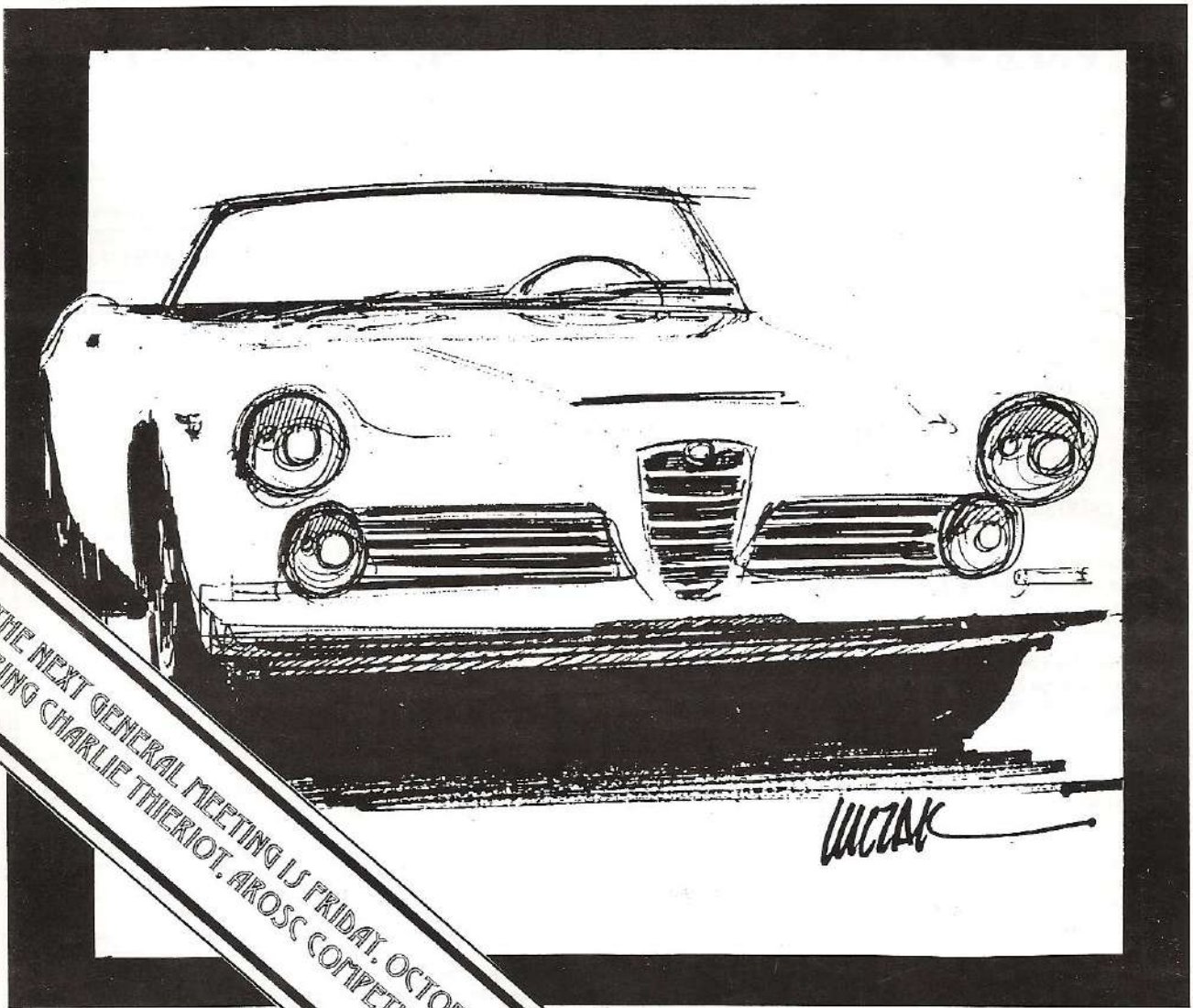


NOV, VOL. XXX, ISSUE IX
\$2.00, FREE TO OUR MEMBERS

THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS CLUB OF SOUTHERN CALIFORNIA



THE NEXT GENERAL MEETING IS FRIDAY, OCTOBER 27TH
FEATURING CHARLIE THIÉRIOT, AROSC COMPETITION CHAIRMAN

FEATURING THE COLUMN "NEWS & VIEWS" BY PAT BRADEN & "NEWS & VIEWS" BY STU
SCHALLER & "IL VOLLI DEL" BY VAN CUREN, LOCAL AND INTERNATIONAL NEWS,
ALPOONERY, TECHNICAL, COMPETITIONS, AND MUCH, MUCH MORE

the inside cover

general information

The Alfacionada is the monthly publication of the Alfa Romeo Owners Club of Southern California, a regional chapter of the Alfa Romeo Owners Club, Inc, a non-profit organization of Alfa Romeo enthusiasts. Publication is monthly and included as part of the membership fee paid to 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. Hope Street, in Los Angeles. General enquires should be sent to AROSC, P. O. Box 39554, Los Angeles, CA 90039-0554. Membership information is on the back cover.

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general meeting location



newsletter information

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

Articles, photos, events, and classifieds submissions must be received by the end of the month prior to 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

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

upcoming events

GENERAL MEETING, Friday, October 27, 8 PM
 Charlie Thierot, our Competition Chairman, will do a presentation on the AROSC Time Trials Program including video of past events. Anyone with any interest or curiosity regarding the racing aspect of our cars, owes it to themselves to attend what promises to be an interesting evening.

