

VOL. XXX, ISSUE I  
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# 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 & "PRESIDENT'S NOTES" BY TINA VAN CUREN, "ALFA SPECIALS," LOCAL AND INTERNATIONAL NEWS, ALFOONERY, THE CLASSIFIEDS, AND MUCH MUCH MORE....

PAT BRADEN, NOTED AUTOMOTIVE AUTHOR, WILL BE THE  
FEATURED SPEAKER AT THE FEBRUARY GENERAL MEETING  
(SEE INSIDE FOR DETAILS)

# 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 page

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

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## THE DISCOUNT

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.

## FROM THE PRESIDENT

It's true. She's back.....

After being elected President of AROSC at the January Board of Directors Meeting my first thought was "Haven't I been here before?" It is not *deja vu*, it's reality (assuming I have ever been able to recognize reality).

Just as we sometimes flirt with other marques, or even other hobbies (passions?), somehow we always come back to Alfa Romeo. In the same I have come back to the responsibilities of President of AROSC. It is a good feeling. My Alfas and AROSC are a very important part of my life as they are for most of the members of the club.

AROSC has always been a place to meet fellow Alfisti, learn more about the marque and our cars, and generally have a good time. In 1995 we face the challenge and opportunity created by the long predicted departure of Alfa Romeo (read Fiat) from the American market. People who love and appreciate their Alfas are not going to change their feelings or abandon their cars because the dealer network is gone, on the contrary, now is the time for Alfa owners to create their own support network. There is already a loosely knit Alfa community, as you all know. I predict this community will grow in numbers and expand its functions. Now is the time for all club members to extend an invitation to all nonaffiliated or uninitiated Alfa owners to join our community. In the early days of the club, late 50's and 60's, Alfas were a rarity and Alfa dealers few. The club was formed by enthusiast who learned from one another and helped each other. Soon they discovered Autocross, Time Trials, and racing, as well as picnics, tours, and parties. We have thirty years of experience to guide us, not to mention the continued participation of some of the original members. The most important task of AROSC and all the other clubs in America in 1995 is to re-evaluate ourselves and create an organization to support Alfa owners and make Alfa ownership attractive to those who have been flirting with the idea or drooling over Alfas since reading their first car magazine or seeing their first sporty car race.

As president and a member of the board, I challenge all of you to be a part of the new Alfa club. We continue to have fun with our old friends while making a constant effort to each out to other Alfa owners and make our presence known in the larger world of performance car enthusiasts. When we

show up at the Long Beach Concourse with 15 to 20 wonderful cars we are demonstrating Alfas are alive and well and very desirable. Everywhere we go as individuals or a group we have the opportunity to introduce a stranger to the one love that we will last a lifetime, their Alfa. Lets do it!

We are currently a group of 350 members. Some are very active, many we never see. The board is here to direct the club's activities and do the housekeeping. The rest is up to you. It is January and the calendar is fresh. The variety of events we have in 1995 will be the result of members suggesting and organizing activities. Participation is the greatest benefit anyone derives from belonging to an organization. We are a diverse and talented group and the more we interact the more we all get from our membership. Feedback, communication, all the stuff they preach at work does really apply in real life, or at least in a club. The Board will do our best, and the more we hear from you the better it will be.

What Alfa did to the European Touring Car championships we can do the Southern California car club scene.

Andiamo!

Tina Van Curen

## FROM THE EDITOR

The percentage of members who participate in club activities either at the national or local levels is relatively small. Consequently, both the national publication, the *Alfa Owner*, and the chapter newsletters constitute the primary benefits members receive from the *Alfa Romeo Owners Club*. The purpose of such publications should be to inform as well as entertain at their respective levels. Therefore it stands to reason that if the majority of members are essentially paying \$55 for a magazine and newsletter subscription, they should get their money's worth.

My focus is producing a publication encompassing local activities as well as Alfa Romeo related material otherwise not covered in the *Alfa Owner*. Expect to see a feature article every month, both local as well as international competition news, book and miniature reviews, technical articles, *Alfoonery*, an expanded classified section, and new editorial columns (i.e. Pat Braden's *Passing Thoughts*). Also expect to see a continuing improvement in the graphics and physical quality of the document itself. Not all these improvements will occur immediately, but will be part

of an ongoing evolutionary process. It is my hope that when you put the *Alfacionada* down, you will have felt you got your money's worth.

Although not specifically spelled out, **the running theme throughout this issue is the imminent departure of Alfa Romeo from North America. A formal announcement was made to the automotive press giving December 31, 1995 as the final pullout date.** There was a letter on the Internet that said ARDONA was emptying its parts warehouse into several large industrial waste bins and that employees were selling off test equipment and so on. There are really no surprises here (remember Fiat's leaving some years earlier) - just disappointment in the length of time it has taken and the generally handling of their departure. I think a good analogy would be that of the houseguest that overstayed their welcome. When they finally did leave it was so long in coming that when it finally occurred, it was anti-climatic.....

Thanks to Pat Braden, Tina Van Curen, Stu Schaller, and Charlie Thieriot for their continuing contribution to the production of the *Alfacionada*; Phil Lampman of *Shelby's Dad* for the Pat Braden books to be given away at the next general meeting; and a special thanks to Randall Higa, the our former editor.

Gary Patitz

## PASSING THOUGHTS

What am I doing here? About the only time I've attended a SoCal meeting was to give a talk or watch the cars circulate Willow Springs.

Alfa sold just over 560 cars this year, according to Automotive News. There is no way in the world that a company can stay in the US auto market with a sales volume that low. The reason for this that every car sold has to support the overhead of its distribution technical support and parts warehousing along with the staff to support it. No matter how skinny you can cut it, the break-even number is a lot higher than 500-some cars. I seem to remember Fiat decided to pull its own cars out when sales fell below 10,000.

On Monday and Tuesday, January 9 and 10, there was a meeting at Fiat in New York. The general consensus among employees and others was that this was to decide who could turn out the lights at ARDONA; in fact, it only turned out to be a confirmation of another staff cutback. Even if Fiat

does pull Alfa from the US market, it is required by law to furnish parts for, I believe, 7 years, so some kind of parts warehousing will be necessary. Rumors that Alfa would ship its parts inventory to Allis near Chicago appear to have been premature, if not as false, as the rumors that it would become a Ferrari boutique. Alfa wasn't at the LA auto show and its put its color advertising in the Alfa Owner under review.

The American version of IL Quadrifoglio magazine, ARDONA's last public relations medium, has been terminated and the staff which produced it is now looking for work elsewhere. The final issue, in which I have two articles, will be released.....sometime. I only offer one caution: there was a point several years back when it appeared that Ford's purchase of Fiat was a sure thing.

The final word of Alfa's departure from the US will hardly be noticed, given the ultra-low profile it now holds. That, unfortunately, may be a disservice to the most ardent enthusiasts with modest Alfa collections. A big announcement would drive the prices of the cars up momentarily. But a slow, quiet death will do nothing except perpetuate the infamy of the retreat. Like a bittersweet romance that's now over, one wants to look back and relish the good times, wondering all the while where it all went wrong.

The really the good times were the 6C1750s and the 8C2300s. If they were before your time, then the really good times were the Guiliettas and Guilias.

If they were before your time, then the really good times were the Alfettas. For most enthusiasts, Alfa was remarkably successful in producing a moderately priced car with superb road manners. Incredibly, it abdicated to BMW the sports-sedan category which the 1900 TI invented. In stark contrast to BMW, Alfa's marketing has always been feckless. A failure to produce a next-generation spider was another critical mistake. Alfa's inability to market a 4-valve engine when virtually everyone else was doing so is another marketing mistake. Certainly, the 164, as good as it is, is only a really good sedan in an era of superb sedans.

There's an interesting thing that has happened to the national club as a result of Alfa's slow decline. At first, as club membership began to fall, there was a lot of backbiting that the club had swerved from its initial purposes, that it needed to repent and be reborn, etc. The decline in membership was taken as clear evidence that the club was misdirected. Plummeting sales and a falling economy were largely ignored, as was the fact that the clubs which seemed to be closest

to the ideal were also losing members. The club is conducting a membership campaign now, but - surprise - the actual membership number seems to be a skeleton which is securely locked in the closet. In the face of disaster, a lot of ire has left the discussion and some old enemies have now become pretty good friends. There's no sense in fighting over the life raft when it will hold you both.

