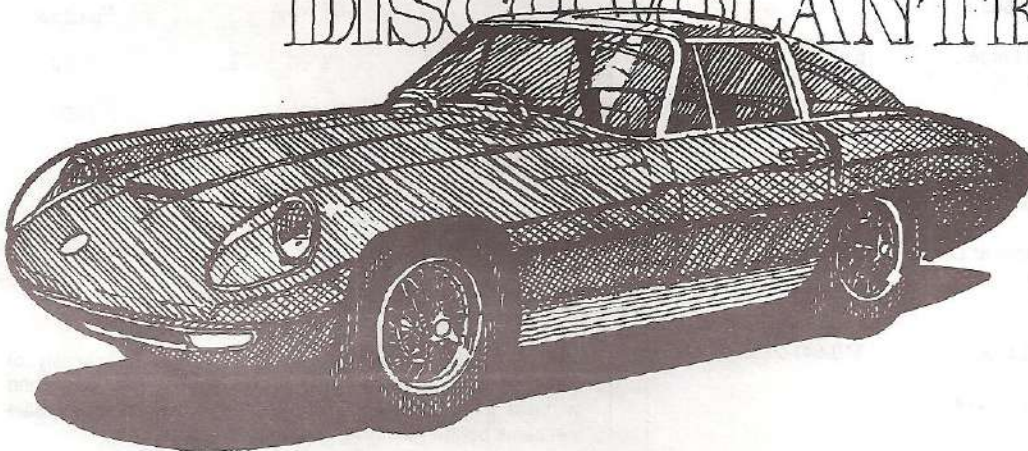
May 6th brings the Progressive Dinner, a first for AROSC. Plans are still very vague and all volunteers are more than welcome...HELP!!!!...It appears I am coordinating this so anyone who would like to host or help please call me as soon as possible.

It is never too early to plan for summer and this year we have a great opportunity both to have a good time and demonstrate the strength and commitment of Alfisti of the West coast (where most Alfas and Alfisti live....). The Northwest Chapter of AROC (Seattle, Washington) was selected two years ago to host the 1995 AROC Convention. At last summer's convention in Denver, the 1995 convention was awarded to Atlanta, Georgia. Seattle had already reserved the track and hotel so they decided to go ahead with the West Coast event. AROC has cited an obscure by-law in the prohibiting the sanctioning or advertising of any event within 1000 miles or 30 days of the national convention. **The Seattle event, Gita e Corsa, is August 11th - 13th**, so AROC and its publication, the *Alfa Owner*, are boycotting.

The members of the Northwest chapter are known for their fantastic events and this should be the best ever. There will be a Time Trial Friday followed by a cocktail party, rally and tech sessions on Saturday, followed by a banquet with Pat Braden as speaker, and a Sunday concours, just to mention a few of the highlights. Alfisti from Canada, Oregon, Washington, California, Arizona, and New Mexico will be present in numbers. This is OUR event (we of the wild west). I wouldn't want to miss it for anything!

See you at the track.

DISCO VOLANTE



PASSING THOUGHTS

FAT BRADEN

Where has all the Authority Gone?

During a talk to the SoCal group, I offered the opinion that the *Owner* had lost - after a pause to think if I could find a better word - its authority. I want to spend a little time explaining the point, for it helps illustrate the condition of both the national magazine and the club.

On the I-Car digest, we're occasionally greeted by new Alfa or Fiat owner who is genuinely excited, and ignorant, of the car he's just bought. By and large, his new represents the culmination of a dream and it's wrapped in that hazy perception which only infatuation can produce. He wants to know all about it, hopes by that some stroke he's bought an exceptional variation, and is concerned just how he's going to go about doing the first oil change. He hopes there's a Frequently Asked Question (FAQ) list which will make him years-smart in a matter of minutes. Most often, his questions are immediately answered by another member who speaks with the authority of having been elbow deep in Alfa innards for years.

In the late 1950s, the *Alfa Owner* magazine served exactly the purpose which the I-Car digest now serves. The only difference: the knowledge base was exceptionally thin in 1959. There were few people who had ever opened an Alfa engine, or even knew of Alfa's history. Fortunately, the few people who were racing the new Guilietta and finding out what made it tick were gregarious.

The club's initial concern with technical information reflected the dearth of information available and the willingness of those who did know something to share it. By the time Peter Hull and Roy Slater's book appeared in 1964 (and Fusi's the year later), the Alfa Club was well established and some of its members were well versed on the mechanical intricacies of the Guilietta.

With successive models, Alfas became more reliable and marketable to less technically inclined owners. The trend toward less-demanding cars has continued ever since the Guilia. In spite of this, our desire for technical information persists, and the daunting sophistication of modern electronics has not stemmed the interest. The net result is that, while we expect the

volume of technical information to remain high, its depth of what actually makes it to print has become increasingly shallow. No one is writing about reprogramming EPROMs, evaluating ABS system waveforms or even verifying the SRS circuitry. And, those who know about such things frequently consider their knowledge proprietary.

As a result, the *Owner* has become much less a source of technical information or, even, an authority on the subjects it should be authoritative about. The same thing happened, lamentably, to *Road & Track*. Editorially, we are awash in technical trivia, whether we look to the national car magazines or our own publications. Currently, *European Cars* offers probably the best technical information and *Sports Car International* the best historic fare. But both these magazines pale in comparison to the British *Sports and Classic Cars* and the Italian *Quattroruote*.

Against this trend of diminishing technoid has been the singular growth of Alfa scholarship. The amount of historic information currently available about Alfa is astounding. Any number of books include potted histories of our marque, and specialist historic works range from Simon Moore's masterwork on the 8C2900 cars to Fusi's encyclopedic catalog of all the models between 1910 and 1977. If you're just surveying the Alfa market, Joe Benson can help with his *Buyer's Guide*, and if you've selected or bought one, then the *Alfa Bible* is a worthwhile companion. If your Alfa happens to be a Sprint Speciale or Zagato, or you're only interested in a single kind of Alfa, such as a spider or the Alfetta series, then there are at least three or four specialized titles to choose from.

Of even greater interest to me is the work of contributors to chapter publications and other Alfa club publications around the world. The most impressive source is Ben Hendricks and the magazine he edits, *Het Klaverblaadje*. Each issue of this Dutch magazine is a Doctoral-level dissertation on Alfa, usually focusing on a single model. The quality and the amount of Alfa scholarship which comes from the Dutch is astounding.

In the US, we are blessed with a number of very prolific writer/historians of the first stripe. John Hertzman has been helping to fill *Velocissimo* with well-researched and carefully crafted features on a wide range of historic Alfas. Stu Schaller's scholarship has covered a wide variety of Alfa models and his range of Alfa knowledge is absolutely encyclopedic. Both author's works have been

reprinted in chapter newsletters across the country. While he doesn't write nearly as much as Hertzman or Schaller, Carter Hendricks is the resident 1900 historian in the US (Peter Marshall being the recognized authority in England). Joost Gompels has originated very valuable information, while also serving as a conduit for the works of Marshall and the authors of *Het Klaverblaadje*.

With few exceptions, none of the authors mentioned in the preceding paragraph have appeared in the *Owner*.

This doubly disturbing to me as a writer, because I know there's nothing no more conducive to the work of writing than seeing your efforts in print.

