

THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS CLUB OF SOUTHERN CALIFORNIA

Monday, April 1st, 1996

The Detroit Press

Alfa Romeo Found to be True Enigma Italian Car Manufacturer Never Was in North America

Findings released from a recent investigation by the Federal Trade Commission have revealed the Italian car manufacturer, Alfa Romeo, who sold some 150,000 automobiles during their presence in North America (1957 - 1995), never really existed but was a practical joke instigated by top level executives at the Italian auto giant FIAT.

For some 38 years, investigators discovered, FIAT sold its own cars in the United States with the Alfa Romeo badge affixed atop the FIAT logo trading on the original marque's racing heritage (the original company was absorbed into the Italian government in 1947). The ploy worked so well, in the late seventies FIAT entered a joint venture with German auto maker Volkswagen AG in which Volkswagen cars were shipped to Turin, Italy, where Alfa Romeo badges and logos were attached and the cars subsequently shipped to North American distributor ARDONA.

The cars were marketed as the Alfetta series from 1975 - 1981.

The strategy was so successful, FIAT tried it again in 1989 with new partners SAAB, Lancia (another fictitious namebrand created by FIAT - see Business Section B2, "Lancia Found to be True Enigma") and AUDI (a division of Volkswagon AG). The resulting product, the Alfa Romeo 164 sedan, was sold in the United from 1990 through 1995. Sales were disappointing, however, when early purchasers discovered AUDI and SAAB stamps and logos under the Alfa Romeo badges. Word spread throughout the enthusiast network the 164 was not a "real Alfa Romeo" and the cars remained largely unsold on dealer lots. It's marketing ploy now fully exposed, FIAT had no choice but to withdraw from the North American market. Remaining stocks of 164s were either sold to the public at reduced prices or wholesaled to Chrysler who affixed their own logo and sold the cars as Chrysler LeBarons.

The Federal Trade Commission is currently reviewing its findings before rendering a decision on the disposition of the case. As to the fate of the real Alfa Romeo - the Italian government, in 1949, sold the marque to a family in Milano who have been quietly manufacturing automobiles in limited quantities out of their home in a small garage in the back.

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

the inside cover

general information

The **ALFACIONADA** is the monthly publication of the Alfa Romeo Owners Club of Southern California, a regional chapter of the Alfa Romeo Owners Club, Inc., a non-profit organization of Alfa Romeo enthusiasts. Publication is monthly and included as part of the membership fee paid to AROSC, Inc. General meetings are held on the last Friday of every month at 7:30 PM, in Los Angeles at a secret location we do not even know. General inquiries should be sent to AROSC, P. O. Box 3621, Granada Hills, CA 91394. Membership information can be found on page

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general meeting location

This Month's Mystery Meeting Status
General Meeting location has yet to be determined due to scheduling conflicts at the Clark Community Center in La Crescenta. Postcards will be sent to members prior to the meeting date with the new location, time, and speaker.



newsletter information

Correspondence regarding the **ALFACIONADA** should be sent to AROSC, P. O. Box 3621, Granada Hills, CA 91394.

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

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

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

the disclaimer

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

upcoming events

Swap Meet, Sunday, May 26th

You may have heard, AROSC is planning an inter-club swap meet, car show, multi-media extravaganza. Sorry, the hype got to me, and the multi-media part may be somewhat exaggerated. What we do expect is some participation from the other local AROC chapters. That includes Orange County, San Diego, and Santa Barbara. The only hitch is finding a location that is going to be acceptable to all concerned parties. That, we continue to work on, but the date is still confirmed, Sunday, the 26th of May. Yes, that is Memorial day weekend, but at least you get Monday to recuperate.....and a chance to get away from the family.....

Time Trails, Button Willow, Sat/Sun, April 6 - 7

Call Charlie Thieriot at 310-476-8812 for details

AROSC General Meeting, Friday, April 26

Your guess is as good as mine. Post cards will be mailed once a new location has been determined. Call Jay Negrin for the latest fast breaking news at 818-894-3549

AROSC Naked Scrabble, Saturday, April 27th

Details in coming issue.