We need to change our perception of Alfa, in order to understand where I think the club is headed (if it is survive). We used to think of Alfa as a car that, if you had the money, you could trot down to the local dealer and buy. That no longer applies. Alfa has joined Morgan, Cord, Abarth, and a lot of other honored marques. It's a good car to have if you can find one. The club is not going to welcome any new members who have just bought a zero miles Alfa. It can, however, gather new members who just bought a used example (the number will diminish to a point) and want to know (1) what it is, (2) what to look for, (3) where to get help (parts and service) and (4) where to have fun with it legally. But it has to make an effective effort to serve those needs. It may also maintain its social character insofar as Alfa owners are gregarious, but the sociability will increasingly center on collectors' interests because Alfas are now collector cars.

There is a great opportunity to increase club membership by offering member benefits locally which the national club never could. The fact that there are national help lines suggests that the local chapters have failed to serve the basic technical needs of their own members. And, the number of chapter newsletters which are filled with articles picked up from other newsletters suggests that the local editorial muscle is about as flabby as the technical. Volunteerism is a poor peg on which to hang the fortunes of a group which hopes to be perpetual, but it is the only one available to us. The clear message is that everyone has to pitch in and really do something to help keep things going on the local level. That's what I'm doing here.

Pat Braden

See Pat Braden at the February AROSC General Meeting on Friday evening the 24th @ 8 PM, at the Los Angeles Department of Water and Power (see page two for map). The noted automotive author will discuss the current state of Alfa affairs and where he thinks the marque is heading.

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## NEWS & VIEWS

Well, it's finally happened. Alfa is withdrawing from the North American market, after selling less than 600 cars in 1994. This is the smallest number of cars Alfa has sold over here since they were first officially imported, in 1956. We all knew it was coming, we just didn't know when. In my opinion, the beginning of the end came when Alfa decided to have Chrysler handle their cars. Why did the people at ARDONA expect that a big company like Chrysler would pay any real attention to cars produced by a company that never has had more than one half of one percent of cars sales here in the US?

Although the first Alfas came to the US in the 1920's, and Griswold and others brought cars over in very small quantities into the early 50's, there wasn't real Alfa presence in the US until 1956. It was Hoffman Motors, in October of that year, that started bring Alfas over in any real numbers (if you want to consider 500 cars a year "real numbers").

Maybe we would have all been better off if Alfa never had an exclusive distributor, as was the case in the mid 1960's, when both Hoffman Motors, and Alfa themselves, sold cars to dealers. There were more than 250 Alfa dealers nationwide, more than 60 of which were in California!

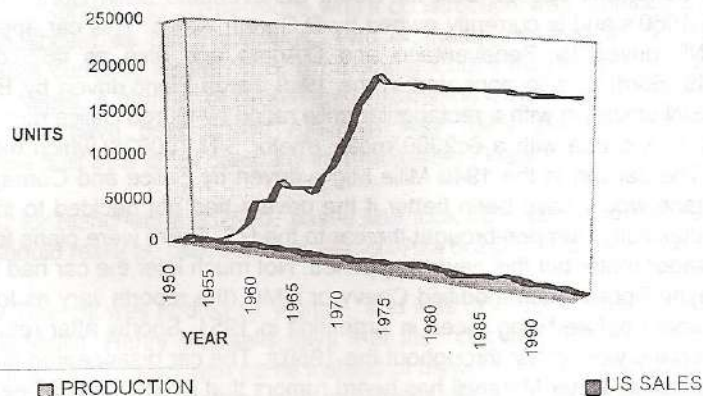
An individual dealer might have stocked as many 10 different marques of cars and had only one or two Alfas, but he could get the exact car that the buyer wanted in less than a month.

There are already rumors that FIAT SpA, Alfa's parent company, is planning a return to this country in 2 or 3 years. It is not known if the car will be badged as an Alfa, a Fiat, or a Lancia. What is known is that FIAT SpA must develop a new car specifically for the US market. The cheapest Alfa currently available in Europe is the 80 horsepower 33 1.3 liter, which sells for over \$10,000, plus the 15%+ tax, and the cheapest Lancia or Fiat is only \$2,000 less. How can FIAT SpA compete with a car like the Neon, with 2 liters and 130 plus horsepower for the same money or less?

What I, and most of my friends would like to see, is a car of the same genre as the old 105 series GTV; a modern version of course, for around \$15,000. I think that if FIAT SpA wants to do it, they can. Let's all hope so.

Stu Schaller

## ALFA ROMEO PRODUCTION/SALES 1950-1994



# THE ALFA SPECIALS

BY STEVE SCHALLER

Throughout automotive history, cars were constantly modified to improve performance. Parts were removed out of damaged cars, and new cars were built up around their remains.

The first instance I can find where the remains of an Alfa was used to build another car is around 1925. The chassis and motor of an RL was used with a lightweight body to build a racing special. The motor had increased compression and larger carbs to increase horsepower, and the chassis was reinforced.

In the period extending from the late 1920's through the 1950's, a number of other Alfas, including RL's, 6c's and even 8c's were modified and updated in the same way, usually for use as racing cars. Others cars had American V-8's with speed equipment installed, to keep them competitive.

Even Grand Prix cars were modified to keep up with more modern opposition. One of the two twin-engined Bimotors became the single engined Alfa-Aitken. Its remnants were used by Tom Wheatcroft the recent recreation of a Bimotore. A P3, chassis number 5003, was modified and rebodied in the late 30's in the style of the Mercedes 125 Grand Prix car, and became known as the Miltiunion. This car has now been restored to it's original P3 configuration.

Nardi, a company best known for steering wheels, built some cars that were powered by Alfa motors. The first of these cars reputed to have been ordered by the famous driver Pierro Taruffi, circa 1936. The chassis number 55076 is strange, as it does not fall into any known numbering pattern. The car currently has a 6c2300 motor, serial number unknown. There is a remote possibility that this car had a straight eight Nardi in it at one time, similar to the motors used in the Auto Avio (Ferrari) 815's. This car may also have had 6c2500 motor originally, but this would not be possible if the car was built before 1938. The car disappeared for many years, surfacing at an auction in Switzerland in 1990, where it was bid up to around \$65,000, and was a no-sale, probably because it could not be authenticated. No one was sure exactly what it was. It may not even really be a Nardi!

After this car, we do not find another Alfa powered Nardi until 1948. All of the cars built in that year have chassis numbers beginning with 948. Cars number 1, 4, 5, and 11 are accounted for, and have Alfa power. Cars number 8 and 9 are powered by 2 cylinder BMW motorcycle engines, and car number 12 is Fiat 1100 powered. Cars number 2, 3, 6, 7 and 10 are unaccounted for, along with any cars numbered higher than 12. There are also no records which have been found as yet to tell us how these cars were powered.

With regard to the Alfa powered cars in this series that we know of, there are : (1) Chassis 9481, circa 1948, with a 6c2500 motor, S/N 925322 built for Count Beneventano Della Corte. The car was brought to England in the early 1960's and is currently owned by D. Gareth Jones. This car appeared in the 1948 Mille Miglia as #251 (DNF), driven by Beneventano and D'Agata and also as #636, driven by Danese and Beneventano in 1949 (53rd). It also appeared in the 1949 Targa Florio, driven by Beneventano and Omar (DNF). (2) A spider, S/N unknown with a rectangular grille, raced by Gurgo Salice during the 1948 season. (3) Chassis number 9484. A coupe with a 6c2300 motor (motor S/N 700628), which may have been replaced with a 6c2500 unit. The car ran in the 1949 Mille Miglia, driven by Salice and Cornaggia-Medici (59th). The results in the 1949 race would have been better if the drivers had not decided to stop at a church to take mass. Shortly thereafter, Tony Pompeo brought the car to the US. There were plans to replace the Alfa motor with a Nash Ambassador motor, but this never happened. Not much later, the car had the Alfa motor replaced with a 6 cylinder Wayne Speed Shop modified Chevy or GMC (the reports vary as to which it was). The car ran on the US east coast before being raced in Argentina in 1951. Shortly after returning to the US, the car was sold and raced on the west coast throughout the 1950's. The car disappeared in the early 1960's. It has not surfaced as yet, although Peter Marshall has heard rumors that it recently has been found. There are also rumors that the car is sitting in an area just north of Los Angeles. (4) Known as chassis 4938(?), but the