The reasons our most prolific historians are not represented in the *Owner* are numerous but mostly embarrassing. In the first place, Alfa scholarship is being drowned out by technical trivia, the result of taking Fred diMatteo's admonition to its logical extreme. It was Fred, you recall, who urged that the club return resolutely to its original purpose of disseminating technical information. The magazine has done just that, with the presumed concurrence of its advisory board. As I've explained above, the degree and kind of technical information which was needed by the club began and the kind which is appropriate now is significantly different. If we wanted a 1990 equivalent to a 1960's article on rejettig Webers, we'd have articles about the reduction of oxides of nitrogen or modifying the dwell curve in the Motronic ECM.

Most of the articles in the *Owner* are anecdotal and almost none contribute to the core of Alfa knowledge which has accumulated over the years. Some revisit old topics and far too many are simply space-takers. We're not getting good stuff, and no one on Doug Darling's staff knows enough about Alfas to create it. When compared to the best from other clubs, or even chapter publications, we are cheating our subscribers.

That is what I meant when I said the *Owner* had lost its authority.

NEWS & VIEWS

STU SCHALLER

On Sunday, April 2nd, the AROSC will be holding a coffee tasting and Italian car show, at Barclay's Coffee Emporium, in the Good Guys/Marshalls shopping center at the southeast corner of Tampa and Nordhoff (8976 Tampa), in Northridge, from 11AM

until 3PM. The car show is free; the coffee tasting is \$10/person (checks payable to AROSC). Barclay's would like to have some idea how many plan to come, so please call ASAP to Stu Schaller, at 818-772-1333.

The Northwest Alfa Romeo Club is planning to put on a "second" national convention, called "Gita e Corsa" on Friday August 11th, through Sunday August 13th. The national club will not let them publicize the event in the *Alfa Owner*, because of a policy which states that "No event within 1000 miles or 30 days of the AROC national convention will be sanctioned by the club".

The schedule of events for "Gita e Corsa" is as follows:

Fri. 8/11; Time trials at Seattle Int'l Raceway.
Sat 8/12 Afternoon; Tech sessions.
Sat 8/12 AM; Rally.
Sat 8/12 PM; Cocktail Party.
Sat 8/12 PM; Banquet, with Pat Braden as speaker.
Sun 8/13 AM; Concourse.
Sun 8/13 Afternoon; Picnic.

For further information call or write Lorna Moore at: 9949 Richardson Rd. N.W.; Bremerton, WA. 98311. Phone 360-692-8827.

Carrozzeria Touring has been reborn, and are attempting to do a register of all Touring bodied cars. If you are interested, and would like to register your car, call Dott. Carlo Anderloni, in Italy, at 010-39-31-65-56-69. I will be acting as the US liaison to the register, so you can also send the information on your car to me, and I will forward it to Italy.

In the February 1995 issue of *Classic and Sportscar*, my favorite magazine, there is a good article on the Alfasuds, and a "Running Report" on Mark Hughes Alfetta GTV 6, who is on the staff of the magazine. There is also a letter from Ed Thorne about selling his GTA, as a follow-up to an article on the GTA's in the December issue. It turns out that the guy that the guy that Ed sold his GTA to was Charlie Thieriot, circa 1970, in Pasadena! I have written to the editor of the magazine, in an attempt to put Ed and Charlie in touch with each other.

Recent Alfa sales, at auction, were an ex-Vaccarella T33/2.5 coupe, found in an Angolan back yard(!) for \$185,000, a Giulietta SZ \$64,000, and a 1958 Giulietta spider normale, in fair condition, for \$10,200. There is a very nice 1964 105 series (the first year of the 105s)

being advertised in England, at \$12,750; a bit high, but I haven't seen a '64 for sale for a very long time. For those of you with **lots** of money, there is also a 1924 RLSS two-seater for sale in England. Rudy Pas, a big collector/dealer in Belgium has a TT33/3, the only 6c2500 Competizione, and a bunch of other Alfas for sale, for the more financially healed out there.

Locally, a restored 1958 Giulietta spider normale, S/N 1495.03809, done correctly, and in almost "Pebble Beach Concourse" condition, was sold for \$14,000. The car is going to Japan. This is \$4,000 to \$5,000 over what these cars sold for at the bottom of the market, about 18 months ago.

One of the 10202 series Vignale bodied "2 liter cast iron" cars, similar to Delmas Greene's car pictured on the cover of the Jan.1995 **Alfa Owner** has been found. The car is ex-Angie Dickensen, and is for sale.

There were only 47 cars built in the 10202 series, the first of which was by Ghia. The majority of the cars in the 10202 series were built by Vignale. Only 5 or 6 cars from this series are known to be left, anywhere in the world. The car being offered for sale is white, with red interior, and is in nice, "daily driver" condition.

Our concourse this year might be held in conjunction with the swap meets, so plan on the first one being sometime in May. There should be far more events this year than in the recent past, including seminars and workshops for those of you who would like to be able to do some work on your car yourself, but have little mechanical skills.

There was a good turnout for the annual awards meeting held at the Torrance airport. A large number of raffle prizes were given out, and everyone seemed to have a good time. Frank DiGiorgio's presentation on wheelbase, a computer bulletin board on cars, was quite good too.

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THE DISCO VOLANTES

BY STU SCHALLER

About 3 years ago, an article I did on the Discos appeared in **Alfacionada**, the L.A. chapter's newsletter. Since then, the head of Carrozzeria Touring, Anderloni, has issued a book on the subject. I have studied the book, all the previously published material on the cars. Over the years, I've also had correspondence with Anderloni, Ben Hendriks, who is the head of the Dutch national Alfa club, and with Ed McDonough, who is the Chairman of the English national club, in regard to the Discos. After much more further thought, here is what I believe to be the correct, final chapter to the story...

The first Disco, called the C52, was built in 1952, with a 2 liter motor, rated at 152 horsepower. This car has "ogival" sides, and is chassis number 1359.00001. The car still exists, and is in the Alfa museum, in Arese, Italy.

Chassis number 1359.00002 is the "slab sided" Disco, which is now in the "Schlumpf" museum, in Mulhouse, France. It was also built in 1952, has a 2 liter motor, and was raced extensively in the mid-1950's by Swiss driver Jean Ducrey.

Chassis number 1359.00003 is an "ogival" sided car, but not a spider. It is the 2 liter coupe, which also sits in the Alfa museum today.

Chassis number 1361.00011 sits today in the Biscaretti museum, in Turin, Italy. It has always had a 6 cylinder motor, the original 3 liter one having been replaced by one of the 3.5 liter 6c3000CM type, as an original type 3 liter motor (which is somewhat different than the 3.5 liter one, as it is based on a 6c2500 motor) no longer existed. This was done when the car was "restored" by Alfa, in the 1960's.

Originally built as one of the first series "ogival sided" cars by Carrozzeria Touring in 1952, chassis number 1361.00012, had a six cylinder, 3 liter motor. Anderloni, the head of Touring, incorrectly calls this car 1362.00012 in his book on the Discos. The car was crashed in testing, and may have been renumbered 1361.00121. (1361.00012-1). According to Henry Wessells, This is highly unlikely, as there are a number of major differences between the C52 type chassis and the 6c3000CM ones.