AROSC Wild Flowers Tour, Sun, April 27th

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arosc galleria

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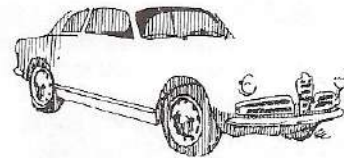
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See Jay Negrin at the General Meetings or call 818-894-3549

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Jay Negrin

Before I get into it this month, I should mention that this may be on of, if not the only thing in this newsletter that hasn't been tainted by April Foolishness. Beware, but enjoy.

I've got a couple of things to talk about this month. The first item is the Woodley Park car show, which is not going to happen. If it was to happen at all, we needed quick, decisive action, and an announcement to all members in the club as to where and when such an activity was to be held. Nothing could be put together in time, especially by the person who came up with the idea, and was designated to lead the event. Without follow-up action, even the best of ideas can fail to be converted into a successful club event.

I am not saying this here to embarrass the individual, but rather to point out that for events to be successful, we need real, live, honest-to-god involvement (that word again) and commitment (Oh no, another one of "those" words). If you say you are going to do something for and with the club, there are other members expecting you to complete what you started. Just saying that you will do something, means that wheels and gears are set into motion. If all things mesh well, then the final result will be an activity that we all can enjoy. And, those who are there to enjoy the fruits of that labor have my permission to say "I told you so" to those who do not attend.

At the January meeting, I handed out a questionnaire. This was the first offering to you, the membership of a new voice in determining the direction of this club. There are several catches to using this new voice. You have to participate by coming to a meeting. You have to fill out the questionnaire. You must return it to me. You may see this as another way that I'm trying to get more people to attend monthly meetings. Well, you are right, again. The more people who attend, especially those in the "silent majority", the better an idea that I, and others on the board, will have as to the attitude of the membership, and what things are important to you. This is also a pretty quick way of getting your voice heard, as I will see the "returns" the following weekend. This is not to say that you should stop writing to the editor of the newsletter, or stop using the telephone. These avenues of communication are important as well.

At this juncture I should also mention that I have received several phone calls from members, regarding what I have said and what I have written. Thank you for the response, and I encourage others to follow suit. I have message machine that is lonely, and a tape that is empty. Do your part.

To change tracks again, let me say a few words about cooperation on a club level. It seems odd that we have

several AROC chapters within a relatively limited distance. Conversation with members of those other chapters indicate that their members are actually members of the same, human race.* They are no different from us, nor we from them. I know this may astound some of you out there, to hear that there are other chapters whose only "crime" is that their members may have different interests than ours. If this makes them "wrong" to us, then we are equally "wrong" in their eyes. THAT is a bad situation. We have to accept that there are others in this world who are different than ourselves, perhaps, especially if they are different. What we have in common, the ownership, care and loving of a special marque of automobile, should overcome any of those small differences. And if trying to get all of those local chapters together for a swap meet means changing the location of the meet to one suitable to ALL chapters, then so be it. We all have to compromise a little to make things work out. That is the nature of life itself, so there should be no surprise that we, the local Alfa Romeo clubs, have to practice a little of it ourselves.

To top everything off, I am now going to "advertise" a non-club event, one that does not conflict with an event of our own. This is something that doesn't even have to do with cars (gasp!). Several of you out there know that I, in addition to Italian car ownership, have dabbled in the art of Italian motorcycle ownership. And yes, the Ducati is doing just fine. In April, the Garage Company is sponsoring the second Moto-Classica. This is a multiple day affair which highlights vintage racing motorcycles. They also race newer Battle of the Twins, Sound of Singles, and BEARS (talk to me about that one). There is also a swap meet, arts and crafts fair and vintage motorcycle show. All this for one low admission price. It will be held April 12-14 at Willow Springs Raceway, in suburban Rosamond.

* *Editor's Note - Scientific studies have been inconclusive in this area. Although there has been shown several areas of similarities among Alfa groups within the North American continent, there have been also several notable differences. Walking upright, utilizing eating utensils and tuning Solex carburetors has been proven to be a fairly recent phenomena among eastern and midwestern certain chapters. While others have proven adapt at more advanced skills such as speech and tuning Spica fuel injection systems.....*

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passing thoughts

Pat Braden

I thought it would be most appropriate for our annual April Fool's issue to review a book on BMW. Actually, this is one of those columns I'm almost compelled to write: it needs saying, but it's also one of the things they'd never print in our national magazine.