correct number is 9485, built circa 1948, with an Alfa 6c2500 motor (motor S/N unknown). The car was purchased by Perry Fina in late 1949. The car was raced with the Alfa 6c2500 motor in 1948 through 1950. A Cadillac motor with speed equipment was installed in 1951. In 1969 this car was purchased by Homer Tsakis, an Alfa enthusiast, who eventually installed an Alfa 6c2500 motor, S/N 923007 in the car. Mr. Tsakis passed away in 1991, and the car has been sold. The current owner is unknown. This car has Targa Florio history, having been driven to 2nd in class in 1948 by Billotti and Avventurieri. (5) Known as chassis ACO14(?), but really chassis number 94811, with 6c2500 motor S/N 923704. Built for Count Trossi, and later sold to Gordon Cooper, who raced it throughout the 1950's. This car went through a number of hands, then wound up in the Homer Tsakis collection. The current owner is Ali Lugo. This car was #30 in the 1948 Mille Miglia, driven by Tadini and Canavesi (DNF) and also ran in the 1949 race, driven by Bornigia and Pacini (DNF) (6) A cycle fendered spider that, according to the Jan. 1950 issue of Road and Track was to be built for John Edgar, the Nardi distributor for the western U.S., which was to be shipped without a motor. The intention was to put a V-8 Mercury flathead in the Nardi chassis. It is not known for certain if this car was even actually built! It also might be one of the cars unaccounted for. (7) A coupe, looking very much like the Allemano bodied 166 Ferrari which won the 1948 Mille Miglia. This car ran as number 647 in the 1949 Mille Miglia. (8) A car found in the eastern U.S. in the 1960's by Steve Weeds without a motor, sold to Ali Lugo in the early 70's, then sold to Bob Auten, who sold the car to someone in Colorado. It was sold in the late 1980's, and it was shipped to Germany for restoration, by Dieter Perschbacher. A modified Alfa 6c2500 motor and transmission was installed in the car and it was sold, being misrepresented as a Nardi-Alfa. Some experts say that this car is a Nardi, but not a Nardi-Alfa; others say it is nothing more than a 1950's Italian special, marque unknown. All the "experts" agree it should be re-restored with the proper 4 cylinder Fiat modified 1100cc motor, and the motor and transmission sold to someone who needs it to complete the restoration of an Alfa 6c2500. What is interesting is that there was a special with a Fiat 1100 chassis and an Alfa 6c2500 motor built by Scaglarini and Baschieri, who was the Alfa dealer in Modena, Italy, circa 1947. The Scaglarini-Baschieri car had a cigar shaped body with cycle fenders, like the early Ferraris. The "Nardi" car is currently owned by Dr. Grodin, in Florida, and has a barchetta body. Many cars were updated and rebodied as they were damaged in races, so it is remotely possible that car built in Modena circa 1947 and Dr. Grodin's car are one and the same!

Based on the differences in photos I have seen, I believe that in the set of chassis numbers unaccounted for there is a third Alfa powered coupe, and at least one more Alfa powered cycle-fendered spider, but I have no proof of this. There are pictures of a coupe that show a car that has a bumper with the Italmecanica logo embossed in its center. It is not known at this time if this is 9484, with modifications, or another car.

If I am correct, and this is a third coupe, one of the coupes may have been titled as an Italmecanica (the name of the company under which some Nardis came to the US prior to 1950), and not a Nardi. According to most accounts, the bodies for the Nardi/Alfas were designed by Mario Revelli de Beaumont, and built by Carrozzeria Rocco Motto.

In addition to the Nardi's, there were at least two, and possibly more cars powered with Alfa 6c2300 motors, tubular chassis and torsion bar suspensions, whose construction was financed by Enrico Plate, these cars are known as the Plate/Alfas. Two of these cars ran in the 1938 Mille Miglia. A Plate/Alfa, S/N Prova 002, is currently located in Smyrna, Georgia, but it may be a third car, and not one of the ones that ran in the Mille Miglia. A number of people are researching its history. There are three cars, which for many years, have been called Alfas, but they really are not. The cars all used Alfa components, but they were built by a small company in Milan, called Tinarelli.

The first car, built in 1947 for Bianchetti, is 6c2500 based, and took 6th over all in the 1948 Mille Miglia. The body by Colli. The car should really be called a Tinarelli-Colli-Alfa 6c2500. It is not known if the car still exists.

The second car built by Tinarelli was bodied by Vignale, and was of 4500cc. This car is the car that Bonetto drove in the 1953 Mille Miglia. Henry Wessells says that the car was Alfa 412 based (chassis number 412151); an 8c2900 with a 12c37 motor with carbs instead of blowers. I have been told by some that the car had a Gilco chassis, and by others, that the car used the chassis of the 12c37 Grand Prix car. The car should really be called a Tinarelli/Vignale/12c37 Alfa. Again, I do not know if the car still exists.



The last car is commonly known as the Colli 1900 "Disco". It has been called this, because the body, as with the 6c3000CM Discos, was built by Colli. The body also looks very much like the 6c3000CM "Disco" Supercortemaggiore spider. The chassis of this car was built by Gilco, and the car was assembled in late 1952 at Tinarelli, for Bellucci. The car was built mainly because Bellucci, who was loaned a real C52 Disco to race in Naples and in Sicily, couldn't persuade Alfa to sell him a C52! The motor in the Tinarelli is from a 1951 1900, and has two 2 bbl Weber side draft carbs. The was brought to America by Charles Rezzaghi, the west coast Alfa importer in 1954, and was raced at Golden Gate Park, in San Francisco. It also ran in a number of other races throughout the middle 1950's. The car changed hands a number of times, and during this period, an aerodynamic headrest was added. The car is currently in Italy, and has been restored.

Another car of interest is the AMP. The car is called the Alfa/Maserati/Prete; but the truth is the M is for Martinoli, the man who constructed in Rome, circa 1948, for Prete. Some say that the chassis of the car comes from a 1930's G.P. Maserati, S/N 51509750, but according to Tino Martinoli, there isn't a single Maserati piece on the car! The motor is from an Alfa 6c2300B M.M. The A.M.P. special took third overall in the 1949 Targa Florio, driven by Rocco and Prete. It also ran in the 1949 Mille Miglia as #614, driven by Rocco and Sorrentino, where it was a DNF. The car survives today, in Europe.

John DeBoer's 1994 "Etceterini" register lists two Erminis that were Alfa powered, one by a 6c2500 motor, and the other by a 6c2300 motor, S/N 823195. These cars date from 1947 and 1948.

Some years ago, Bob Tucker, a U.S. Alfa fan, found a car was built for Count Lurani, a famous Italian racer of the 20's through the 50's. The car has been known as the Riva car, as the coachwork was built by Carrozzeria Riva of Merate, near Como, in Italy. The car has a tubular chassis by Gilco, who did the chassis for the early Ferraris. I have recently learned that there were plans to build a series of cars of this type by a company called CABI, run by the famous ex-Isotta engineer Cattaneo. It appears that only 2 prototypes were built, one having a body looking very similar to the famous Cisitalia 202 but built by Colli, and the Riva bodied car. The 6c2500 book by Anselmi pictures yet another car (this time an attractive spider) which is powered by a 6c2500 motor, built by Mr. Poli of SICCA, a company who built busses.

Also shown in the 6c2500 book is a car built by a company called S.A.I.L., owned by Gurgo Salice and Carlo Laredo de Mendoza. The car looks similar to some of the Ghia bodied 6c2500 cabriolets, but according to Anselmi, this car may have a tubular chassis.

The last of the 6c2500 based cars that I am aware of is the Cormons Ferri. The car was based on an Alfa 256/6c2500 sports racer, and used a Lancia Aprilia engine. It was built around 1947.

Abarth, a company best known for producing Fiat based cars also produced a few cars that were powered by Alfa motors. The entire platform chassis of this car was built by Abarth, and the body is by Ghia. The motor is Alfa 1900 based, but has twin 2bbl Weber side draft carbs, unlike most 1900's that came from the factory. Other Abarth Alfas included a series of three pretty coupes with a tubular chassis and Giulietta motors, reduced in displacement to 998cc. One of these cars, which was modified by Coloni is in the Rosso-Bianco Museum, in Germany. There were also two Pininfarina bodied Alfa/Abarth single seat streamlined record cars (one with a tailfin), that had Giulietta motors, reduced in displacement to 998 and 1060ccs. One of these cars is in Italy, the other is in Japan.