If 1361.00012 indeed became 1361.000121, it was rebodied by Colli, in the coupe Le Mans style, and a 3.5 liter 6c3000CM motor was installed. 1361.00121 (which may have had a previous life as 00012) may have been crashed yet again, and renumbered again as 1361.00126, and rebodied as a street car, as a gift for President Peron of Argentina, by Carrozzeria Boano.

Car number 1361.00126 (regardless if it had previous lives as other chassis numbers or not), started life as a Le Mans coupe. It was rebodied by Boano for Peron, and then passed through a number of hands. It was repainted from it's original red to blue, (according to some reports), and then to a light yellow. Henry says that he found no traces of blue on the car. The pictures that are shown are of the car when it was in yellow, circa 1967. The car was sold a number of times more, and eventually was purchased by Henry Wessells III, in Pennsylvania. Henry then used the car, with it's Boano body, and crashed it while vintage racing, in the mid-1980's. Chassis 00126 was then rebodied, circa 1990, in it's original Colli coupe Le Mans style by Diamonte (a restoration shop in Italy; Colli themselves no longer exist), and has been running in vintage races in this form. It has also appeared in two of the Mille Miglia "retros."

Chassis number 1361.00128 may have been either 1361.00122, 1361.00123, or 1361.000124; renumbered (122, 123, and 124 were all crashed, but no record exists as to which of these became 000128.

It is also possible that 122, 123 and 124 were all destroyed, and 128 is not related to any of them.

Chassis number 00128 is the car which was originally built in Colli coupe Le Mans form, then rebodied as a show car four times, by Pininfarina. The first two Pininfarina versions are called Superflow 1 and 2. The 3rd version looked very much like a Duetto, and the fourth version looks like a Duetto with a glass bubble roof. Car number 00128 exists today in it's fourth Pininfarina variation, in the Rosso-Bianco museum in Germany, which is owned by Peter Kaus.

Chassis number 1361.00125 was also originally a Colli coupe Le Mans. The car was rebodied as a Zagato spider in 1954, for the Swiss driver Bonnier. It later passed through a number of hands, and on to Henry Wessells III. Henry sold the car a number of years ago, and it now exists in it's Zagato spider configuration, in a Japanese collection.

This is the most famous and most important of all the Discos, as it was in it's Colli configuration that Fangio still finished second in the 1953 Mille Miglia, with one front wheel not doing any steering, as one of the links had broken!

Chassis number 1361.00127 is the Supercortemaggiore spider, which is now in Alfa's museum, in Arese, Italy.

Some also consider the 2 liter Sportivas as Disco variations. There were 4 Sportivas built; 2 spiders, both by Boano, which have a number of detail differences, and 2 Bertone coupes, which have only very minor differences from each other. One of the coupes and one of the spiders are in the Alfa museum. The other coupe is in a private collection. The location of the second spider is unknown. It may have been destroyed.

RUDOLF HRUSKA (1915-1995)

Rudolf Hruska, noted Austrian engineer, recently died in Turin, Italy, at the age of 79. Hruska began his career working with such automotive giants as Ferdinand Porsche (with whom he remained a life long friend) on the Volkswagen, the Tiger tank and the Cistalia Grand Prix car.

Despite offers from Porsche and BMW during the sixties, he chose instead to stay with Alfa Romeo in Italy. His many credits with the marque include kickstarting the firm in its first attempt at major series production with the 1954 Guilietta range, and to be later known as the father of the Alfasud.

For additional information on Rudolf Hruska, see Griffith Borgeson's "The Alfa Romeo Tradition," Chapter 10, pg. 166-180.

THE ORIGINAL GRADUATE

G. PATITZ

It makes for an interesting comparison, the impact in the motoring enthusiasts' world of Dustin Hoffman's red Duetto in the 1968 motion picture, "the Graduate," to that of the Spider Veloce driven by Chevy Chase in the 1985 film "Fletch." It goes without saying "The Graduate" was a far better and more memorable film, yet it is interesting to note the visual impact an Alfa had in each movie. When "The Graduate" premiered in 1968, the Duetto was barely two years old and a radical departure of the roadsters of its day, whereas the Kamm-tailed Spider appearing in the later film was well into its second decade. The Fletch films (there were two) have but all been forgotten, but the image of a young Benjamin (Dustin Hoffman) screaming across the screen in a red Duetto has had a lasting impression on the psyche of a whole generation of sports car fans.

What became of that Duetto is another story in itself. Alfa Romeo provided the producers of the movie with two cars, although there were rumors of there being three. Some time after the production of the movie, converted the stock Duetto into race cars, and in the process changed their color from Alfa red to the two-toned orange and black, the Parts Department colors. The cars changed hands and eventually ended up in the hands of Bob Griffith and Lee Midgely. At the time they were the owners of Foreign Car Service, Inc., the Alfa Romeo dealership in Riverside, California. Both cars were raced extensively, with Midgely finishing 2nd in E production class in the 1968 runoffs and Griffith's car placing 4th. In 1969, Midgely sold his car to Dale MacGowan, proprietor of Alfa West in Denver, Colorado, where it remains to this day. The Griffith car dropped out of site altogether.

Dale MacGowan was no stranger to the Alfa Romeo marque when he came into ownership of the car. Son of one of the original founders of the Alfa Romeo Association of Northern California, he was practically raised by the club. Consequently, it wasn't long before the original Graduate was back on the track, qualifying for the Atlanta runoffs in 1970, 1971, 1976, 1982, and 1984. In 1984, Alfa presented him its racing excellence award, one of five given in the United States. Numerous track records followed,

with the MacGowan Graduate Duetto placing in approximately 60 of the 70 races entered, including 30 1st place finishes.

Additional notoriety came for the car when it appeared in 1983 on page 89 of the "Illustrated Alfa Romeo Buyer's Guide" by Joe Benson (the current edition no longer carries the picture). Ironically, he was not aware a picture had been taken, much less appear in a book. The car was simply sitting on its trailer behind his shop.

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STU SCHALLER

I have just received a press kit from Alfa Corse, which explains what Alfa's efforts will be in the various 1995 Touring Car series.

In the 1995 German FIA Group One 2.5 liter series, Alfa will have at least 6 cars. The new title Alfa is giving to the cars competing in the 1995 series is 4x4 155 V6 TI. The factory team will be Larini and Nannini. There will be semi-factory efforts by Schubel Engineering (Danner & Albereto), and also by Euroteam (Modena & Bartels). Kris Nissen may run a 1994 spec car in selected races, but is trying to get a Formula One ride. There is even a provision to run two more 1994 spec cars, with "amateur" drivers. The 1995 spec cars will be using pneumatic valves, as experimented with in 1994. For 1995, the cars are "rev-limited" to 12,000 RPM. Alfa has made major modifications to the front suspension for 1995, and will be running a quadrilateral system, instead of Mc Phearson struts. The 1995 gearbox is now controlled by means of two levers on the steering wheel itself, as with most F1 cars. There is also an electrically controlled system which governs how much horsepower is going to the front and rear differentials, depending on track conditions. The aerodynamics have been improved for 1995, and the engine has been made lighter and smaller, to lower the center of gravity, and has revised porting.

Alfa's competition will be mainly from Mercades, with at least 7 1995 spec, and 3 1994 spec cars. Mercades will be lead by Ludwig, Asch, Van Ommen, Thiim and Schneider.