Several forces are at work here. The first is the fact that I have a BMW Bavaria which I use as a daily driver. It's actually the second BMW I've owned, the first being a 1938 Rennsport which I sold when I took my family to Italy in 1966. The second reason is that my publisher has asked me what book I plan to write next. He sends me books which might stir an enthusiasm to do "something like -- but better." The latest incentive was a copy of the BMW Enthusiast's Companion. This is a collection of articles taken from the Roundel, the official publication of the BMW car club.

If ever there should be sister organizations, the Alfa and BMW clubs are it. Both have chased the sport sedan market: while Alfa invented it with the 1900TI, BMW has won it hands down with superior marketing, not engineering. The fact that our BOD is satisfied with a membership of about 3500, while the BMW club totals 33,000 and has a paid, full-time editor is a measure of the relative success of the two organizations.

The BMW book demonstrates just how much information a club can provide to its membership. A lot of automotive information is generic, and applies to all marques equally. Actually, this fact is the bane of my existence as a training course designer for Hyundai. There are a lot of very experienced free-lance writers out there who can turn out a video on, say, EFI or ABS in a week or so of effort. What I get from them is a plain-vanilla version of the system, much like the Motronic system description I recently finished in the Owner. What is really wanted is model-specific information, but this is largely the domain of the company engineer or compulsive enthusiast. Most of the BMW book is generic information which could be lifted whole and plunked into our own Owner with no difficulty. The remainder of the book is what BMW ownership is all about: the nuts-and-bolts nitty gritty which applies only to the marque.

There have been several attempts to codify marque-specific information for Alfa owners. My Giulia book and the Alfa Bible are such attempts, as is the Karamalitis book on Performance Tuning. Fred di Matteo and John Hertzman have set about to do exactly the same thing as the BMW book with their compendia on SPICA and Bosch fuel systems, relying wholly on the contents of the Owner. What Fred and John have found, however, is that the Owner has always been weak on specific technical material. That realization spurred Fred's successful campaign to increase the technical content of the Owner. In preparing for the Giulia book, and again for the Bible, I

reviewed all the Owners (I have a complete set) for bits of Alfa-specific information which would be valuable.

My search confirmed that, with few exceptions, the technical content of the Owner is minimal. The most focused discussion in the history of the Owner was prompted by Joe Benson's articles on SPICA fuel injection, and provided Fred and John with a fairly easy first-volume in their Alfa Technical Series. With the notable exception of Joe's series, most of the technical content in the Owner, as in the Roundel, is generic, applying to Chevrolets as well as Alfas or BMWs. That is, however, not necessarily a serious criticism, because much of the technology of one marque applies equally to all other marques.

If the first volume of the Alfa Technical series came easily, thanks to Joe, the second was a much tougher challenge. The "Bosch" follow-on volume is only partially Bosch, being filled out with miscellaneous electrical tidbits. I suspect that the third volume in the series will be called "Everything Else," and be slender, indeed.

The "experts" are least qualified to estimate what the tyro wants -- or needs -- to know. In point of fact, most of the questions posted on the Alfa Digest on the internet are about tires and suspension, not SPICA or Bosch fuel delivery. There are many maddeningly simplistic questions like: "I have \$500 to spend: how can I make my Alfa beat a Corvette from a stoplight?" Or: "I saw this used Alfa on a car lot and there's some oil dripping on the ground. Should I buy the car?" To paraphrase an actual post on the digest: "I just converted my Alfa from SPICA to Webers. There sure are a lot of screws on those things: what do they all do?"

To be truly helpful, one of Fred's Alfa volumes should be titled "Idiot Questions." It would, I can assure you, be both the most valuable and most read.

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My observation that the BMW book contains a lot of generic information, as well as answers to more than a few "idiot questions," is one of the strengths of the book. If you own a BMW, then you just about have to have this book. It's really good owner stuff, a lot of it specific to BMW and all of it helpful. The generic stuff is equally helpful to owners of Alfa Romeos -- or the Corvettes they want to beat.

My publisher, of course, was interested in whether or not the Alfa club would support a similar work. That, I propose, would be the first entry in the forthcoming "Idiot Question" volume. In the first place, as already noted, there isn't enough real technical information in all the Owners to fill even a slender book.