SWAP MEET, Sunday, November 19, 9:00 AM - 2:00 PM
 Another chance to buy and swap Alfa parts and memorabilia. We hope to do something special at this one.....Location will be Auto Specialties, 19801 S. Vermont Ave., Torrance, located between 190th St. & Del Amo, across from the Holiday Inn. \$10 for a space to sell. Free to buy or browse.

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

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

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

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

elections

Elections for the AROSC Board of Directors is in November. Help be a part in deciding the future of your club. Fill in the ballot on page 7 and mail to:
 AROSC Elections, P. O. Box 39554, Los Angeles, CA 90039-0554.
 For more information and the current list of AROSC Board of Directors candidates see page 6.

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I volla della phenice

Tina Van Curen

As we start the downhill run (or is it an uphill climb?) toward the holidays I am still basking in the memories of a great Alfa summer.

Fourth of July weekend saw the fourth annual VARA Alfa vs. Porsche challenge. Once again the Alfas wiped up the Porsches. Racing at its best (when the good guys win!). It was my first real wheel to wheel race and it IS better from the driver's seat, especially when the Porsches are in the rear view mirror.

This year I was determined to take a real vacation and defy the laws of nature at the same time so, against the advice of all my sane friends (who?) I set off for Seattle and Monterey in my 1600 Veloce. Two weeks of spectacular scenery and great Alfa roads later I completed my 3045 mile trip with the car purring away just as beautifully as when I left.

The Seattle event was a big success and a lot of fun. The weather held off for the Time Trials on a track which could pass for Spa or Monza. Imagine a race track winding through the forest under a white cloud blue sky where all kinds of Alfas go flying by. It did exist. The Saturday Rally was a new experience for most of us (TSD??). The Canadians had an especially fun time trying to convert miles to kilometers while searching for cats on mailboxes and non existent road signs. A good time was had by all and no one missed the dinner, though some were a tad late. The Concours was picture postcard material. Close to 100 Alfas, some in the show, some watching, and lots of happy people getting sunburned noses.

The next four days driving the coast from Washington to Monterey can only be described as ecstasy. This is definitely what the car was meant to do and we both loved every mile.

I don't need to tell anyone how great the Monterey weekend was. It always is. The Alfa Concours within the Concours Italiana drew 27 entrants, all of whom deserved to be first. There were some other nice cars there too, so I hear. Two days of historic races, 14 in all, is almost enough. The cars and the racing seem to get more interesting every year.

Speaking of years....1998 will be the year of the Alfa. Concours Italiana has announced Alfa Romeo will be its featured marque in '98. With any (or a lot of) luck Alfa will be the marque at the Monterey Historics. Keep watching the *Alfacionada* and anything else you read, for details.

In addition to all the partying at Monterey, representatives of several West Coast Alfa clubs had a meeting. This was only the second time that AROSC, AROCCC, ARA and others had met in person to discuss our common goals. The result of this meeting was the formation of a standing committee composed of two people from each group. The committee will correspond regularly and meet at least annually. The purpose of this group is to promote

Alfacionada

communication and help provide an atmosphere which encourages Alfa owners to join their local club and become active. The group feels very strongly that an annual West Coast event is the best way to give our groups visibility and provide a focus for our members. The committee voted to start hosting events in 1996. Each club will take the lead for a given year. The host club will decide what sort of event to have and when. The representatives all agreed to take this proposal to their membership. Assuming the membership of AROSC is interested we would host the first event in 1996. The timing and format are open for suggestion. Anyone who would like to help organize is VERY welcome. Please contact me with your thoughts ASAP. I am available by phone, E-mail (BTINAVC@aol.com) and snail mail.

Alfoonery



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

passing thoughts
Pat Braden

Being on the board and being drawn increasingly into the activities of our chapter has proved somewhat frustrating. Some times, I think my activism has qualified me as the newest club curmudgeon, and I've surprised myself with the stringent tones some of my recent communications have taken.

One of the things I've faced is the fact that it is very easy to mis-characterize others who are not there to defend themselves. A casual comment can undo a great deal of effort and good will. For instance, I've heard the comment that the national board and especially its president "could care less about the local chapters." There is immediately generated the image of a smug self-interest group concerned only with remaining in power.

This perception of the board is not new, and has been exacerbated by a period of relative inaction. Casual comments like that only intensify the suspicion that the board is only concerned with its own self-interest.

I can assure you on a first-hand basis that nothing could be further from the truth, especially regarding our president. One of the reasons Joel was elected president was the general conviction among board members, myself included, that he would be an activist president, getting things done in a businesslike and ordered manner. So far, he has not disappointed. If Joel has a platform, its first plank is "power to the chapters." For instance, Joel and most of the board members feel that the real responsibility for recruiting new members and keeping old ones is the primary responsibility of the local chapter.

Power to the Chapters

Joel's position, and the position of the board generally, sets new challenges for the chapters. At a minimum, it means that every chapter should appoint someone to be in charge of recruiting new members, and should have an activities chairman whose responsibility is retaining current members through a full calendar of club events.

This may be an unwelcome burden on those chapters who have enough trouble just getting out a newsletter, or even enough people to call a meeting a meeting. Indeed, some may object that the national board is shirking its own responsibility by deferring a critical activity to groups less capable of achieving it.

To some extent, this would be a valid complaint, except for the fact that the board plans to put a "bounty" on new members by sending moneys back to chapters for every member newly recruited. Additionally, they have committed themselves to increased activity in the areas of public relations and a general marketing of the club which will help draw members into the local chapters. I'm on the committee which is formulating these new plans of action, and I will tell you that they are both broad-ranging and ambitious.

There will be objections to change at both the chapter and national level. The reasons given are quite predictable:

1. There's no reason to change
2. We don't have the resources to make the changes
3. It's not my job
4. There's no hurry.