The Opel team, which only ran in selected races in 1994, will be lead by ex-Formula One World Champion, Keke Rosberg. The second Opel factory car will be driven by Yanik Dalmas, with a 3rd "privateer" Opel entry possible. BMW has yet to decide if it will run in the German series in 1995; probably not.

In the 1995 FIA Group Two, 2 liter British Touring Car Series, Alfa will have Simioni, who ran last year, teamed with a new driver for Alfa, Derek Warwick, who used to run in Formula One for Arrows and others. These cars are front wheel drive only, with 2 liter twin-spark motors. The name given by Alfa to the cars that will compete in this, and the other Group Two series is the 155 D2. As with the 2.5 liter cars, there are a number of changes for 1995.

FIA Group Two, 2 liter Touring Car series exist in Spain, Italy, Belgium, France, Germany, Japan, South Africa, Scandinavia, Australia, and in a series billed as the Asia-Pacific championship.

Tarquini, last years winner in the British series, will be running in the Italian and French series in 1995. His partners in Alfa's semi-factory effort in these series will be Gache, Tamburini, Giovanardi, and Lurrauri. There will also be semi-factory effort by Alfa in the Spanish series, lead by Campos. There will also be "privateer" efforts in some of the other 1995 FIA Group Two, 2 liter series. These series are all run under the same rules as the British series, and as such, Alfa runs cars which are front wheel drive only, with 2 liter twin-spark motors. Alfa could run 4 wheel drive cars in these series, but there would be a substantial weight penalty if they did.

In the various 2 liter Group Two series, one of the biggest changes will be the size of the rear wings; they must be contained in an imaginary 150mm square box when the car is viewed from the side. They also must now be mounted 100mm **forward** of the rear most part of the car, when the car is seen in plan view. (the view looking down upon the car) The front spoiler must now have a minimum ground clearance of 100mm. To run in races before April 1st, the car must have been homologated by the FIA, by January 31st. Alfa will most probably use the 155 "Silverstone" 1.8 liter version for homologation purposes, as they did in 1994.

The FIA Group One 2.5 liter (German series) cars run to far more liberal rules than the Group Two, 2 liter cars. The motors in Group One are putting out about 425 horsepower at 12,000 RPM, compared to about 285 horsepower at 8,500 RPM for the 2 liter twin-sparks. The 2.5 liter cars weigh about the same as the 2 liter cars, but the 2.5 liter cars have 4-wd, and 6 speed sequential semi-automatic gearboxes, and are allowed technology much closer to Formula One than their more production related, 2 liter brethren.

The "Touring Car World Cup", where the leading competitors from each of the Group Two, 2 liter series run against each other, will be run on October 15th, in Spain or France. A Ford Mondeo (called the Contour here), driven by a New Zealander named Paul Radisich won both the 1993 and 1994 versions of this prestigious race.

LOCAL COMPETITION

FEBRUARY 4 & 5

WILLOW SPRINGS TIME TRIAL AND RACE

RANDALL HIGA

Miracle of miracles, the weather was absolutely perfect. The temperature never got close to the triple or the single digits. There was hardly a cloud in the sky and the usual desert wind never rose above a shallow breath. The track was in top shape and allowed for some pretty decent lap times. As one unnamed competitor put it, "if you can't go fast today, you may not have another chance this year."

In the feature race on Sunday, Paul Ellis in the mighty Dunestang took a long over-due win. After losing and regaining and losing and regaining and losing and regaining the lead from Mike DeAngelis in a fast 240Z, Paul Ellis found himself ahead when the checkered flag dropped. On nearly every lap, Paul and Mike drag raced down the front straight neck-and-neck into Turn 1. After awarding the first place plate to Paul at the awards ceremony, John Cote promised that he would never call the Dunestang a, "farm implement" ever again. Promises, promises...

Although Paul and Mike were battling it out front, another pair were furiously fighting it out in the back half of the pack. Tom Cleave in a BMW 2002 was mixing it up with John Williams in a Dodge Omni GLH in Class E, who were both chasing the Class E leader, Steve Hamilton in his Toyota MR2. However, with a few laps to go, Steve spun in Turn 2 and let the 2002, the GLH, and Brad Gray in the Alfa Romeo GTV fly by. Undeterred, Steve got back onto the track and began chasing the other three Class E cars. In the few laps remaining, Steve worked his way up to second place in Class E when the race ended.

With the new classification of Alfas in the Time Trial Classes, most of the Alfas found themselves bumped up a class. However, there did not seem to be any real change to the "balance of powers." I presume that there will soon be a run at Alfa Ricambi for go-fast goodies to take advantage of the new classification changes. Warning to all Alfa Time Trial competitors; watch your mirrors at Laguna Seca!

In Class A, Howard Matloff in his neat Spider was the lone competitor and walked with the class win with a 1:46.933 lap time. Class B held the fastest Alfa times with Robin Hendersen in a red GTV pulling a sizzling 1:36.434 on his first timed lap. Alan Ward driving Phyllis Gaylard's maroon GTV claimed second in Class B with a quick 1:38.291. Class C had a whopping 8 entries lead by the red GTV piloted by Alex Brown turning 1:43.026. Another red GTV with Brad Gray behind the wheel was very close behind at 1:43.074 and Randy Harris took third in a Duetto at 1:43.908.

Class D was also closely contested with yours truly in a blue (sans polka dots) GTV grabbing first with a 1:46.341 and Paul Blankenship's Alfetta close at my heels in second with a 1:46.622. Don't tell Paul but the resulting gains in aerodynamic efficiency from the removal of the polka dots was obviously the trick speed secret that worked to my advantage. John Cote in his red Spider was the lone entrant in Class E and pulled off a respectable 1:48.440. Dan Ritter in his Giulietta TI had the misfortune of losing engine lubricating fluids when a connecting rod blew a hole in the side of the block during practice.

In the non-Alfa classes, Jon Haines took top time of the day and first in Class M in his Formula Ford with a hot 1:31.712. Taking second in Class M was Arthur Trejo in a Ferrari 308 GTS at 1:44.347. Bud Clark in the yellow Saab Sonnett clinched the crowded Class N (15 entries!) with a 1:34.819 closely followed by two BMW M3s driven by Farschad Abilfathi and Paul Porteous with a 1:35.716 and a 1:38.818 respectively. Class O was lead by Philip Shindler in a Mazda RX7 Turbo at 1:41.125 and was followed by Barry Breslow in an MGB-GT and Jim Jorgensen in a VW Corrado. Class P was handily won by Kathy (no spins today) Hamilton in the MR2 at 1:43.341 followed by Steve Barth in a Miata and Tracy Culp in a "factory-prepared" (read "stock") four-door, automatic transmission Neon. Also noteworthy was that Charlie Thieriot put his ever-present Number 1 on the side of the same Neon and placed 6th in the class.

Although there was some really neat racing, time trialing, and other Alfa/car-related stuff the

absolute, hands-down highlight of the weekend was George Kranan's SURPRISE. George pulled out all the stops out for the Saturday night dinner by having, not only a great meal, but a real, live BELLY DANCER. Yup, the old Antelope Valley Inn will never be the same again. George even got a very personal and up close lesson in belly dancing; and yes, he did very well, thank you. The big question of the evening was, of course, what will George do at the next Time Trial and Race (Laguna Seca on April 8 & 9) to top this one? There is only one way to find out....