In the second place, such a work flies in the face of our BOD's view of the club. The internet question has illuminated this point. A web page was initially proposed for the club which would have included most of the important articles from previous Owners. That idea was quickly rejected as being contrary to club interests. The logic was that if you "gave away" all the information inside the club, then you diluted the reasons for joining. As a result, the club web site will be only a "teaser" to get people to join the club. That decision will assure the failure of the internet site. The internet is where you get answers, not teasers.

The fatal flaw in the BOD's reasoning is that the AROC is far from being the exclusive repository of Alfa information. In fact, there is no technical information available through the club which is not easily available elsewhere. The material that our BOD wants to hoard trades freely on the Alfa Digest, which has, in the last several months, become the best single source of Alfa information.

This is a condition I foresaw over a year ago, when I and several other club members proposed a preemptive Alfa Club site on the internet. I made this point at the Atlanta convention: unless we act quickly, other sources of Alfa focus will form on the internet to dilute the desirability of the AROC. Our BOD has contemplated this idea in the most superficial way: it has simply delayed by offering the idea to first the Board members, who hardly responded, then to the Chapters, which have not responded at all. The question, no doubt, will be debated at our Phoenix convention, by which time it will be pointless.

The net result (a little pun, there) is that there is a universe of Alfa activity on the internet, but none of it identified with the AROC. The best discussions are on the Alfa Digest, and the best WWW site is located in Australia, with the close runner-up a much broader site in Hungary. Mike Hemsley occasionally posts a plea to join the club on the Alfa Digest, but there really isn't any reason to do so if you can get almost instantaneous conversation with other Alfa owners for the price of a local phone call.

Pat Buchanan talks longingly of Regan's "Fortress America." Our BOD has taken the position of "Fortress Alfa Club." The Fortress idea presumes some

uniqueness: you can't get what we have anywhere else. For America: "We make the best things in the world and have the highest standard of living and you can't get in unless we want you." For AROC: "We know the most about your Alfa and can help you keep it running but you can't get in unless you pay \$45." Both presumptions are based on a bloated and self-serving perception of exclusivity. And, neither is true.

The BOD position is not to give away Alfa information, but rather to charge the price of admission to the club before making it available. This is a totally feckless position, since there's nothing the AROC offers which isn't available through other channels. Most of our tech line guys will give information to whomever calls them. Further, if I needed an answer to a technical question about Alfa, the AROC magazine is the last place I would apply. It would take two months for my letter even to be published, then at least another month for a reply. No doubt, dissenting opinions would trickle in over several following months. If I needed something faster than a 3-month turnaround, I could use the AROC hot line, but that might cost a long-distance fee, depending on where I live and the nature of my question. I also have some misgiving that the implicit answer from several tech-liners is "why not bring it into my shop so I can fix it."

Here's how quickly the internet works: several months ago, I posted a note expressing interest in a Lancia coupe. I received a reply in a matter of hours -- and should have bought the car (in retrospect). Recently, I posted a question about emission hose routing on my BMW. A reply was in my mail box the next day.

The problem with a fortress mentality is that walls have two sides, as Sandburg observed. After building one, we're likely to peer over it only to find no one really wants to get in. The AROC is, by inadvertence, in the midst of proving that theory right now.

At any rate, back to the BMW book. The breadth of its coverage makes it valuable to non-BMW owners. Fred and John are trying to do the same for Alfa, but lack the raw material to extract since they depend wholly on the Owner (and chapter newsletter material, which is largely Fred's own work).

If one wanted to do an Alfa version of the BMW book, the real source of information would be the Alfa Digest on the internet, and I've been carefully collecting those responses for as long as it's been in existence, thinking of just such a work on Alfa.

letters to the editor

Letters to the *ALFACIONADA* are encouraged. Send correspondence to: Editor, AROSC, P. O. Box 3621, Granada Hills, CA.

Write to us. We are easily amused.

ALFA NEWS:

ALFA ROMEO LOOKS FURTHER AFIELD

BY JAY NEGRIN

Reports are coming in of yet another automobile company looking to invest in the sub-continent of India. Other companies have stated their intentions as providing basic transportation for those who live in the country of India, where production will take place. This, they say, will increase the level of technical expertise of the workers in India, thus helping to spur the Indian economy, and eventually make it possible for India to become a consumer market of gargantuan proportions.