I don't want to confront each issue in this column, but I will raise them because you're likely to hear each one of them as the year goes on.

The reason why our chapter has more members than any other AROC chapter is because there are a lot of Alfis in southern California, though only a small proportion of the owners are members of AROC. We do have a very active competition schedule, but that does not interest every member in the club, and actually reflects the interests of a small segment of our membership. Other chapter activities seem to be under-attended, and there is a total lack of some kinds of activities which other chapters thrive on. Given the size and diversity of our membership, there is no reason that a well-organized and promoted event of any nature cannot be successful.

Tina has taken the lead in cooperating with other chapters to offer larger-scale activities in the way of an annual regional convention. She has volunteered our chapter to host a west-coast convention in 1996. There is a short schedule of local conventions for succeeding years, and it's important to follow up on Seattle's very successful 1995 mini-convention with a memorable one in southern California in 1996. The 1997 regional get together is going to be sponsored by ARA and tied into the activities around the Monterey weekend so it's likely to be both large and successful.

Any convention requires a lot of volunteers and a couple of spark-plugs. One of the things which must happen first is to create a committee which will be responsible for deciding on the events to be offered and getting volunteers to fill the necessary posts. We also need a chapter liaison person who will be responsible for coordinating efforts with other chapters to assure that the 1996 event is successful. There is no shortage of talent in our chapter: it does need to be brought together and focused on the 1996 event.

Our national convention for 1996 is in Phoenix. Since that's an unbearably hot place mid-summer, the convention date has been set for early summer, allowing us to host a late-summer regional convention without fear of offending anyone or offering "too much in one year" to the national group. We haven't had to set a date for our 1996 west-coast mini-convention, but that is clearly one of the first things our convention committee should do.

There are plenty of opportunities to become active in the local chapter, and this is an open invitation to all of you to throw your hat in the ring. If we can't make a go of it locally, we have no right to criticize our national leadership.

pbraden@ix.netcom.com(Pat Braden)

election candidates

The following is the list of candidates and their statements who are running for the AROSC Board of Directors:

Jay Negrin

Some of you know me as "the T-Shirt Guy." I have also written tours for the chapter and I have supported the concept of a rally competition within AROSC. For the last two years I have served on the Board of Directors as a Member-at-Large. I am now seeking to increase my involvement with AROSC. My goal is get more of the membership involved in club activities. I seek more diverse activities which would have wider appeal within the AROSC. Such activities and events should also be able to attract new members. Yes, there are Alfa owners out there who do not know that there is even an Alfa Romeo Owners Club. It is a priority for every one in AROSC to recruit new members.

With Alfa/Fiat leaving this country, it is more important now, than ever before, for Alfa owners to keep together to preserve the heritage of the marque in the United States. Technical information exchange and social activities are also good reasons for us to stay in touch with each other. While it is important to have a strong national organization which is responsive to the local chapter needs, I believe that an active local chapter with strong regional ties is also necessary.

G. Patitz

With Alfa's departure and membership in AROC dwindling throughout the country, it is my belief both the national and local organizations have reached a crossroad. Either we changing now to compensate for these factors, or continue going our merry way down the road to oblivion. A few suggestions to consider:

1. Lower the dues to \$48. Our current dues of \$55 is way too expensive for the benefits currently offered.
2. Better planning. The general and board meetings should be tightened up. If they are scheduled at a certain time then that is when they should occur. Activities should be planned well in advance and carried out accordingly.
3. Increase membership. The board should make a concerted effort to find new and productive ways of increasing the membership.
4. Develop a budget and publish a periodic business statement in the Alfacionada. Planning month to month is not sufficient to guarantee the future of this organization. Effective budgeting will...
5. Increase and Vary Club Activities. Beyond the obvious, when an activity is planned it should be carried through. Events should be planned well in advance and publicized.
6. A timely and varied newsletter. As your editor I have tried to improve the newsletter as well as reduce its cost. Unfortunately, even the best of intentions can be undone by too many helpful hands and the United States Postal Service.....Consequently, the cut off for material for the newsletter has been moved up to the 10th of the month effective December. Several of the helpful hands have been suitably restrained.....

Randall Higa

As a devotee of the Alfa Romeo marque and as a past AROSC board member, I will do my utmost to serve the club and its membership. I commute daily in a '79 Spider and participate in the AROSC's fabulous Time Trial Program with a '74 GTV. I am also very interested in "non-racing" activities and will work with the board to promote and plan such activities. My campaign promise is the same as it has always been, "two Alfas in every garage and too much garlic on everyone's pasta!"

Stu Schaller

Most of you know me. I've been on the Board of Directors for the majority of the last 10 years; having served in various positions. I have also done a regular column on current events, frequent historical features, and international competition news for quite some time.

My agenda in running for the office of president is first, to see that part of the \$90,000 in the national organization's treasury gets used in a way in which it will benefit the members. I would suggest that part of the money goes toward hiring an editor for the national magazine that actually knows something about the cars. I would also suggest that part of the money goes to create model registers; the best source of technical and parts information, and also supplies information as to what inexpensive, modern parts can be substituted for things no longer obtainable.

On a local level, my goal would be to alleviate all the political friction that currently exists, and to give the people who have chosen to do a job the freedom to do it, without interference from others. I would also vow to organize at least one event, and to attempt to get others to do the same. I ask for your support in my bid for the presidency.

Pat Braden

The PC Version:

Pat Braden represented the SoCal chapter at the 1995 national convention. He joined the AROC in 1959 and served as its vintage editor for several years. In 1980, he became the editor of the Owner. An Honorary Life Member, he has written several books and many magazine articles on Alfa. He owns 20 Alfas.