Conrero, who is most famous as an engine tuner, also was involved in the construction of some Alfa specials, as well as the development of many "standard" Alfas. The first complete cars that Conrero was involved in are the SVA's, a small group of single seat and sports cars of various displacements, built in the late 40's and early 50's by Savonuzzi and Leone, who also worked with Nardi. The first true Conrero I am aware of was built for Robert Fehlmann. It had a tubular chassis, a modified 1900 motor with four 1bbl Dell'Orto carbs, producing 132hp and the prototype Ghia "Supersonica" body, designed by the same Savonuzzi who was the S of SVA. The car was later stripped of its original coachwork, which was replaced with a spider body with a plastic bubble roof, designed, according to an article in the Jan. 1955 issue of *Hot Rod* by Wilhelm Koren, a friend of Fehlmann's, and built in Conrero's shop. At the same time the new body was

constructed, the motor was further updated, and four 1bbl Weber carbs were used; the motor now producing 162hp. The car also ran with the bubble top removed.

Another Conrero car, also Alfa 1900 powered, was built circa 1958. This car is called the Michelotti/Conrero 2000; the spider coachwork having been designed by Michelotti. This car's motor has a Conrero modified Alfa 1900 cylinder head, with two spark plugs per cylinder, and desmodromic valve actuation, producing 172hp. The chassis of an OSCA MT4, S/N 1060 was used in its construction. Around the same time, Conrero was working on yet another Alfa powered car, with a man named Ghibaudi, which was to be available with Giulietta derived motors of 1150 or 1500cc. At least one car, and perhaps as many as three or four cars of this type were completed. The coachwork was again by Michelotti. A car with a Giulietta-Conrero motor, reduced in displacement to 1150cc, which put out 115hp, ran at Le Mans and in the Targa Florio in 1960.

There was also a 1960 English Cooper F1 car that had a Giulietta-Conrero motor, this time with a displacement of 1500cc. The motor had a Conrero twin plug head, and produced some 152hp, but this was still not enough for the car to be competitive. A Lotus 11 raced by DeLeonibus also had a Conrero-Giulietta motor in it. Still another car that had the Conrero touch applied to it was the Giulietta SV "Goccia". Conrero was also involved in the construction of the Alfa Canguro Bertone. In the late 1960's, Conrero was also involved in the construction of an Alfa powered F2 car, called the "Jefa".

An interesting use of Alfa parts was made in the construction of a motor for a Bandini sports racer. The motor used a Fiat 1100 block, but the head came from a 1940's Alfa 6c, which was shortened to four cylinders.

The first of the Giulietta Zagatos, those built in 1956/57 and the first part of 58, in some ways, could also be considered specials, as they were built on used Giulietta Sprint chassis; the Bertone bodies having been removed and discarded, as they were about 200 pounds heavier!

By 1960, with the death of the Mille Miglia road race, the era of larger engined European specials was coming to an end. Cars of this type had been relegated to the small displacement classes. Virtually every car in the over 1600cc classes was a turn-key car, purchased from makers such as Ferrari, Maserati, Jaguar, or Aston Martin. Even in the middle displacement classes, if one was serious about winning, they would buy a factory built car, usually a Porsche, OSCA, Cooper or Lotus. It was really only in the under 1100cc classes that specials were still being regularly built and raced successfully.

In America the situation was a bit different. Classes for modified cars had been developed by various racing organizations. There were many people who simply could not afford factory cars, so specials were still being seen, even in the large displacement classes. As far as I am aware, there were few Alfa powered specials being run again until the late 1950's, as the 6c2500 and 1900 motors were no longer competitive, even with modernization.

Bill Devin had made a fiberglass copy of the body of an Italian sports racer called the Ermini in over 20 sizes. Most Devins have home built chassis or ones taken from other vehicles, but there were also a number of complete cars built by the company. The best known of these is the SS, with Chevy power, but there were also a small number of cars built at the factory with Alfa Giulietta or Giulia motors. There was also another car called the Asardo built in the U.S. by Helmut Schlosser, using Giulietta components, in a tubular chassis. The car is reportedly in Florida, with an American V-8 having been installed.

The Aguzzoli is yet another car with a tubular chassis built in 1300 and 1600 versions, by Sergio Aguzzoli, the Alfa distributor for the Parma region of Italy, in the early 60's. It is not known how many cars were actually built.

By 1965, a few rear engined cars were being run with updated Giulietta and Giulia motors. Perhaps the most successful of these was the Forsgrini Veloce, running in the F modified class. On a good day, this car was competitive with factory built cars, such as the Lotus 23. By 1970 there were no longer any classes for small

displacement modifieds. Another company which occasionally used Alfa motors was Dolphin of San Diego, California.

Around 1970, an ex-McLaren mechanic, Ralph Todd built a Lotus 7 look-alike, called the Scorch, using an Alfa 2 liter motor and transmission. I believe that the car was a one-off.

In the mid-1970's, a company in Italy called Pettinella built a series of about 20 replicas of pre-war 6c1750's, using Giulia mechanicals. These cars look somewhat different than the series of 6c1750 replicas called the Quattroruote, which were built by Alfa themselves.

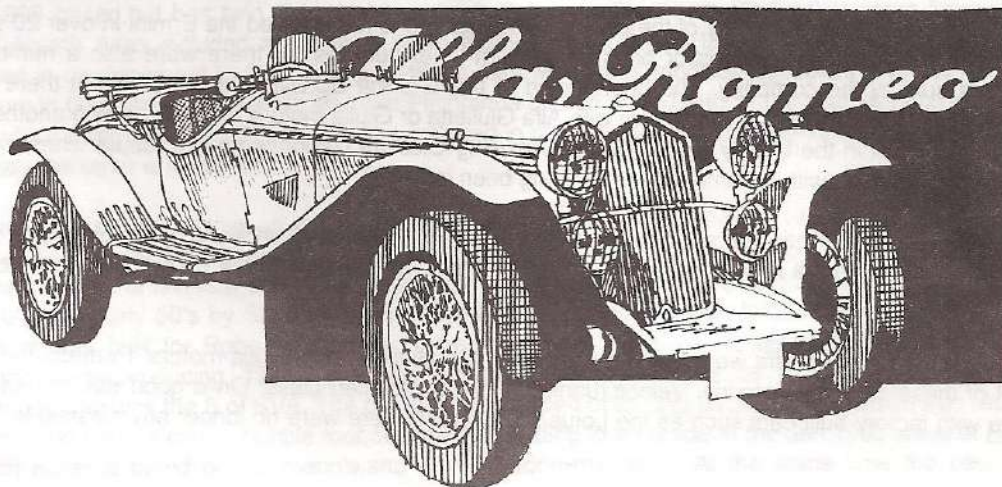
Alec Mildren, a dealer and racer of Alfas in Australia, put an Alfa 2.5 liter T33 V-8 of into a Brabham F1 chassis in 1967. This car was raced by Frank Gardner in the Tasmanian series, and was passed on to Kevin Bartlett. A second car, with monocoque chassis was designed in England by Len Bailey, and was built by Alan Mann Racing, using a 4 valve per cylinder T33 V-8. This car, dubbed the "yellow submarine" was the first single seater in Australia to run with high front and rear wings, as was the trend in late 1960's F1 races. This car, raced by both Gardner and Bartlett was almost as successful as the first.

In the late 1970's, Alfa engines were used in the Brabham BT-45 through BT-48 F1 cars. In the 1980's, Alfa motors were used in both the Osella and Benetton F1 cars; I'll leave it up to the readers if they want to consider these cars specials or not. There was also a sprint car built in the US, using an Alfa motor. An article on the car appeared a few years ago, in **Alfa Owner**.

In the 1980's, Pelland, an English company built a mid-engined car, using flat 4 cylinder "boxer" motors from the Sud and type 33. The car was available with motors ranging from 1.3 to 1.7 liters, in kit, or factory built form. The last of the specials that I am aware of is the Bizzarrini Europa, a few of which received Alfa power.