Alfa Romeo, on the other hand, apparently has been lured by the ability of the current Indian workers to produce excellent "copies" of vehicles from a prior era. "Have you seen the workmanship and detail on the Royal Enfield single cylinder motorcycles?", they have been heard to ask. They continue, "And the diesel motorcycle conversions are actually an innovation, something that could even sell well in our heavily taxed home country." Yes, it seems that Alfa Romeo, with either the blessings of, or at the urging from FIAT management is going to use the existing Indian work force to manufacture items for which they already have the skills.

The plan would seem to be that Alfa Romeo will sell the necessary tooling for Guilettas to the Indian manufacturers. "Just think, that we can clear out at least two warehouses that have been housing all of that ancient equipment," a director was overheard saying into a microphone, accidentally left open. Alfa Romeo would get the exclusive Italian distribution rights for the Indian-made, 1930's copies of Royal Enfield motorcycles. "This", say the management, "should show those effetists at Ducati that aren't the only Italians who know how to sell motorcycles of a sporting nature to a hungry public. We, at Alfa, invented and defined the sporting Italian road machine. We should be able to re-badge these Enfields and sell them to our unsuspecting, er, make that, waiting, customers."

If this plan comes to fruition, how likely is it that the British will follow through? Could these shores once again be flooded with Austin Americas, MGAs, Bug-eyed Sprites, and Triumph Heralds and Spitfires? It seems unlikely, because if things get too far out of hand, the Japanese would step in and have the awakening Indian industrial giant start making obsolete Nissans such as 510s and 240Zs or Toyotas, such as Coronas and Turbo 4WD Celicas. One Japanese industrialist was quoted in an interview as saying, "I think that we can afford to let the Italians do what they do best." It appears then, that as

long as Alfa Romeo/FIAT is the only entrant into this new, and novel idea of retro-marketing and re-manufacturing, the Japanese have nothing to fear.

It has been reported by usually reliable sources that the are divorce and marriage proceedings going on around the Citadel del FIAT that will have dire consequences on an international scale. We only have sketchy details, but it appears that a highly placed member of the Agnelli dynasty, er, um, family will give up his traditional family ties in Italy and divorce himself from his family. But he will not forgoe his undying love to "the company". If the reports are to be believed, he will be moving to the Philippines to marry the former first lady, Imelda Marcos.

There have been rumors circulating for a while that FIAT was looking for toe-hold into the Asian market. If this "arrangement" does, in fact, come about, then FIAT could have exclusive automobile distribution rights through out this largely island, Asian nation. Since Alfa Romeos are so sought after in the Japanese market, it is reasonable to speculate on the manufacturing of cars here as well. It could also provide a base for inexpensively manufacturing small cars with which FIAT hopes to compete with the Japanese and Koreans automobiles.



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ALFA NEWS:

PALEONTOLOGY
NEWS OF THE DAY

BY LUIGI FAN TUTTI (COSI'S KID NEPHEW)

At an archeological dig, believed to somewhere in remote Ethiopia, strange relics have been found that are confounding experts today. Due to the dry climate where the artifacts were found very little corrosion or degradation has been noted. Nitrogen/Argon dating has placed the age of these items at thousands, or maybe even millions of years old. The strong, light metallic composition has already led to wild speculation about their origins, as whoever inhabited this area of Africa at that time, certainly had no facilities for producing such finely detailed works.

The archeological experts are saying that however these relics got to this location, they must be idols, representing extreme religious significance. "The high polish and lustre could only have a place in mystical, arcane ceremonies", a theological expert was quoted as saying. A design engineering post-doctoral student speculated that anything with such "fine detail and workmanship would be of significance today, whether it was religious or not". She went on to say that, "Items such as this are so rare and exquisite, that their importance and value could elevate them to religious status, in today's society, perhaps, but in a primitive society, definitely".

During one of the infrequent coffee breaks, several of the Italian students, working here for college credits, were overheard in hushed conversation saying that they didn't see what the big deal was about what had just been unearthed. "Anyone could build a chalice and altar adorned with twin cams and a single down draft carburetor". He said that he would be impressed, "only if we can find a priest's headdress with twin Webers".