The Not-So PC Version:

A past president of pederasterers anonymous, Braden has just rejoined his survivalist commune in Idaho after spending a month gratis at the Betty Ford institute (the buy three, get one free plan). If elected, he promises to dedicate 10% of his private drug cartel profits towards swap-meet door prizes.

Charlie Schwartz

I'm happy to announce my availability to serve again on the AROSC Board. I have served one year as a member at large, and one year as VP, which has included running the raffle at the monthly meetings. So far, the raffle program has been quite successful this year, and has proven to be a moneymaker for the club, perhaps to exceed even 94's profitable year. I've been a member of the Club since the flood dried (around 1978). Currently, I drive a GTV6; previously I drove a 71 spider for 14 years. I also have my eye out for a great bargain on a Milano or a late model spider with freezing AC, and even an automatic would be considered.

Dirk Stoehr

Current Treasurer

Jerry Lomas

Current Membership Chairman

Charlie Thieriot

I'm not a very good Competition Director as I spend all my time on the Time Trials to the detriment of things like Concours and Rallies. But John Cote is now in charge of the Time Trial program, so maybe I can do better on other things. Also I'm good with money, especially when it's not mine. I would like to be on the Board, and I suppose Competition is as good as anything. Also I may not be able to attend meetings past August, as I may move back east for awhile. In spite of these failings and other worse ones, you probably ought to elect me.

On the following page is the ballot for the ten Board of Directors positions. Please fill out your choices and return to AROSC, P. O. Box 39554, Los Angeles, CA 90039-0554, by November 30.

AROSC Ballot for the Board of Directors

Please choose those individuals you would like to fill the ten positions of the Board and return to AROSC, P. O. Box 39554, Los Angeles, CA 90039-0554, by November 30.

_____ Pat Braden

_____ Randall Higa

_____ Jerry Lomas

_____ Jay Negrin

_____ Gary Patitz

_____ Stu Schaller

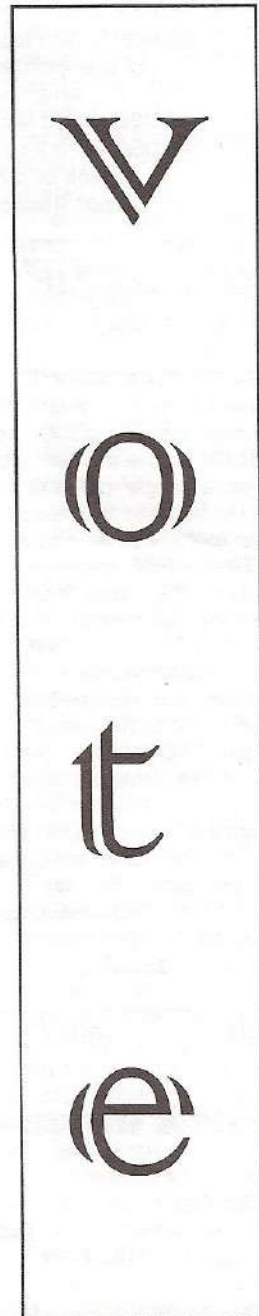
_____ Charlie Schwartz

_____ Dirk Stoehr

_____ Charlie Thieriot

_____ (write-in candidate)

_____ (write-in candidate)



calendar

- Nov 2 AROSC Board Meeting, Charlie Thierot home
- 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, Auto Specialties, Torrance
- Nov 19-22 Network Q Rally, England
- Dec 2 Brooks Car and Motorcycle Auction, England
- Dec 4 Brooks Olympia Car and Automobilia Auction, England
- Dec 7 AROSC Board Meeting, Location TBA
- Dec 9 AROSC Christmas Party, 7:30 PM at the home of Charlie Thierot 2500 Roscomere Rd., LA

Alfa facts - Alfa Goes D.O.H.C.
Stu Schaller

The first Alfa to use a twin overhead cam system of valve actuation was the Grand Prix car of 1914. Built specifically for the 4.5 litre racing formula set down in that year, a single car was made. Using a modified 40/60 horsepower chassis, the displacement of the 4 cylinder motor was 4490cc, and initial horsepower was 88, at 2950 R.P.M. Because of the war, the car did not compete in any events and was stored away until 1919, where it took 3rd overall at the Parma-Berceto race.

The car was constantly being modified, and in 1921, the horsepower was improved to 102, at 3000 R.P.M. At the G.P. of Brescia that year, Camapri had lead the race from the 11th to the 24th lap, but was forced to retire, due to a damaged radiator.

Although the Grand Prix car of 1914 was not a success, with its modern valve train, it set forth a pattern which continues until this day, and established what is considered an Alfa tradition; cars with twin overhead cam motors.

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Automotive Books & Miniatures

the Nardi Alfas

Stu Schaller

Just after WWII, it was very difficult to purchase a car in Europe. In Italy, many automobile plants had been damaged by bombing, and the pre-war cars that were owned by members of the general public were seldom up for sale. A new industry sprang up, using parts of cars damaged during the war. In a short period of time, there were quite a few companies producing what were essentially Italian specials in nothing more than the garage of a gas station or small auto dealership.

One of the larger of these companies, Nardi, actually began before the war, in the late 1920's. In 1932, Enrico Nardi, with a partner named August Monoco, built a car using a JAP engine and a 5-speed gearbox, which was fairly successful, especially in hillclimbs. Later, Nardi became a test driver, but when his personal patron, Vincenzo Lancia died, Nardi moved to Modena and became involved with Ferrari. Later, Nardi became one of the principal engineers in the creation of what became the first Ferrari, the Auto-Avio type 815. In the cars debut, at the 1940 Grand Prix dei Brescia, Nardi co-drove one of the two 815's with Count Macchiavelli, retiring, after leading the race for a period of time.