Today, about the only places Alfa specials are seen are in concours and vintage races. Things may be changing however, as there has been a new class created at Le Mans for prototype single seat sports cars. Two Alfa powered cars have already appeared, the Luccini and the Debora, using V-6 motors. I, for one, would like to see this class grow, as it gives small makers a place to showcase their talents, without having to spend exorbitant sums of money. There is also an Alfa V-6 powered car called the Volante, which ran a few times in the IMSA GTP lights series. It was supposed to appear in the IMSA WSC series, with the top removed, but has not as yet. Harrier, the company in England which builds the jump-jets, has also constructed a space frame, mid-engined car, which uses Alfa 164 or Cosworth F1 power. The intention was to sell the Alfa powered car as the "street" model, and race the Cosworth powered car in the European GT class, but as far as I am aware, only one of each version was ever built, about 2 years ago.

Special thanks go to Peter Marshall, Angelo Tito Anselmi, Emanuele Daniele, Ken Shaff, Ali Lugo, John DeBoer, Jim Sitz, Henry Wessells III, Ben Hendriks, John Hertzman, and all the others who have helped in the preparation of this article.



## INTERNATIONAL COMPETITION

In the FIA Group 1 series, 2.5 liter series, which Alfa won in 1993, Mercades won in 1994. The rules are far more liberal in this series than in the various FIA 2 liter series. In this series, run only in Germany, motors are as exotic as F1 motors; they only have to be based on a production piece. Mercades uses "scratch-built" six cylinder motors; the only relation to a Mercades production motor is that the cylinder bore centers are the same as one of their V-8s!

Alfa wound up winning the FIA Group 2 series British Touring Car Championship with the front drive, 2 liter twin-spark 155. It is the only 2 liter Touring Car series in which there is a "factory" effort. For those of you who are interested in Alfa's activities in this series, there is a new, 3 hour video tape available. It is priced at 12 pounds 99 pence; about \$20. I don't know if anyone in the US is stocking it, but it is available from Duke Marketing, PO Box 46, Douglas, Isle of Mann, U.K., IM99 1DD. This company has a huge selection of racing tapes, at reasonable prices. Alfa also won the Spanish Championship, which runs under the same FIA Group 2 rules, with "privateer" entries. Alfa also did well, but did not win the FIA Group 2 series for 2 liter Tourin Cars in Italy, Belgium, France and Germany.

Formula 3 was taken over a few years ago by cars powered with Mugen-Honda, Opel or VW motors, and as such, the only place Alfa powered cars do well is in Mexico. Almost everyone running in F3 is using the Italian Dallara chassis.

There was an Alfa powered car which ran at Le Mans this year in the class for small sports racing prototypes. There were only 3 cars in the class; the Alfa powered car was a DNF. The Volante, which is a car that ran a few times in the US IMSA C2 class, and was supposed to be modified into a car for the new WSC class, was just too old and too slow to even bother entering in a race.

In vintage racing, Alfas did well, but there are not all that many cars running; part of the reason is that one can build something like a 2 liter Pinto that is as fast as an Alfa GTA, for about 20% of the price.

In the SCCA, very few cars qualified for the runoffs. Tom Mankin, the leading Alfa racer in the US qualified, but was not able to attend, and no Alfas finished in the top 5 in any class.

Stu Schaller

## LOCAL COMPETITION

**NOVEMBER 5 & 6**

**TIME TRIAL AND RACE, WILLOW SPRINGS**

The thundering sounds of menthonal-burning, screaming V8s and V6s filled the cool windy desert air during the first weekend in November when the AROSC hosted an event that included two races of the American Indy Car Series. While it was the club's first leap into big time racing, the event ran smoothly and professionally; attributable to Charlie Thierot and the other AROSC Competition Directors. Thanks in part to the track being resurfaced and widened, one of the fastest Indycars broke the old track record with a lap time under 1:13.

As some of you may know, the American Indycar Series cars are three to eight year old Indycars and Formula Atlantic cars. The majority of the teams appeared to be well funded with large transporters, large crew teams, and some big time sponsors. By comparison, typical AROSC Time Trial participants appeared to be poor church mice.

Although the Indycar races were the weekend highlights, the AROSC race also provided some thrills. Since Tony Presto's Capri was the only German car in the race, the usual "Porsche Parade" did not occur. However, John Olson's extremely fast Datsun 510 (the only entry in Class C) did run off and lead the pack

from start to finish. Hey John, your extra clean Yamaha 125 Enduro and Honda Mini Trail sure brought back some ancient memories; how did you manage to keep them so stock after all these years?

Behind John Olson, there was some terrific racing. Tony Elkin in a Dodge Conquest gave Marshall Buck's Corvette a great race in Class D, but did not have quite the cubic inches to get by. Good effort Tony! Also in Class D was Bonnie LeLesch in her screaming yellow 240Z mixing it up with Nick Arico in an Eagle Talon. Paul Hightower in a Z and Steve Hamilton in an MR2 were also going at it; each garnering a first place in their respective classes, E and F. Not bad guys! A little further back in the pack, the two Alfas of Brad Gray and Rob Richard were battling for position. Unfortunately, Phyllis Gaylard's car was having problems and did not run in the race.

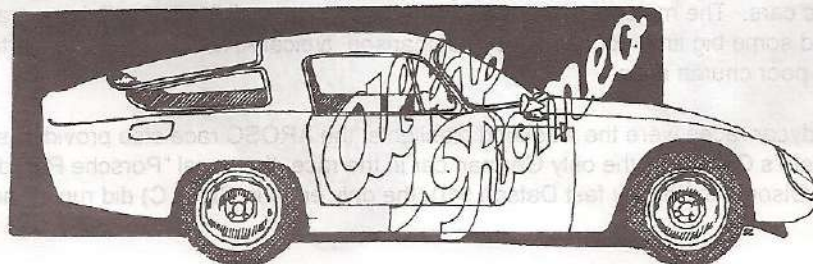
As noted above, the track was resurfaced and widened which made for two to three second improvements in most of the time trialer's times. I haven't yet checked but the club may have to establish new track records due to the magnitude of the track changes. Although the track surface seemed grippier, tire squeal was more prevalent and caused everyone great concern when they first went through turn two listening to the rubber-against-asphalt howl. The top time of the day went to Farschad Aboifathi in a very quick class N BMW M3 turning a low 1:36.114. Right on the heels was Bud Clark at 1:36.797 in his Class N Saab Sonnett.

Although Charlie Thieriot won Class B in his GTA with a sizzling 1:42.975, Alex Brown went even faster with a 1:42.790 to take Class D, finishing almost 9 seconds faster than the second place Class D car! In Class E, Paul Blankenship in his Alfetta (Alfarta?) turned a 1:47.938 to beat me in my GTV by less than two lousy tenths of a second. Paul's victory was obviously attributable to the new Nomex driving suits that the teddy bears were wearing while perched on the front of his car. The white polka dots (more on this later) on my GTV were unfortunately not sufficient to psyche out the bears. Paul, curses to you and your lousy bears! As I said to him after our runs, "just wait 'til we get serious!"

As eluded to above, my two-tone Le Mans blue 1974 GTV had mysteriously sprouted white spots during the weekend. (It was intentionally made two-tone when the first owner of the car subjected the GTV to an incredibly bad repair and partial respray job). I eventually found out the culprit was none other than Bonnie LeLesch and her band of other miscellaneous mischievous accomplices.

It turns out she was trying to do me a tremendous favor by differentiating my car from John Thompson's newly acquired Le Mans blue 1974 GTV that he had just bought from Jerry Lomas. In other words, she was acutely aware that if I had won a race or a time trial, and it was mistakenly credited to John, I would have been tremendously upset. Ergo, with the white polka dots, no one would ever mistake my 1974 Le Mans blue GTV with John's 1974 Le Mans blue GTV. Bonnie had evidently decided to do this after I told her the story of Denise McCluggage putting red polka dots on her helmet after a race reporter credited someone else for the race that she won.

As you can imagine, I had a hell of a good time trying to tell this whole story whenever someone asked about the white dots. Most people asked me if my GTV had gotten a bad case of smallpox. "Why yes," I stated, "as a matter of fact, it is quite contagious and may cause premature piston seizure to, coincidentally, your specific brand and model of car." In a few other instances, I told people of the soft suspension that causes excessive side-to-side body roll. I'm sure that heads when they saw Paul Blankenship pull up with his teddy bear festooned Alfetta next to me with a polka dotted GTV for our timed runs. Paul even got out of his car and said, "I've been asked by the other time trial participants to talk to you about the lack of seriousness in your competitive efforts...."