Lancia

Alfa Romeo

FIAT

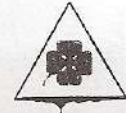
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Another of the students agreed, saying that such items have been built in his home town of Milano for centuries, and that they are meant for every day usage. He did admit that a fair number a people did worship and idolize these gems of manufacture, but they used them anyway. Disgusted with the so-called experts, he then hopped into a clapped out old Giulia, and sped off into the desert.

Alfoonery

"A slightly different way at looking at Italian cars...."

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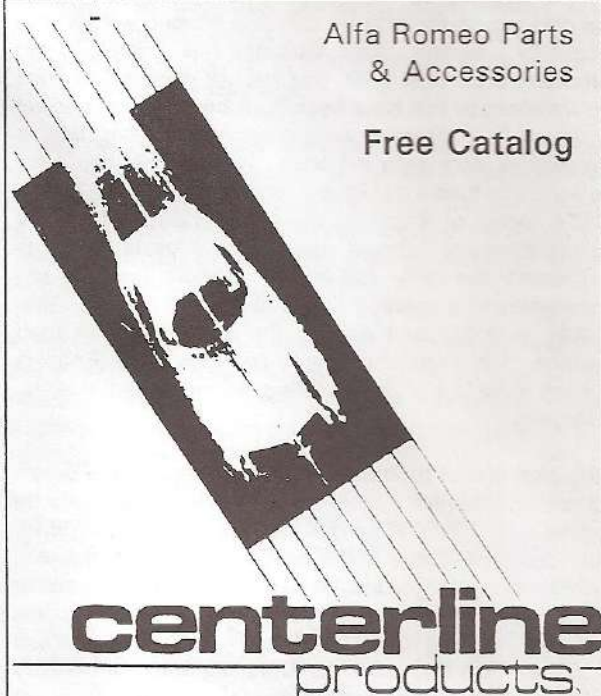
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news & views

Stu Schaller

(Editor's Note - Yes he's back.... after a two month hiatus...the man who strikes fear in the hearts of bureacratc Alfistis everywhere.....Is there no stopping the Stu man from the keyboard of his 1985 IBM XT personal computer.....can Alisti coexist in a world dominated by German and Japanese sportcars.....can the Alfa club solve world hunger.....can most these people get a life and move onto other things.....all this and more.....)

I understand that the EPA and DOT will now allow any car, even if not US certified, come in to the US, if it is over 25 years old. I don't know if California is fighting this. If it is true, it means that we soon can import Alfa Suds and mid-70s Giulia Supers (these were still being made, and available in Europe as late as 1978).

The 166 will be available in Italy soon. The car is the replacement for the 164, and has a restyled nose (swoopier) and a very sharply raked windshield and rear window. The rest of the car looks like a cross between the 164 and the Proteo show car of a few years ago. Motor options will include a twin-turbo 2.5 liter V-6 (rated at 270 HP!) with a six-speed gearbox and 4-wheel drive, a 3 liter normally aspirated V-6 (231 HP), a similar 2.5 liter (193 HP), a 2 liter V-6 turbo (210 HP, Italian market only), a 2 liter twin-spark (152 HP), and a 2.4 liter turbo-diesel (136 HP). All the V-6s are 4 cam versions.

The replacement for the 155 will also be released soon, and will be called the Nuova Giulietta. It has not been decided what motors will be available in this mid-sized car, but it is almost certain the twin-turbo V-6 will not.

A company in England has released a very attractive kit to convert the flat-4 Tipo 33s into a 2-seat sports car. Prices are around \$7,500 for the base kit, and go up to around \$25,000 for a factory built conversion with every option available. With a power-to-weight ratio of 200 HP/ton in the hotter versions, the car should be quite quick.

At the February board meeting, I was asked by Charlie Thieriot to check with a tax attorney to see if the LA chapter is, and has been filing proper returns. I checked with the Secretary of State, and this chapter is not registered as a corporation in the state of California. As such, it is not necessary for this chapter to file any documents.

All chapters are "divisions" of the national club, AROC, which is registered as a non-profit corporation in the state of Illinois. The AROC is supposed to file a federal non-profit return, showing all income, and all expenses, including monies received and spent by the chapters themselves.