With the war on, Ferrari was interested in making money, and produced ball-bearings and machine tools. Nardi was more interested in building cars than becoming an industrial tycoon, and a rift developed. Nardi quickly backed down; being wartime his options were limited. Very few positions being available elsewhere. During the period from 1920 through 1940 Nardi had been in the modification of a number of cars, but it is thought that there were only a few complete Nardis built prior and during WWII. As far as Alfa powered cars go, the first is reputed to have been ordered by the famous driver Piero 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 with a rectangular grille, S/N unknown, raced by Gurgo Salice in 1948. (3) Chassis 9484. A coupe with a 6c2300 motor (motor S/N 700628), which may have been replaced with a 6c2500 unit. The car in the 1949 Mille Miglia, driven by Salice and Cornaggia-Medici (59th).

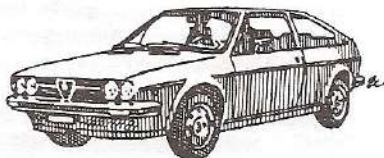
The results in the 1949 race would have been better if the drivers had not decided to stop at a church to take mass. Shortly thereafter, Tony Pompeo brought the car to the US. There were plans to replace the Alfa motor with a Nash Ambassador motor, but this never happened. Not much later, the car had 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.

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



Alfa facts - the 6-cylinder G1
Stu Schaller

From the beginning, up through 1920, all Alfa had been 4 cylinder cars. In an attempt to break into the luxury car market, Alfa built a car with a 6 cylinder inline motor.

First produced in 1921, the G1 model had a side valve engine of 6330cc, producing the same 70 horsepower as the type 40/60, but with more torque. With a wheelbase of 3.4 meters, only slightly longer than the 40/60, all the G1's were bodied as limousines or touring torpedoes. With a price near double of other Alfas, the G1 was not very successful, only 52 cars having been built in 1921 and 1922. A G2 model was scheduled for production in 1923, but none were ever constructed. Two type G1's did compete in the 1920 Garda cup, with special coachwork, and finished 1st and 2nd in their class.

In spite of the failure of the G1 in the marketplace, Alfa went on to produce other inline 6 cylinder cars; most of them being sporting, rather than luxury vehicles. The last inline 6 made was the type 2600, produced in 1963 through 1967.



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news & views
Stu Schaller

It's election time again. What some members may not understand is that they can still be part of the group which runs the club, without actually being on the board. All you have to do is organize the type of event that you want to see, call a board member or show up at a board meeting, and your event will be placed on the club schedule. The members of the board are more than willing to help make your event a success. It would be nice to have a yearly picnic or dinner, as was the case in the past.

Over the last few months, I've sent copies of Alfacionada to Alfa friends in other countries. I've gotten nothing but positive comments. I'd like to thank Randall Higa for putting the magazine on track, and Gary Patitz for getting it to the place it is now; the best chapter newsletter, and as good as, if not better than the Alfa Owner.

Gary has been kind enough to give me a lot of space over the last year for columns on Alfa's history, the current international racing scene, general Alfa news, and my views about what is going on with the club, at both the national and local levels. Personally, I have much more interest in the cars than in social events, but I know some of you out there aren't all that interested in racing or in Alfa's history. I'd gladly give up some of the space allocated to me to others, especially those willing to write technical articles. It would be nice if we could make the newsletter a little more diverse than it currently is.

Just recently I've found out some information on Fiat US that I was unaware of, and part of the reason they really do not need to sell cars here; they own a US pharmaceutical firm, and another company that makes most of the cylinder heads for Chrysler, and others!

In the last few weeks, a very important Alfa surfaced in northern California, the first production Giulietta spider, S/N 1495.00016. Unfortunately, the original 1300cc motor and column shift had been replaced by a 1600 with a 5-speed. The car, needing total restoration, was offered at \$4,500, and sold very quickly. I guess people are still willing to pay inflated prices for important cars. Average cars are still being sold at 1/3 to 1/2 what market prices were in 1990.

Speaking of Giuliettas, the books say that all the cars made before 1957 had column shifts. I have just found out that all the cars imported by Hoffman had floor shifts, including the few cars he sold before he became the official US Alfa importer, on 10/10/56. A very small number (certainly no more than 50) of column shift cars might have been imported by other dealers and private individuals before that date.

In the September issue of Classic and Sportscar there is an excellent article on the 2600 series Alfas, and a tribute to Fangio. The October issue has an article on a pre-war 8c. The October issue of Thoroughbred & Classic Cars has an article on Alfa spiders, starting with the Duetto, and ending with 1993 2 liter. The September issue of Road and Track has an article on my favorite Alfa of all time, the Bimotore Grand Prix car, by Phil Hill.