FROM THE EDITOR

G. PATITZ

As noted before, Alfa Romeo's departure from North America was not an unexpected event. The marques earlier withdrawal from the Australian market and half-hearted presence in Great Britain were only a two of several indicators. A closer look indicates that the Fiat conglomerate is retrenching in its own home market in face of the repercussions of the European Common Market and focusing its expansion efforts in the new markets of what was formerly the Soviet block. If this is indeed the case, it is highly unlikely we will see the return of the house of the snake to these shores any time soon.

What does appear bizarre is the national club's reaction to the event to this point. Rather than focus its attention the last few months on the margues (obvious) immanent departure and its affects (ARDONA has provided the club a substantial amount of its funding), life continued, as reflected in the club's publication, the *Owner*, as though nothing was occurring. Conversely, the majority of local newsletters in recent months have shown through letters and editorials that there was a general feeling of apprehension and dismay in the membership. Which still leaves the question - **How will AROC function in a post Alfa environment?** What is the club's focus? Membership? Funding? Its publication's focus?

A key indicator of the future of the club will be the outcome of the directors meeting at the next

While George received the big "atta boy" for the dinner, and did a fine job in his Directorship duties, he still got no respect. In the interest of enforcing the maximum level of safety, it was stated at the drivers meeting that the penalty for blowing a black flag was having to talk to George for one minute and that blowing the black flag three times required having dinner with George. Don't let anyone ever say that the Alfa Club is lax when it comes to your safety!

national convention in Atlanta, Georgia. Unless the board takes some some strong measures to redirect the club, membership will continue decline if not accelerate. There will be no Alfa Romeo presence, though slight it has been, to attract a good percentage of new members. Funding previously provided by ARDONA will have to come from elsewhere. By doing nothing the board would only perpetuate a growing feeling of apathy and antagonism within the club due in no small part to Alfa's protracted departure (its handling or non-handling of the selection of convention sites and the resulting *Gita e Corsa* anti-convention sponsored by the Northwest chapter are a case in point).

Therefore, it is safe to say unless the board takes some action/leadership is taken one of two possibilities will most likely occur. Under the first scenario, the club will simply continue to decline and simply fold. The second scenario is more likely - apathy and dissension will escalate resulting in the breakup of the club into regional or smaller organizations (i.e. the Alfa Romeo Association).

These predictions are not inevitable, but can be avoided. What it will require is the board of AROC taking a strong leadership role in redirecting the club in a post Alfa Romeo presence and meeting the changing needs of its membership.

TIME TRIAL #1 - OFFICIAL TIME TRIAL RESULTS, GROUP 9, FEBRUARY 9, 1995
 WILLOW SPRINGS INTERNATIONAL RACEWAY
 R & D ENGINEERING TIMING AND SCORING SYSTEM

CLASS A

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	101	MATLOFF, HOWARD	SPIDER	1:46.984	1:46.933	1:47.834			1:47.834

CLASS B

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	157	HENDERSON, ROBIN	GTV	1:36.434	1:36.698	1:37.196	1:36.777		1:37.196
2	13	WARD, ALAN	GTV 2000	1:38.554	1:38.480	1:38.291	1:38.774		1:38.291
3	3	GAYLARD, PHYLLIS	GTV 2000	1:53.392	1:53.482	1:52.488	1:54.643	1:52.746	1:52.746

CLASS C

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	50	BROWN, ALEX	GTV	1:44.880	1:43.299	1:43.026	1:43.179	1:43.136	1:43.026
2	7	GRAY, BRAD	GTV	1:44.080	1:44.269	1:43.074	1:45.557	1:43.418	1:43.074
3	34	HARRIS, RANDY	DUETTO	1:46.494	1:45.782	1:44.348	1:43.908	1:44.906	1:43.908
4	71	THOMPSON, RICHARD	GTV6	1:49.490	1:47.086	1:45.906	1:45.592	1:44.809	1:44.809
5	123	ERICKSON, RUBE	SPIDER	1:46.752	1:45.960	1:46.003	1:45.392	1:45.077	1:45.077
6	177	KAWAKAMI, GARY	SPRINT GT	1:49.121	1:49.352	1:51.248	1:49.434	1:48.632	1:48.632
7	57	FARNSWORTH, SKIP	MILANO	1:54.448	1:54.076	1:52.535	1:53.515	1:52.896	1:52.896
8	501	RINALDI, PAT	GTV	1:56.672	1:57.820	1:58.496	1:57.590	1:58.166	1:56.672

CLASS D

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	17	HIGA, RANDALL	GTV	1:47.346	1:47.020	1:47.026	1:46.445	1:46.341	1:46.341
2	25	BLANKENSHIP, PAUL	ALFETTA GT	1:48.191	1:46.822	1:47.156	1:48.089	1:47.864	1:46.622
3	125	ARBENE, JOHN	BERLINA	1:50.905	1:49.312	1:48.666	1:48.583	2:08.875	1:48.583
4	38	DALBERG, JON	GTV6	1:51.888	1:51.222	1:51.269	1:52.583	2:02.478	1:51.269
5	44	SELBY, CHARLES	GTV6	1:54.879	1:54.483	1:53.851	1:53.854	1:53.390	1:53.390

CLASS E

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	6	COTE, JOHN	SPIDER	1:50.367	1:50.279	1:49.230	1:48.440	1:48.712	1:48.440

CLASS M

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	2	HAINES, JON	FORMULA FORD	1:32.364	1:31.893	1:32.295	1:32.295	1:31.721	1:31.721
2	28	TREJO, ARTHUR	FERRARI 308 GTS	1:49.310	1:48.242	1:46.990	1:47.038	1:44.347	1:44.347

CLASS N

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	92	CLARK, BUD	SONETT V4	1:38.469	1:35.533	1:35.361	1:34.819		1:34.819
2	806	ABILFATHI, FARSCHAD	BMW M3	1:38.508	1:36.073	1:35.817	1:35.716		1:35.716
3	12	PORTEOUS, PAUL	BMW M3	1:39.141	1:36.212	1:36.318	1:36.826	1:38.899	1:36.318
4	221	CHAN, VICTOR	CORVETTE	1:41.463	1:40.135	1:39.618	1:39.404		1:39.404
5	155	HAYASHI, DOUG	NSX	1:41.827	1:40.442	1:40.839	1:39.749	1:39.963	1:39.749
6	220	CURRIER, DAVID	CORVETTE	1:40.688	1:39.922	1:40.746	1:40.136	1:43.202	1:39.922
7	165	WALTERS, DAN	TIGER	1:42.414	1:44.287	1:43.289	1:46.781	1:47.550	1:42.414
8	80	OTA, DOUG	BMW M3	1:48.359	1:46.998	1:47.037	1:47.098	1:54.855	1:46.998
9	65	SAKAI, TOM	TIGER	1:48.485	1:50.564	1:50.120	1:50.861	1:50.196	1:48.485
10	31	PAGE, JOHN	SUPRA TURBO	1:56.313	1:54.741	1:55.618	1:58.450	1:52.689	1:52.689
11	192	LAU, FRED	3000 GT VR4	1:54.327	1:54.603	1:59.219	1:56.497	2:04.741	1:54.327
12	210	MELLO, WAYNE	944 TURBO	1:59.482	1:58.783	1:56.298	1:58.861	1:55.915	1:55.915
13	21	MELLO, EUGENE	944 TURBO	1:59.197	1:59.571	2:00.048	2:24.022		1:59.197