## AROSC RACE RESULTS

Overall Position	Class/ Position	Car Number	Car	Driver
1	C/1	3	Datson 510	John Olson
2	D/1	88	Chevy Corvette	Marshall Buck
3	D/2	77	Dodge Conquest	Tony Elkin
4	D/3	4	Eagle Talon	Nick Arico
5	D/4	241	Datson 240Z	Bonnie LeLesch
6	E/1	43	Datson 240Z	Paul Hightower
7	F/1	19	Toyota MR2	Steve Hamilton
8	F/2	187	Alfa Romeo Spider	Rob Richard
9	E/2	7	Alfa Romeo GTV	Brad Gray
10	F/3	90	Alfa Romeo GTV	Kurt Pidduck
11	F/4	27	Toyota MR2	Glenn Bjorkman
12	F/5	5	Toyota MR2	Anthony Dominguez
13	D/5	18	Chevy Camaro	Eddie De La Vega
14	E/3	48	Mercury Capri	Tony Presto

## DECEMBER 3 &amp; 4

## TIME TRIAL AND RACE, WILLOW SPRINGS

Throughout the weekend, this seemed to be the question of the moment. Although notoriously paranoid time trialer/racer Paul Blankenship asks this question at every driver's meeting (even in August while carrying an umbrella), it was evident that everyone was glancing up at the ominous clouds at every moment wondering if drops were about to fall. Some of the less-hardy (or maybe wiser) participants decided that rain was absolutely eminent for Sunday and decided to head straight home on Saturday night. However, luck was with AROSC and Sunday came and went with warmer temperatures and no precipitation.

With Charlie Thieriot away in New York, John Cote was the weekend's commander-in-chief and performed the job admirably as the weekend activities ran smoothly. The other AROSC Directors also did a superb job including Phyllis Gaylard behind the timing computer (alas, her maroon GTV was still awaiting repairs) and to George Kranen for arranging a fabulous dinner at the Antelope Valley Inn (alas, his silver T-Bird was also still awaiting repairs). Thanks to all of you who made the weekend a success! Charlie did call in to see how the event was running and did report that he was unfortunately mugged; apparently robbed of some money and nearly robbed of other, uh, more important possessions.

To me, the weather wasn't all that cold. At one point when I was at Willow Springs during the middle of November to test drive various new cars, the re-entry person said to take it easy on Turn 2 because of the snow. SNOW!!!! Sure enough, as I turned into Turn 2, a few wet flakes hit the windshield and a small shiver went up my spine. Now that's *cold!*

However, I noticed that on Saturday, when I was taking my two warm-up laps prior to my practice run, the corner workers weren't returning my hand waves. They generally would give a friendly wave and offer an encouraging and supportive thumbs up. Instead, all I saw was a grimace and a lot of serious shivering. Hmm...did I see stalactites forming under the white flags they were holding? Another clue of the cold temperature was from observing my tires. They never seemed to warm up and stayed rather hard and slippery. Lap times seemed to be several seconds slower than they were at the last event in November. It was not unlike skiing on slippery ice when the edges of one's skis don't carve into the snow.

But much to everyone's surprise and delight, Sunday was considerably warmer and the tires finally began to bite. Eureka! I could finally get some speed in Turn 9 and pull the some decent RPMs down the front straight. Ah, life was again wonderful....

Lorien Kranen, relative newcomer to the Time Trials program, was showing spectacular improvements as she came away with a third place finish in class P in her Honda CRX si. However, tensions increased when her father, George (sans T-Bird) took the wheel of her beloved CRX si. I had the honor of timing George as he steadily went faster and faster each lap until he spun off Turn 9 into the dirt. After the dust

settled, everyone at the track had to watch poor George drive back to the pits and explain to his daughter what had happened. Guess who had to clean both the inside and outside of the CRX?

It was nice to see some new/returning faces at the event this weekend including Randal Harris in his Duetto (taking first place in Class C) and Simon Avakian in his Berlina (taking first place in Class F). Not bad guys, you ought to come out more often! There were also a whole gaggle of RX7s, taking first through fourth in Class N driven by (in their finishing order) Danny Krueger, Jon Dalberg, Tom Kubinieć, and Carl Scragg.

Alex Brown again smoked all of the other Alfas (especially without the presence of Charlie Thieriot in his GTA and Alan Ward in Phyllis Gaylard's GTV) and most of the non-Alfas in his GTV with a scorching 1:40.670. It is quite a sight to see Alex pass you down the back straight and watch him accelerate away through Turn 9. Nice work, Alex!

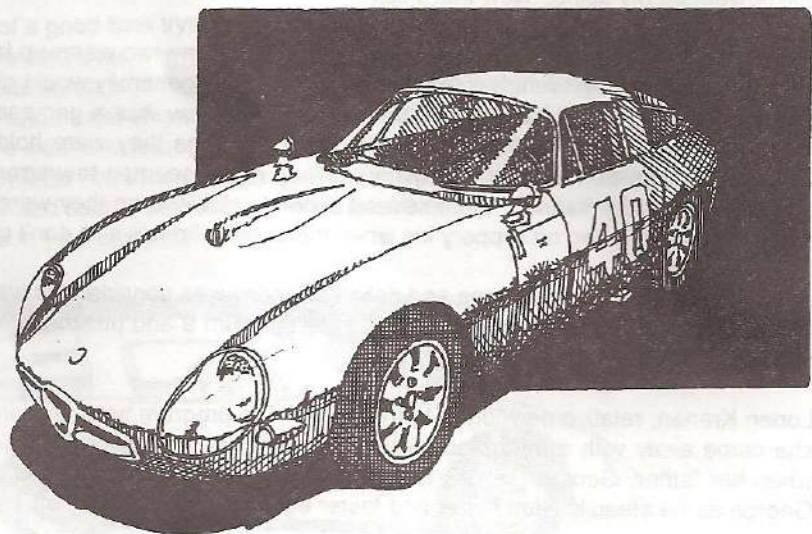
I also wanted to thank Brad Gray for taking me as a passenger in his car for a few hot laps and for allowing me to chase him around the track for a few less-hot laps. This instruction proved to be invaluable as I was able to chop my lap times by nearly a second and win Class E. However, in all fairness, and to present an unbiased report, I must also state that Paul Blankenship (who beat me by less than two lousy tenths of a second in November) only ran two timed laps since his throttle linkage broke during his third timed lap. Dem are de breaks, man!

Hoping to get more Alfas out to the Time Trial and Race events, I asked Skip Farnsworth when he may be returning to the track. He said that his car was nearly done; he only had to rebuild the engine, rebuild the transmission, and do some body work....Uh-huh....Come on guys and gals! Get your cars running and join in on the fun!

**AROSC RACE RESULTS**

Overall Position	Class/ Position	Car Number	Car	Driver
1	D/1	87	Chevy Corvette	Marshall Buck
2	D/2	70	Datsun 240Z	Erik Menley
3	D/3	241	Datsun 240Z	Bonnie LeLesch
4	E/1	30	Jensen Healy	Chuck Dedman
5	F/1	19	Toyota MR2	Steve Hamilton
6	E/2	7	Alfa Romeo GTV	Brad Gray
7	F/2	5	Toyota MR2	Anthony Dominguez
8	D/4	111	Dunestang	Paul Ellis
9	E/3	40	Alfa Romeo GTV	Mike Kinney
10	F/3	12	Opel GT	Gary Murph

Randall Higa



TIME TRIAL #6 - OFFICIAL TIME TRIAL RESULTS, GROUP 9, NOVEMBER 9-10, 1998  
 WILLOW SPRINGS INTERNATIONAL RACETRACK  
 K&D ENGINEERING TUNING AND SCORING SYSTEM

CLASS B

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	1	THIERIOT, CHARLES	GTA	1:43.979	1:43.434	1:42.975	1:43.337	1:43.702	1:42.975
2	3	GAYLARD, PHYLLIS	GTV	1:56.058					