New Alfa books include Essential Alfa Romeo: Giulia & Giulietta Sprints & Spiders, by Hodges; Alfa Romeo Spider (covering the 1600 Duetto to the present), by Sparrow & Kessel, and a book on called Italian GT Cars, by Derosa. There also have been quite a few Alfa miniatures released recently, including very expensive hand-made 1/43rd scale models of the Alfa team-Scuderia Ferrari trucks from 1929 and 30, and a 1/43rd scale kit of the Pininfarina bodied 6c3500 Disco, Superflow I. Other recent models include a series of 1/43rd die-casts of the Giulia Super and GTA in various configurations.

thank you

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from the editor

G. Patitz

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letters to the editor

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

Alfa Romeo Books (1960 - 1995)

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1	1750 + 1930 = Una Vettura, Un'Epoca			Edizioni Alfa Romeo		H	60.00
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4	Alfa Romeo (Ballantine)	71	Hull, P.	Ballantine Books	Ballantine #2	S	20.00
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11	Alfa Romeo 1977-1989			Road & Track	Road & Track compilation	S	14.95
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13	Alfa Romeo 2500			Car Graphic/Nigensha	Car Graphic Library No. 28	S	
14	Alfa Romeo 6C2500	94		Chilton	Sebring	H	119.00
15	Alfa Romeo 6C2500 2nd Series Catalog	40S				H	
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26	Alfa Romeo Corse 1913 - 1981	81	Tacchini Giorgio - Editor		Set of b & w prints w/ cvr/intro	S	75.00
27	Alfa Romeo Down Under, Part I - The Early Years	93	Wright, David	Marque Publishing		H	25.00
28	Alfa Romeo Down Under, Part II - From Sud to 164	93	Wright, David	Marque Publishing		H	25.00
29	Alfa Romeo Duetto		Madaro, G.			S	30.00
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31	Alfa Romeo Giulietta Spider, La Collection "Classic,"		Alfieri, Bruno			S	
32	Alfa Romeo Giulia & Giulietta 1954-1978					H	24.95
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148	Style Auto, No. 5, Alfa Romeo Giulia GT Bertone	64		Style Auto Editrice		S	14.95
149	Style Auto, No. 7, Alfa Romeo Giulietta Sprint Speciale					S	20.00
150	Style Auto, No. 9, Alfa Romeo Giulia Sport Pininfarina/Giulia Berlina					S	20.00
151	T. E. Warth's Alfa Romeo Book List		Compiled by Mae, D.			S	13.95
152	The Alfa Annual, Vol. I	93		Artcomp, Inc.		S	12.00
153	The Alfa Annual, Vol. II	94		Artcomp, Inc.		S	12.00
154	The Alfa Romeo Tradition		Borgeson, G.			H	69.95
155	Viva Alfa Romeo	76	Owen, D.	Haynes		H	50.00
156	Zagato Alfa Romeos ES30 Zagato	80		Grafica Milanese		S	30.00

A few additional words on Alfa Romeo books -

The above list is by no means a complete listing of all books published on or relating to Alfa Romeo. It is nearly a running inventory of those works I have seen on the subject in last of three decades. A comparative work on the subject would be T.E. Warth's work, "The Alfa Book List," published in the late 1970's and has not been revised (and is now long out of print). Estimated market prices are a compilation of those observed in various domestic and foreign publication as well as additional input from Phil Lampman of Shelby's Dad.

international competition

Stu Schaller

When we last left the Group 2 British Touring Car Championship Alfa was in 7th place, ahead of Peugeot and Honda. The best Tarquini could come up with over the last 6 rounds was a 4th and a 5th, and Warwick had an 8th and two 9ths. With two races to go, Vauxhall had a 7 point lead over Renault, but with Renault winning the last two rounds, they wound up with both the team and manufacturers championships; both by very narrow margins. With the Honda team improving greatly during the last half of the season, Alfa wound up in next-to-last place, 5 points ahead of Peugeot.

In the other Group 2 series in which Alfa competes, Audi and BMW lead in Italy, with Alfa third. In Spain the season is only half over, but Alfa leads Nissan and Opel by a fair margin. In France, BMW and Opel lead. Strangely, Gache's "privateer" Alfa, which was in 3rd place, was withdrawn from the series with only a few races left. On October 15th, Alfa will have a chance to redeem themselves at the Touring Car World Championship, at Paul Ricard, France.

The German Group One series has now been divided into two separate series; one for the races in Germany, called the DTM, and one for the races in other countries, called the ITC. With 2 races left, Schneider's Mercades has already captured the drivers points title in the DTM series, and Mercades, the team championship.

In the ITC Schneider also leads the drivers race; other ercades drivers are in 2nd and 3rd, and Larini's Martini "factory" Alfa in 4th. Mercades leads Alfa by a fair margin, but if all the Alfas do extremely well in the remaining two races, they can still win the team crown.

It looks like there will be a North American Touring Car series in 1996, run to similar rules as the British series, but Alfa will not compete. The rules state the car raced must be sold in the US.



local competition

Randall Higa

September 16 & 17, 1995
LAS VEGAS TIME TRIALS AND RACE

"NHRA SEPT 16 -- WELCOME ALFA ROMEO"

Alas, the Alfa Romeo Club again gets second billing on the Las Vegas Speedway Park marquee. Apparently, the automotive emphasis in Las Vegas is one dimensional speed and not cornering ability. Oh well, at least they spelled "Alfa" correctly...

Much to everyone's relief and general surprise, the temperature remained below the melting point of brain tissue and even stayed below the 100 degree mark on Sunday. This was the Alfa Club's second excursion to Las Vegas with the new and improved track layout. Stay tuned for 1996 when Las Vegas promises a total of 20 motorsports venues including three road race courses, three skid pads, and perhaps most importantly, a 3/4 mile stadium truck racing course (Did you hear that Paul Ellis?)

Racing was never this tense in Alfa Club history as it was on Sunday's feature. Although there were only six cars on the starting grid, nearly all cars were in one of two close battles. Battling at the back of the pack was Glenn Bjorkman and Steve Hamilton in MR2s, and Brad Gray in his red GTV. Glenn lead the trio lap after lap and managed to keep his MR2 wide enough to keep both Steve and Brad at bay. However, the real hot contest was between Steve and Brad. Steve stuck to tail of Brad's GTV like super glue and even managed to pull beside him on the long back straight. Brad remained successful in fending the attacks but finally succumbed on the final lap between turn 2 and 3 when Steve snuck by to finish behind Glenn. Even though the only Alfa in the race finished last, it was a terrifically fought battle of heroic proportions.