CLASS O

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	78	SCHINDLER, PHILIP	RX7 TURBO	1:41.125	1:41.419	1:41.602	1:42.033	1:41.494	1:41.125
2	55	BRESLOW, BARRY	MGB GT	1:43.283	1:42.754	1:42.527	1:41.662	1:41.769	1:41.662
3	134	JORGENSEN, JIM	CORRADO	1:43.812	1:43.219	1:43.174	1:42.725	1:42.892	1:42.725
4	91	VENTURA, MARCO	LOTUS ESPRIT	1:45.620	1:44.281	1:43.234	1:43.067	1:43.410	1:43.067
5	174	CLEAVE, TOM	BMW 2002	1:44.446	1:44.184	1:44.188	1:44.185		1:44.184
6	135	LEE, JOSEPH	RX7	1:47.206	1:47.592	1:47.079	1:48.669		1:47.206
7	77	BERTOLLUS, RAPHAEL	VW RABBIT	1:55.641	1:56.305	1:55.686	1:55.241	1:55.395	1:55.241

CLASS P

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	63	HAMILTON, KATHY	MR2	1:43.341	1:45.470	1:44.854	1:44.066	1:45.583	1:43.341
2	33	BARTH, STEVE	MIATA	1:48.194	1:48.201	1:48.022	1:48.228		1:48.194
3	41	CULP, TRACY	NEON	1:52.704	1:59.413	1:56.557	2:03.000		1:52.704
4	811	ZURCHER, PHILLIP	FIERO	1:54.717	1:55.265	1:54.585	1:53.901	1:53.138	1:53.138
5	81	CHATTERS, JOHN	INTEGRA	1:54.880	1:55.583	1:56.445	1:54.817	1:53.789	1:53.789
6	1	THIEROT, CHARLIE	NEON	1:54.005	1:54.494	1:54.422	1:55.814		1:54.005
7	131	De ANDA, CESAR	PORSCHE 911SC	1:59.675	1:59.321	1:58.805	1:58.966	1:59.572	1:58.805

CLASS Z

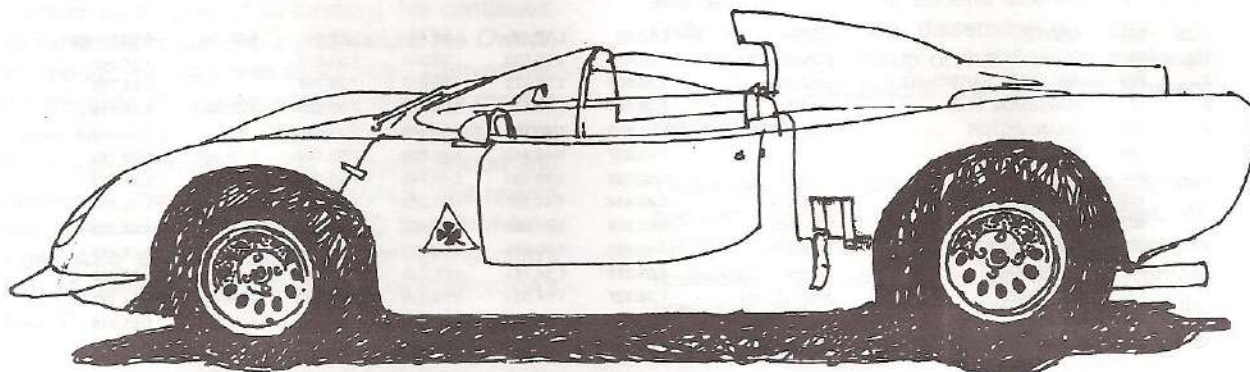
POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	173	REIMER							

FASTEST TIME

POS	NO.	DRIVER	MAKE	BEST TIME
2		HAINES, JON	FORMULA FORD	1:31.721

AROSC RACE RESULTS

Overall Position	Class/ Position	Car Number	Car	Driver
1	D/1	111	Dunestang	Paul Ellis
2	D/2	842	Datsun 240Z	Mike DeAngelis
3	D/3	242	Lotus Elan	Mike LeLesch
4	D/4	43	Datsun 240Z	Paul Hightower
5	D/5	173	Alfa Romeo GTV	Bruce
6	E/1	191	BMW 2002	Tom Cleave
7	E/2	19	Toyota MR2	Steve Hamilton
8	E/3	23	Dodge Omni GLH	John Williams
9	E/4	7	Alfa Romeo GTV	Brad Gray
10	F/1	17	Honda CRX	Jon Takasugi



TECH SPECS

Alfa Romeo 155TS Touring Car FIA Group Two (British, and other series) Front wheel drive

Motor: 16 valve cylinder head from 155 Q4 turbo turned 180 degrees. Cast iron bottom end from 164 turbo Bore and stroke revised to 86mm x 86mm (1998cc)

Motor limited by regulations to 8500 RPM
Horsepower Rating 290 @ 8200

Brakes: Frt; Brembo 15" with 4 pads and 8 pistons per caliper Rear; Brembo 11" with 2 pads and 4 pistons per caliper

Trans: Hewland 6-speed sequential; semi-automatic

Clutch: AP Racing twin-plate 5.5"

Wheels: 8.25" x 18", Speedline or MIM

Tires: Michelin

Suspension: Frt; Mc Pherson struts in steel uprights
Rear; Steel trailing arms

Dimensions: W/B 100" Frt.Track 58.66"
Rear Track 58.66"

Weight: 2149 Lbs Height: 55.16" OA
Length: 176.78" OA Width: 67.65"

Race Results: 1994 British series champion
1994 Drivers: Tarquini & Simioni
1995 Drivers: Warwick & Simioni

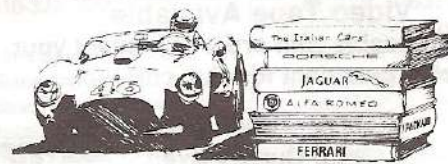
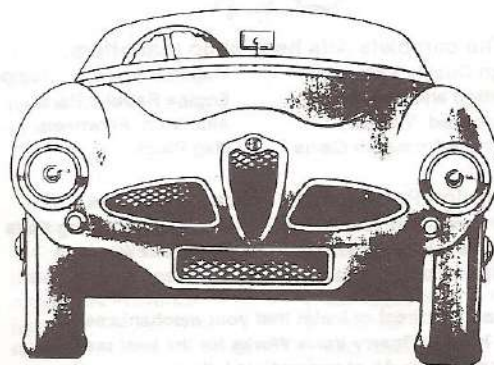
'95 LOCAL & INTERNATIONAL CALENDER OF EVENTS

- Feb 26 FIA GT Race, Jerez, Spain
- Mar 3 AROSC Board Meeting, Tina Van Curren's**
- Mar 3-5 Indy Car Weekend, Miami, FL.
- Mar 6-11 Portugese Rally
- Mar 10-12 Antwerp, Belgium Oldtimers Festival
- Mar 12 FIA GT Race, Paaul Ricard, France
- Mar 17-19 Indy Car Weekend, Queensland, Australia
- Mar 17-19 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Season Opening Weekend (Zat's SSZ/Nissan is in GT2) Sonoma, CA.
- Mar 17-19 IMSA WSC/GTS/GTO/GTU/Supercar Weekend Sebring, FL.
- Mar 17-18 C & SC Historic Car Rally of Wales
- Mar 18-19 London Classic Motor Show, England
- Mar 19 Brooks Car and Automobilia Auction, England
- Mar 25-26 AROSC Drivers School**
- Mar 26 Brazilian Grand Prix, F1
- Mar 26 FIA GT Race, Monza, Italy
- Mar 31 AROSC General Meeting, DWP**