CLASS D

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	50	BROWN, ALEX	GTV	1:44.031	1:43.304	1:42.824	1:42.790	1:43.948	1:42.790
2	87	PIDDUCK, KEVIN	GTV	1:51.549	1:52.957	1:53.476	1:54.351	1:54.351	1:51.549
3	38	DALBERG, JON	GTV6	1:59.469	1:56.917	1:55.705	1:55.234		1:55.234
4	50	RINALDI, PAT	GTV	1:59.595	2:00.067	2:01.336	2:00.320	2:01.329	1:59.595
5	44	SELBY, CHARLES	GTV6	2:02.248	2:03.634	2:00.253	1:59.682	2:00.785	1:59.682

CLASS E

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	25	BLANKENHORN, PAUL	ALFETTA GT	1:47.972	1:48.675	1:48.125	1:47.938	1:48.324	1:47.938
2	17	HIGA, RANDALL	GTV	1:49.511	1:48.669	1:49.087	1:48.674	1:48.125	1:48.125
3	54	HERTING, DAVE	ALFETTA	1:52.533	1:50.718	1:50.029	1:50.472	1:49.893	1:49.893
4	6	COTE, JOHN		1:52.962	1:51.613	1:51.658	1:51.658	1:51.428	1:51.428

CLASS M

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	4	ARICO, NICK	TALON	1:41.286	1:41.059	1:41.628	1:40.805	1:40.552	1:40.552

CLASS N

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	80	ABOLFATHI, FARSHAD	BMW M3	1:37.589	1:36.544	1:36.700	1:36.114	1:36.953	1:36.114
2	92	CLARK, BUD	SONNETT V4	1:38.035	1:37.574	1:38.934	1:36.797	1:37.283	1:36.797
3	69	SIMMONS, KIT	MR2 TURBO	1:38.393	1:37.782	1:37.531	1:38.035	1:37.715	1:37.531
4	24	LeLESCH, MIKE	240Z	1:42.211	1:38.450	1:39.190	1:37.807		1:37.807
5	84	DeANGELIS, MIKE	240Z	1:41.845	1:41.576	1:41.318	1:40.703	1:39.986	1:39.986
6	73	BAYSINGER, SCOTT	MAZDA RX2	1:43.366	1:42.927	1:43.104	1:41.557	1:41.653	1:41.557
7	99	PEPITO III, FRANK	PL-510	1:52.768	1:51.162	1:51.421	1:51.595	1:51.201	1:51.201

CLASS O

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	13	JORGENSEN, JIM	CORRADO	1:43.432	1:42.283	1:42.987	1:42.009		1:42.009
2	91	RODRIGUEZ, CARLOS	MAZDA RX3	1:42.832	1:43.553	1:42.544	1:42.634	1:44.257	1:42.544
3	46	HEDMAN, TED	DATSUN 510	1:46.052	1:44.900	1:44.436	1:44.816		1:44.436
4	74	X-VALENTINE, DAVE	280Z	1:52.897	1:47.367	1:47.162	1:46.664		1:46.664
5	21	McDONALD, KEVIN		2:35.643	1:48.942	1:47.972	1:47.438	1:47.670	1:47.438
6	11	GRIFFITHS/RODRIGUES, GA	MAZDA RX3	2:00.425	1:59.795	1:57.542	1:56.920	1:57.294	1:56.920
7	13	LEE, JOE	MAZDA RX7	2:06.104	2:04.436	2:06.481	2:06.194	2:04.487	2:04.436

CLASS P

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	61	HAMILTON, CATHY	MR2	1:44.357	1:43.876	1:43.577	1:44.007	1:43.817	1:43.577
2	27	BJORKMON, GLEN		1:44.448	1:44.346	1:44.617			1:44.346
3	45	WALTERS, RANDY	VW GOLF	1:46.669	1:46.553	1:46.542	1:46.262		1:46.262
4	12	WILLE, BRAD	MGB	1:49.584	1:48.736	1:48.403	1:48.439	1:48.458	1:48.403



## CLASS Q

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	11	MATTHEWS, SPY	LOTUS MK I	1:53.223	1:53.427	1:53.271	1:53.037	1:52.808	1:52.808
2	72	LEWIS, DANIEL	TR7	2:08.623	2:05.459	2:04.217	2:01.832	2:01.313	2:01.313

## FASTEST TIME

POS	NO.	DRIVER	MAKE	BEST TIME
	806	ABOLFATHI, FARSHAD	BMW M3	1:36.114

TIME TRIAL #7 - OFFICIAL TIME TRIAL RESULTS, GROUP 1, DECEMBER 4, 1994  
 WILLOW SPRINGS INTERNATIONAL RACEWAY  
 K & B ENGINEERING TIMING AND SCORING SYSTEM

## CLASS C

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	4	HARRIS, RANDAL	DUETTO	1:49.622	2:01.660	1:46.305	1:45.116	1:45.190	1:45.116
2	71	THOMPSON, RICHARD	GTV6	1:53.130	1:48.483	1:47.384	1:48.036	1:46.831	1:46.831

## CLASS D

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	50	BROWN, ALEX	GTV	1:42.809	1:41.350	1:40.670			1:40.670
2	501	RINALDI, PAT	GTV	1:57.515	1:56.699	1:58.182	1:57.679	1:55.972	1:55.972
3	44	SELBY, CHARLES	GTV6	1:59.769	1:58.918	1:57.473			1:57.473

## CLASS E

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	17	HIGA, RANDAL	GTV	1:48.158	1:47.180	1:48.618	1:47.344	1:47.483	1:47.180
2	25	BLANKENSHIP, PAUL	ALFETTA GT	1:47.971	1:47.649	4:44.194			1:47.649
3	6	COTE, JOHN	SPIDER	1:53.785	1:51.534	1:50.611	1:53.780	1:53.727	1:50.611

## CLASS F

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	206	AVAKIAN, SIMON	BERLINA	1:54.384	1:50.537	1:49.389	1:48.998	1:48.628	1:48.628
2	132	ROBIN, JEFF	GUILIA SPIDER	1:59.069	1:58.375	1:59.088	1:58.596	1:58.182	1:58.182

## CLASS M

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	32	ROBIN, SEYMORE	TITAN MK6	1:34.798	1:34.632	1:34.107	1:35.019	1:35.530	1:34.107
2	87	BUCK, MARSHALL	CORVETTE	1:34.290	1:34.882	1:35.007	1:34.271	1:34.229	1:34.229
3	242	LeLESCH, MIKE	ELAN	1:39.309	1:39.587	1:39.865	1:39.590	1:39.572	1:39.309

## CLASS N

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	99	KRUEGER, DANNY	MAZDA RX7	1:37.920	1:39.061	1:45.750	1:37.463	1:38.714	1:37.463
2	11	DALBERG, JON	MAZDA RX7	1:42.266	1:41.658	1:40.984	1:58.974		1:40.984
3	31	KUBINIEC, TOM	MAZDA RX7	1:47.261	1:46.383	1:45.042	1:51.313		1:45.042
4	37	SCRAGG, CARL	MAZDA RX7	1:50.202	1:48.394	1:50.467	1:49.938	1:55.435	1:48.394
5	18	DeLaVEGA, EDDIE	CAMERO	1:54.544	1:53.732	1:52.404	1:53.428	1:52.529	1:52.404
6	117	PAGE, JOHN	SUPRA TURBO	2:10.915	2:08.998				2:08.998

## CLASS O

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	842	DeANGELIS, MIKE	240Z	1:39.742	1:38.640	1:37.478	1:37.694	1:37.632	1:37.478

**CLASS O (CONTINUED)**

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
2	73	BAYSINGER, SCOTT	RX2 13B	1:41.177	1:40.959	1:41.732	1:40.998	1:39.582	1:39.582
3	14	PORTEOUS, PAUL	BMW M3	1:42.737	1:40.569	1:41.996	1:41.626		1:40.569
4	78	SCHINDLER, PHILLIP	RX7 TURBO	1:41.311	1:41.165	1:49.767	1:43.649	1:43.299	1:41.165
5	22	CARRIER, DAVID	CORVETTE	1:45.513	1:44.310	1:44.620	1:51.052	1:48.272	1:44.310
6	271	CHAN, VICTOR	LOTUS ESPRIT	1:48.107	1:46.739	1:47.494	1:46.418	1:50.041	1:46.418
7	41	KELLER, JOHN	AUDI QUATTRO	1:59.114	1:57.624	1:55.976	1:55.135	1:53.133	1:53.133
8	47	SCHUSTER, JOHN	BMW 325i	1:56.773	1:55.774	1:56.213	1:56.295	1:55.267	1:55.267
9	131	De ANDA, CESAR	911 SC	2:09.625	2:07.073	2:15.537	2:10.922	2:12.475	2:07.073