Elsewhere on the track, there was another horrendously fought battle for second and third place. It was between Bonnie LeLesch in her ever-present and very quick (and very yellow) 240Z and first time race participant Paul Porteous in his hot rod BMW M3. With a killer M5 engine stuffed under the hood of his BMW, Paul had been experiencing overheating problems. He would be able to scream around on one lap, overheat the engine, run a slower "cool-down" lap, and then run another hot lap only to follow it with a slower lap. Since Paul did not run the practice race on Saturday, he was gridded last for Sunday's feature race. After a few laps, he got past the MR2/MR2/GTV battle and began chasing after Bonnie. Would he be able to, gulp, pass Bonnie in his first Alfa Club race? How hard would Bonnie fight to retain the lead, knowing that she had to drive her car home? In a few breathtaking moments, Paul did manage to pass Bonnie, but only to be passed back again. Then, with a few laps to go, Paul again passed Bonnie and held the second place spot to the checkered flag.

Up front, Paul Ellis ran uncontested in the venerable Dunestang to win the race. Whew! Congratulations to all of those in the race group for a terrifically heart-stopping race. Mis-fortune had come to Mike LeLesch earlier in the day when the rear stub axle broke on his Elan. Luckily for Mike, the body damage was minor. Tor McPartland and his blindingly fast Giulia Spider was also a DNS in Sunday's race as well as Chuck Dedman.

In time trials, Rube Erickson ran uncontested in Class B with a 1:38.39 since Kit Simmon's ride in Tor's Spider didn't materialize. In the highly competitive Class C, Alex Brown was victorious with a scorching 1:31.17, ahead of Brad Gray's 1:32.60, following a successful but frantic repair of one of his high pressure fuel injection lines. Alas, in Class D, there was the running of the 164s with Alan Ward piloting Phyllis Gaylard's 164 Quadrifoglio clocking a 1:37:37 to shame yours truly's time of 1:37.81 in the non-polka-dotted GTV. Paul ("is it going to rain?") Blankenship's absence in Class D was acutely noticed (Where Have All the Alfettas Gone? Long Time Passing....) However, he must be congratulated since his legitimate excuse was that he busy getting hitched and honeymooning in Cambia. 'Bout time, eh Mary?

In the non-Alfa class, John Dambo clinched Class M with 1:36.21 in a Formula Vee. Doug Ota in a BMW M3 not only won class N but also got TTOD (Top Time of the Day) with a blazing 1:30.54 (Hmmm....maybe he didn't follow my lines after all!) well ahead of George Kranen in the mighty Thunderbird and Steven Bullum in the Syclone pick-up truck. Kathy Hamilton ran alone in Class P with a 1:35:41 in the silver bullet MR2 and kept honor in the family by staying on the track (husband Steve was seen off-roading at least on one occasion). Class Q was overwhelmed by Lorien Kranen who cruised the family Honda CRX Si to victory with a 1:37.28.

On Saturday night, in effort to showcase the utter versatility of the incredible multipurpose Dunestang, Steve Paul did the "quarter mile straight line thing" at the adjoining venue. Not only did the tech inspectors require Steve to remove the front slicks, but they also make him install the rear fenders! It wasn't clear if the tech inspectors had more of a concern with safety or with aesthetics. In any case, Steve posted a respectable 13.35 ET at 97 mph but unfortunately got eliminated in the first round.

Tracy Culp easily won the best "oopsie" of the weekend when he was giving track rides in his XJ6 to some of the novice drivers. After coming off of Turn 1 for the first time, he realized, much to his horror that the track had been reconfigured since he had last driven it! The straight after Turn 1 had been made much shorter such that Turn 2 came up much quicker than on the old track. Tracy realized this not-so-subtle difference when one of the passengers gasped and blurted to Tracy that he was about to miss Turn 2 if he didn't quickly scrub some speed. Luckily, no harm was done and everyone lived to tell (and eventually laugh) about it.

The Saturday night dinner lived up to its usual high standards with the Director of Dinner, George Kranen delivering a very fine barbecue.