- Mar 31-Apr 2 Indy Car Weekend, Phoenix, AZ.
- Apr 1-2 British Touring Car series, Donington, England
- Apr 2 AROSC Coffee Tasting and Italian Car show**
- Apr 2 (or 9) Italian Touring Car series, Monza, Italy
- Apr 5-8 Tulip Rally for Historic Rally Cars in Holland
- Apr 6-9 Palm Springs 50's & 60's Car Show, Sock Hop, Cruise, and Auction
- Apr 6 AROSC Board Meeting, Location TBA**
- Apr 7-9 Indy Car/IMSA Supercar Weekend, Long Beach, CA.
- Apr 8-9 AROSC Time Trials, Laguna Seca**
- Apr 8-9 Palm Springs Classic Car Show & Auction Palm Springs, CA.
- Apr 9 Palm Springs Concourse de Elegance Palm Springs, CA.
- Apr 9 German Touring Car series, Hockenheim
- Apr 9 FIA GT Race, Jarama, Spain
- Apr 13-17 Safari Rally
- Apr 16 Argentinian Grand Prix, F1
- Apr 16-17 British Touring Car series, Brands Hatch, England
- Apr 21-23 Indy Car Weekend ,Nazereth, PA.
- Apr 22 Beach Charities Concourse (in conjunction w/ Orange County Alfa Club, Long Beach,CA)**
- Apr 22 Brooks Car and Motorcycle Auction, England
- Apr 22-23 Autoclassic Auction, Vancouver, Canada
- Apr 22-May 21 London-Mexico Historic Car Rally
- Apr 23 German Touring Car series, Estoril, Spain (Non-points race)
- Apr 23 Italian Touring Car series, Misano, Italy
- Apr 23 FIA GT Race, Nurburgring, Germany
- Apr 23 AROC England trip to the Imperial War Museum
- Apr 25-26 Oldtimer Car Swap Meet, Switzerland
- Apr 28 AROSC General Meeting, Location TBA**
- Apr 28-30 IMSA WSC/GTS/GTO/GTU Weekend, Braselton, GA.
- Apr 28-30 24 Hours of Le Mans Trials
- Apr 30 San Marino Grand Prix, F1 (provisional), Republic of San Marino, (Italy)
- May 1-2 Car and Motorcycle Show, Italy
- May 1-6 Corsica Rally
- May 6 AROSC Progressive Dinner**
- May 4 AROSC Board Meeting, Location TBA
- May 5-7 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Weekend, Phoenix, AZ. (provisional)
- May 5-6 World Classic Auction, Newport Beach, Ca
- May 6 AROSC Progressive Dinner
- May 6-8 Top Gear Classic & Sportscar Show, Engalnd
- May 6-8 British Touring Car series, Thruxton, England
- May 7 German Touring Car series, Avus (Berlin)
- May 7 FIA GT Race, Donington, England
- May 12-14 Historic Cypress Rally, Greece
- May 13 Spring Autojumble, Beaulieu, England
- May 13-14 British Touring Car series, Silverstone, England
- May 13-20 Classic Car Tour of Ireland
- May 14 Spanish Grand Prix, F1
- May 14 FIA GT Race, Montlhery, France
- May 14 AROC of England Swap Meet
- May 16-17 Esher Road & Rail Rally, England
- May 21 AROSC Swap Meet**
- May 19-21 SCCA Trans-Am/FIA GT Group 1 & 2/Supercar Weekend, Bowmanville, Ont, Canada
- May 19-21 IMSA WSC/GTS/GTO/GTU Weekend, Halifax, Canada
- May 20-22 Brooks Annual Car and Automobilia Auction, Monaco
- May 21 German Touring Car series, Mugello, Italy (Non-points race)
- May 21 Italian Touring Car series, Binetto, Italy
- May 21 English Alfa Giulietta/Giulia Club Meet