**CLASS P**

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	46	MORRIS, RICK	TR3A	1:44.206	1:43.059	1:42.413	1:41.760	1:43.214	1:41.760
2	62	HAMILTON, KATHY	MR2	1:44.998	1:44.739	1:44.344	1:52.686		1:44.344
3	77	KRANEN, LORIE	CRX Si	1:53.034	1:51.794	1:51.421	1:49.931	1:48.951	1:48.951
4	811	ZURCHER, PHILLIP	FIERO	1:53.186	1:52.576	1:51.698	1:51.677	1:50.070	1:50.070
5	3	SMITH, SAM	GTI	1:56.820	1:56.431	1:55.284	1:54.420	1:54.740	1:54.420
6	8	KRUEGER, JON	SCIRROCO	1:59.289	2:23.125	1:59.405	1:57.837	1:59.388	1:57.837
7	83	ROSENSTOCK, JERRY	OSCA 1500T						

**CLASS X**

POS	NO.	DRIVER	MAKE	LAP #1	LAP #2	LAP #3	LAP #4	LAP #5	BEST TIME
1	999	SPANGLER, KIETH	SPORTSMAN						

**FASTEST TIME**

POS	NO.	DRIVER	MAKE	BEST TIME
1	32	ROBIN, SEYMORE	TITAN MK6	1:34.107

OFFICIAL RACE RESULTS, AMERICAN INDYCAR SERIES, NOVEMBER 5-6, 1994  
 WILLOW SPRINGS INTERNATIONAL RACEWAY  
 R & B ENGINEERING TIMING AND SCORING SYSTEM

**CLASS B**

POS	NO.	DRIVER	LAPS	BEST TIME
1	3	TEMPERO, BILL	20	1:12.903
2	37	MITCHELL, J. W.	20	1:15.303
3	11	MORGAN-BUSBY, DAVID	20	1:16.304
4	18	HANSEN, JAY	20	1:15.629
5	12	BLAND, IAN	20	1:17.175
6	5	SCHMIDT, SHAWN	19	1:23.122
7	86	KNUDSEN, SCOTT	19	1:23.534
8	8	McDONALD, JOHN	19	1:25.659
9	28	SIMMONS, JOE	18	1:27.160
10	29	JOHNSON, DON	18	1:28.059
11	45	FIELD, JOHN *	12	1:12.629
DNS	17	GLENN, GERRY		

\* NOT RUNNING AT FINISH

**GENERAL SPECIFICATIONS**

TIME POSTED 4  
 TRACK LENGTH: 2.54 MILES  
 NUMBER OF STARTERS: 11  
 RACE LENGTH OF 20.320 MILES, TIME OF 9:58.265, AVERAGE MPH 122.274  
 FASTEST LAP BY JOHN FIELD, CAR #45, TIME OF 1:12.629 ON LAP 3 AT 125.9 MPH  
 CLASS WINNERS: CAR #3 RACE AVERAGE 122.

CHIEF OF TIMING & SCORING - KAREN TEMPERO  
 VICTORY MARGIN: 3.036  
 NUMBER OF FINISHERS: 11  
 LAP LEADER(S)  
 CAR # LAP TO LAP  
 3 1  
 45 2-5  
 3 6-20

## 1995 INTERNATIONAL CALENDAR OF EVENTS

Jan 24	Coys Car Auction, England	June 23	Brooks Car Auction, England
Jan 27	Annual Meeting	June 24-25	C & SC Ypres, Belgium Historic Car Rally
Feb 4-5	Time Trial & Race - Willow Springs	June 24-25	Goodwood Festival of Speed at Goodwood Race Course, England
Feb 11-13	Classic & Sportscar Magazine trip to Ferrari	June 25	Historic Racing Car Festival at Monterey, France
Feb 16-19	Techno Essen Car Show, one of the year's biggest classic cars shows, Essen, Germany	July 28	Brooks Car and Automobilia Auction, England
Feb 21	Brooks Car and Automobilia Auction, England	July 28-30	C & SC Ulster, Ireland Historic Car Rally
Feb 27	Christies Car Auction, England	July 29-30	Coys Historic Racing Festival at Silverstone, England
Mar 10-12	Antwerp, Belgium Oldtimers Festival	Aug 13	Oldtimer Historic Racing Festival at the Nurburgring, Germany
Mar 17-18	C & SC Historic Car Rally of Wales	Aug 18	Monterey Concourse Italiano
Mar 19	Brooks Car and Automobilia Auction, England	Aug 18-20	Monterey Historic Races
Mar 25-26	Driving School - Willow Springs	Aug 20	Christies Pebble Beach Auction
Apr 8-9	Time Trial & Race - Laguna Seca	Sept 9	Beaulieu Autojumble, England
Apr 5-8	Tulip Rally for Historic Rally Cars in Holland	Sept 13-15	C & SC Manx Historic Car Rally on the Isle of Man
Apr 22	Brooks Car and Motorcycle Auction, England	Sept 16-17	Time Trial & Race - Las Vegas
Apr 22-May 21	London-Mexico Historic Car Rally Apr 23 AROC England trip to the Imperial War Museum	Sept 21	Brooks Car and Automobilia Auction, England
May 2-6	California Mille	Oct 19-28	Brooks London Motor Show Car and Automobilia Auction, England
May 10-19	Retromobile, a superb indoor Swap Meet and Classic Car Show, Paris, France	Oct 21-22	Driving School - Willow Springs
May 13	Spring Autojumble, Beaulieu, England	Nov 4-5	Time Trial & Race - Willow Springs
May 13-20	Classic Car Tour of Ireland	Nov 16	Brook Car and Automobilia Auction, England
May 14	AROC of England Swap Meet	Nov 18-19	C & SC Rallye Britannia Historic Car Rally in England
May 20-22	Brooks Annual Car and Automobilia Auction, Monaco	Dec 2	Brooks Car and Motorcycle Auction, England
May 21	English Alfa Giulietta/Giulia Club Meet	Dec 4	Brooks Olympia Car and Automobilia Auction, England
June 11	Time Trial & Race - Las Vegas		
June 11	National Alfa Day in England		
June 12-18	Pyrenees Historic Car Rallye, Spain		
July 2	Italian Car Day/Picnic in England		
July 9	Italian Car Day at Brooklands Race Track in England		

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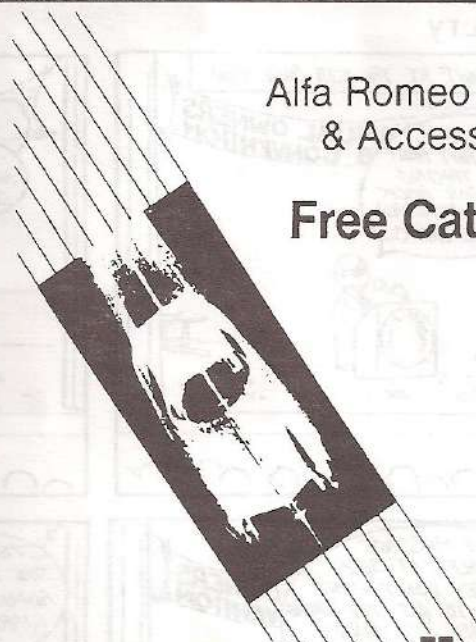
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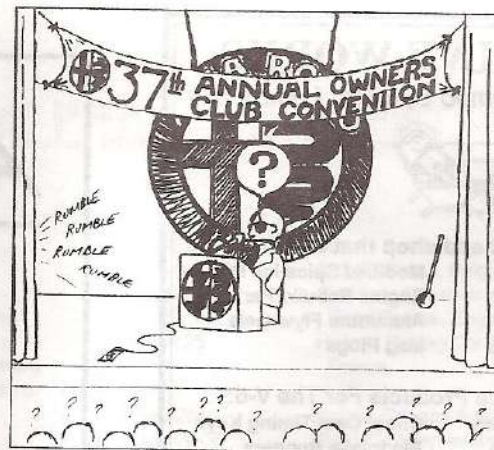
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