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AROSC Time Trials Results

Las Vegas Speedway - September 16 & 17, 1995

Lastname	Firstname	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
CLASS B							
Erickson	Rube	Spider, Alfa Romeo	1:38.80	1:38.39	1:39.63	1:40.05	1:40.20
Simmons/(MCPARTLAND)	Kit	Giulietta, Alfa Romeo					
CLASS C							
Brown/(BROWN)	ALEX	GTV, Alfa Romeo	1:33.02	1:31.17	1:33.00	1:31.88	
Gray	Bradley	GTV, Alfa Romeo	1:33.44	1:33.05	1:33.09	1:32.60	1:33.25
Lozano	Armondo	GTV, Alfa Romeo	1:40.75	1:41.05	1:40.49	1:42.47	1:42.73
Rinaldi/(BROWN)	Pat	GTV, Alfa Romeo	1:42.11	1:42.45	1:41.96	1:41.71	
Thompson	Richard	GTV-6, Alfa Romeo					
CLASS D							
Ward/(GAYLARD)	Alan	164 Quad, Alfa Romeo	1:38.54	1:37.80	1:37.50	1:37.37	1:37.54
Higa	Randall	GTV, Alfa Romeo	1:40.14	1:38.46	1:38.49	1:37.94	1:37.81
Cote/(Thieriot)	John	164, Alfa Romeo	1:40.65	1:40.62	1:40.48	1:40.05	1:39.70
Gaylard/(GAYLARD)	Phyllis	164 Quad, Alfa Romeo	1:44.27	1:44.19	1:43.99	1:44.52	1:44.34
THIERIOT/(THIERIOT)	CHARLIE	164, Alfa Romeo	1:46.17	1:46.55	1:45.13	1:44.95	1:44.30
Gannaway	Jon	GTV, Alfa Romeo	1:59.69	1:59.93	1:57.16	1:57.13	1:56.16
CLASS M							
Dambo	John	Formula Vee	1:36.32	1:37.39	1:41.60	1:39.50	1:38.47
Lau	Fred	3000 GT VR4, Misubishi	1:37.41	1:37.03	1:36.61	1:36.61	1:38.21
Trejo	Arthur	308 GTSi QV, Ferrari					
CLASS N							
Ota	Doug	M3, BMW	1:32.01	1:31.50	1:30.54	1:31.34	1:32.12
Kranen	George	Thunderbird, Ford	1:35.27	1:35.55	1:34.93	1:34.60	1:32.87
Bullum	Steven	Syclone Pic, GMC	1:37.22		1:36.22	1:35.08	1:35.43
Galbreath	Rick	RX-7, Mazda	1:36.72	1:36.09	1:36.34	1:36.40	1:35.83
Porteous	Paul	M3, BMW					
CLASS P							
Hamilton	Cathy	MR2, Toyota	1:35.94	1:36.62	1:35.76	1:35.64	1:35.41
Tsui	Ray	190E 16V, Mercedes					
CLASS Q							
Kranen	Lorien	CRX-Si, Honda	1:39.82	1:37.85	1:38.13	1:37.28	1:37.34
Kubiniec	Tom	RX7, Mazda	1:38.93	1:38.98	1:39.10	1:39.55	1:39.23
Hamilton	Fred	Regal, Buick	1:55.76	1:54.57	1:53.21	1:53.40	1:53.81
RACE CLASS M							
Ellis	Paul	Dunestang	1st.	1st. OA			
RACE CLASS N							
Porteous	Paul	BMW M3	1st.	2nd. OA			
LeLesch	Bonnie	Datsun 240Z	2nd.	3rd. OA			
Gray (Class O)	Brad	Alfa GTV	3rd.	6th. OA			
RACE CLASS P							
Bjorkman	Glenn	Toyota MR2	1st.	4th. OA			
Hamilton	Steve	Toyota MR2	2nd.	5th. OA			
Dedman	Chuck	Jensen Healy	DNS				
LeLesch	Mike	Lotus Elan	DNS				
McPartland	Tor	Alfa Spider	DNS				

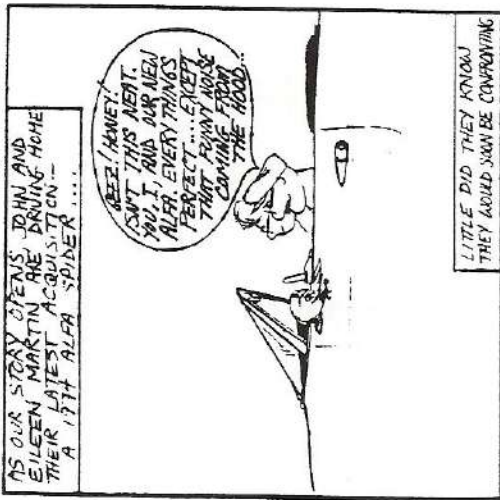


Charlie Theriot pilots the pace car in Saturday's race.

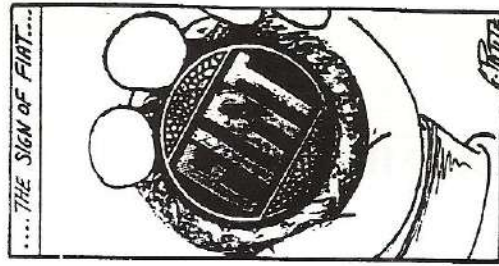
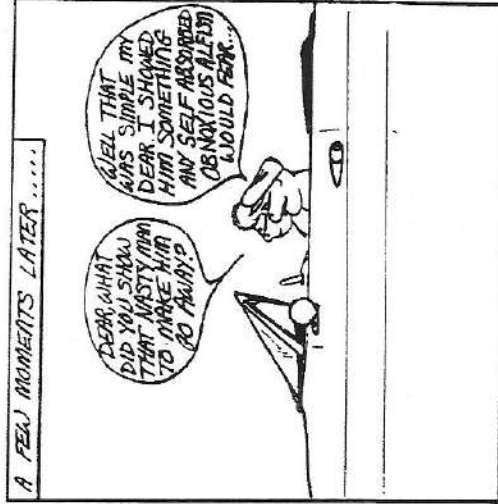
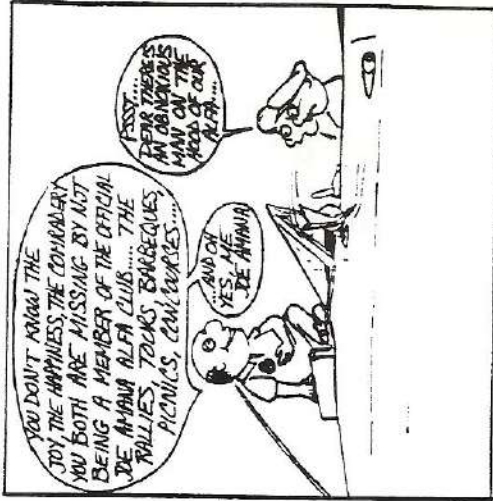


Left to right - Brad Gray, Glen Bjorkman, Kathy and Steve Hamilton

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