- May 26 AROSC General Meeting, Location TBA
 May 26-28 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Weekend, Lakeville, CT.
- May 26-29 IMSA WSC/GTS/GTO/GTU/Supercar Weekend, Lime Rock, CT.
- May 27-31 Acropolis Rally, Greece
 May 28 Monaco Grand Prix, F1, Monte Carlo, Monaco
 May 28 Indy 500
 May 28-29 British Touring Car series
 Oulton Park, England
- June 1 AROSC Board Meeting, Location TBA**
 June 2-4 Indy Car Weekend, Milwaukee, WI.
 June 4 German Touring Car series, Helsinki, Finland (Non-points race)
 June 4 Italian Touring Car series, Imola, Italy
 June 7-10 Classic Irish Motor Tour, Ireland
 June 9-11 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Weekend, Detroit, MI.
 June 9-11 Indy Car Weekend, Detroit, MI.
June 10-11 AROSC Time Trials, Las Vegas
 June 10-11 British Touring Car series
 Brands Hatch, England
 June 11 Canadian Grand Prix, F1
 June 11 National Alfa Day in England
 June 12-18 Pyrenees Historic Car Rally, Spain
 June 16-18 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Weekend, Portland, OR.
 June 17-18 24 Hours of Le Mans
 June 17-18 Autoclassic Auction, Victoria, Canada
 June 18 Italian Touring Car series, Magione, Italy
 June 23 Brooks Car Auction, England
 June 23-25 Indy Car Weekend, Portland, OR.
 June 23-25 IMSA WSC/GTS/GTO/GTU Weekend
 Watkins Glen, NY
 June 24-25 C & SC Ypres, Belgium Historic Car Rally
 June 24-25 Goodwood Festival of Speed at Goodwood Race Course, England
 June 24-25 British Touring Car series, Donington, England
 June 25 German Touring Car series, Norisring
 June 25 Historic Racing Car Festival at Monterey, France
June 30 AROSC General Meeting, Location TBA
- July 2 French Grand Prix, F1
 July 2 Italian Car Day/Picnic in England
 July 5-8 Argentine Rally
 July 1 FIA GT Race, Spa, Belgium
 July 1-4 Pikes Peak Hillclimb, CO.
July 6 AROSC Board Meeting, Location TBA
 July 7-9 Indy Car Weekend, Elkhart Lake, WI.
 July 7-9 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Weekend, Elkhart Lake, WI.
 July 9 German Touring Car series, Donington, England (Non-points race)
 July 9 Italian Car Day at Brooklands Race Track in England
 July 14-16 Indy Car Weekend, Toronto, Canada
 July 14-16 IMSA WSC/GTS/GTO/GTU/Supercar Weekend
 Sanoma, CA
 July 14-16 British Touring Car series
 Silverstone, England
**July 16 AROSC Concourse & Picnic
 Topanga Canyon, CA**
 July 16 British Grand Prix, F1
 July 16 Italian Touring Car series, Mugello, Italy
 July 21-23 Indy Car Weekend, Cleveland, OH.
 July 21-23 IMSA WSC/GTS/GTO/GTU/Supercar Weekend
 Portland, OR.
 July 21-23 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Weekend, Cleveland, OH.
 July 23 German Touring Car series, Diepholz
- July 27-30 New Zealand Rally
July 28 AROSC General Meeting, Location TBA
 July 28 Brooks Car and Automobilia Auction, England
 July 28-30 Indy Car Weekend, Brooklyn, MI.
 July 28-30 C & SC Ulster, Ireland Historic Car Rally
 July 29-30 Coys Historic Racing Festival at
 Silverstone, England
 July 29-30 British Touring Car series, Knockhill, England
 July 30 German Grand Prix, F1
- Aug 3 AROSC Board Meeting, Location TBA**
 Aug 4-6 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Weekend, Trois-Rivers, Que, Canada
 Aug 4-6 IMSA WSC/GTS/GTO/GTU Weekend, Brainerd, MN.
 Aug 5 Italian Touring Car series, Misano, Italy
 Aug 11-12 IMSA Supercar Weekend, Lexington, OH.
 Aug 11-13 Gita e Corsa, Seattle Alfa club "West Coast" National Alfa convention
 Aug 11-13 Indy Car Weekend, Lexington, OH.
 Aug 11-13 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Weekend, Watkins Glen, NY.
 Aug 11-13 IMSA WSC/GTS/GTO/GTU Weekend, Bowmanville, Ont, Canada
 Aug 12-13 Oldtimer Historic Racing Festival at the Nurburgring, Germany
 Aug 12-13 British Touring Car series
 Brands Hatch, England
 Aug 13 Hungarian Grand Prix, F1 (reserve)
Aug 17-20 Monterey Historic Races, Monterey, CA.
Aug 18 Concours Italiana, Tribute to Giugiaro, Monterey, CA.
 Aug 18-20 Indy Car Weekend, London, NH.
 Aug 18-20 World Classic Auction, Pebble Beach, CA.
Aug 20 Pebble Beach Concours, Monterey, CA.
 Aug 20 Christies Pebble Beach, CA. Auction
 Aug 20 German Touring Car series, Nurburgring
 Aug 25-27 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Weekend, Braselton, GA.
 Aug 25-27 1000 Lakes Rally, Finland
 Aug 27 Belgian Grand Prix, F1
 Aug 27-28 British Touring Car series
 Snetterton, England
 Aug 27 FIA GT Race, Suzuka, Japan
- Sept 1-3 Indy Car Weekend, Vancouver, B.C., Canada
 Sept 3 German Touring Car series, Singen
 Sept 3 Italian Touring Car series, Pergusa, Italy
Sept 7 AROSC Board Meeting, Location TBA
 Sept 8-10 Indy Car Weekend, Monterey, CA.
 Sept 8-10 SCCA Trans-Am/FIA GT Grp 1 & 2/Supercar Weekend (Season Finale), Dallas, TX.
 Sept 8-10 IMSA Supercar Weekend, Monterey, CA.
 Sept 9 Beaulieu Autojumble, England
 Sept 9-10 British Touring Car series
 Oulton Park, England
 Sept 10 Italian Grand Prix, F1 (provisional)
 Sept 13-15 C & SC Manx Historic Car Rally on the Isle of Mann
 Sept 15-17 IMSA WSC/GTS/GTO/GTU Weekend,
 College Station, TX.
 Sept 15-18 Telcom Rally, Australia
Sept 16-17 AROSC Time Trials, Las Vegas, NV.
 Sept 17 German Touring Car series, Le Mans, France (Non-points race)
 Sept 17 Italian Touring Car series, Varano, Italy
 Sept 21 Brooks Car and Automobilia Auction, England
 Sept 23-24 British Touring Cra series
 Silverstone, England
 Sept 24 Portuguese Grand Prix, F1
Sept 29 AROSC General Meeting, Location TBA

- Sept 29- IMSA WSC/GTS/GTO/GTU/Sipercar Weekend,
Oct 1 Phoenix, AZ.
- Sept 30- Autoclassic Auction, North Vancouver, Canada
Oct 1
- Oct 1 German Touring Car series, Hockenheim
- Oct 1 Italian Touring Car series, Vallelunga, Italy
- Oct 4-7 World Classic Auction, Hershey, PA.
- Oct 5 **AROSC Board Meeting, Location TBA**
- Oct 6-8 IMSA WSC/GTS/GTO/GTU/Supercar Weekend
New Orleans, LA. (tentative)
- Oct 7-8 AROSC Wine Tour to San Luis Obispo, CA**
- Oct 6-11 Basque Classic Rally, Spain
- Oct 8 European Grand Prix (Nurburgring, Germany) F1
- Oct 8 FIA GT Race, Nogaro, France
- Oct 8-12 San Remo Rally, Italy
- Oct 19-28 Brooks London Motor Show Car and Automobilia
Auction, England
- Oct 21 Pacific Grand Prix, Aida Japan, F1
- Oct 21-22 AROSC Drivers School**
- Oct 22-25 Catalonia Rally, Spain
- Oct 27 AROSC General Meeting, Location TBA**
- Oct 28-29 World Classic Auction, Las Vegas, NV.
- Oct 29 Japanese Grand Prix, F1
- Nov 2 AROSC Board Meeting, Location TBA**
- Nov 4-5 AROSC Time Trials, Willow Springs, CA**
- Nov 12 Australian Grand Prix, F1
- Nov 12 FIA GT Race, Zhuhai, China
- Nov 16 Brooks Car and Automobilia Auction, England
- Nov 18-19 C & SC Rally Britannia Historic Car Rally in England
- Nov 19 AROSC Swap Meet**
- Nov 19-22 Network Q Rally, England
- Dec ? AROSC Christmas Party**
- Dec 2 Brooks Car and Motorcycle Auction, England
- Dec 4 Brooks Olympia Car and Automobilia Auction,
England
- Dec 7 AROSC Board Meeting, Location TBA**



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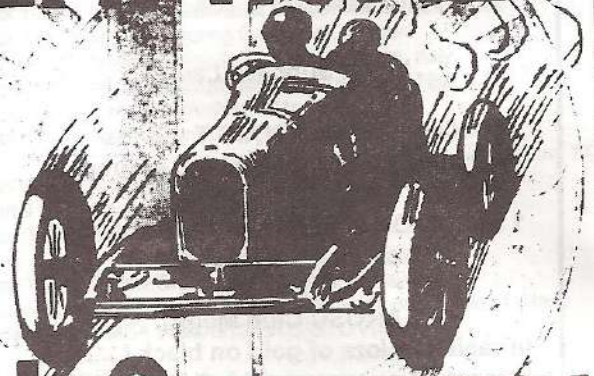
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January 23, 1996

Mr.


RE: Notice of Termination of
Alfa Romeo Dealership

Dear Mr.

On January 20, 1996, we received notice from our supplier, Fiat Auto S.p.A., that they will cease the production of Alfa Romeo cars with specifications necessary for distribution in North America. The notice terminated ARDONA's authority to distribute Alfa Romeo automobiles in the United States and Canada effective at midnight on December 31, 1995.

Given this development and in accordance with our dealership agreements, ARDONA, regretfully, must terminate its relationships with all of its North American dealers. This letter constitutes our notice to you that your Alfa Romeo dealership will be terminated effective December 31, 1995.

Cordially,


Giovanni Bagliano
President & Chief Executive Officer