All income from all chapters (including income that is received by the chapters themselves) is supposed to show on the federal return, as are all expenses (including those actually paid by the individual chapters). As such, the

AROC's real income is probably closer to \$500,000 than the \$200,000 reported, and their expenses probably are closer to \$450,000 than the \$185,000 reported. As far as I am aware, AROC has never filed a proper return, and as such, could loose it's non-profit status for fraudulent reporting!

The AROC is also supposed to file state non-profit returns in all the states that there are chapters. This is a responsibility of the AROC, and not of the individual chapters, as they are only local "divisions" of a national non-profit corporation!

The national club (AROC) also has legal grounds to come and take all the funds of each and every chapter at any time they wished, as the chapters are not separate legal entities, they are nothing more than divisions of a national non-profit organization. Technically, the monies collected by any chapter belong to the AROC! The AROC could also as each and every chapter to pay back all the expenses they have paid out, as technically, the national board of directors has to approve all expenses!

As you can see, there are a lot of potential problems that can befall this, and every other chapter, along with the potential problem for the AROC itself. I don't know if any of the above contributed to the large tax lien placed on national a few years ago, but it could be part of it.

I **STRONGLY** suggested to the national club that these problems be resolved immediately! Rather than take on the problems, in the their usual fashion, they ignored them.

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international competition

Stu Schaller

First, a minor correction to the results table, published in the December issue. Alfa actually wound up 2nd rather than 3rd in the Italian FIA Group 2 Touring Car series. Eight Alfa drivers were in the top fifteen in points in this series, with the best drivers 3rd and 4th. In the French FIA Group 2 Touring Car series, Gache would up 9th in drivers points, even though his car was withdrawn from the series only 1/3rd through the season. Villamil's Alfa wound up winning the Spanish FIA Group 2 Touring Car series, and Alfa won the teams championship, with 3 drivers in the top 10.

The North American Touring Car series, run to the same rules as the British (and other) FIA Group 2 series, will be a reality for 1996. As of this date, there are 9 rounds on the schedule (18 races). As it stands now, one of the last rounds (2 races) will be held on the same September weekend as the Indy Car race, at Laguna Seca. There are 19 cars entered in the series so far, but at the moment, no Alfas.

It has been decided that anyone who wants to bring a car over that conforms to the FIA Group 2 rules will be allowed to race, so Alfa can run in this series (should they decide to), as can Peugeot, Vauxhall, Opel, Renault, and all the other companies who don't sell cars here. This series would make a great stepping-stone for Alfa (and all the others) to return to the North American market. I'm trying to help Tom Hnatiw, Media & PR Director of the NATCC, to get an Alfa over here. If you would like to see the Alfas come over, send a letter to Paolo Vannini, the President of Fiat North America, at 375 Park Ave, in New York.

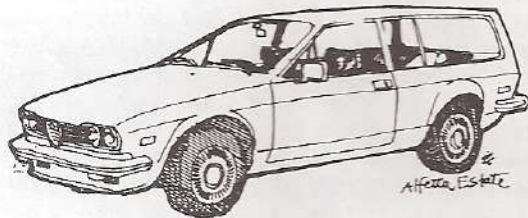
Alfa will not be running as a factory team in any of the European FIA Group 2 series in 1996. They have turned all their Group 2 cars over to Nordauto, who will be running a semi-factory team in the 1996 Italian, German and Spanish series. There will be no Alfas running in the British series. Nordauto's drivers in the Italian series will probably be Tamburini and Giovanardi, but Gordon de Adamich, the son of ex-Ferrari F1 driver Andrea, may also drive for them. There were about 10 cars built last year by Alfa for the various Group 2 series, plus cars built by Prodrive for the British series. Some cars will eventually be sold off or leased to privateers.

Alfa Corse will be running a four car factory team in the International Group 1 Touring Car series (there are no longer separate German and International series; all Group 1 races will be run under full FIA sanction as ITC races). There will also be a new four car semi-factory team called JAS, owned by Paulo Jasson, a Swiss financier, Maurizio Ambrogetti, who runs a racing boat team, and Giorgio Schoen, a fashion magnate.

JAS's Group 1 drivers for 1996 are Gabriele Tarquini, Michael Bartels, Stefano Modena and Jason Watt, the Formula Vauxhall Euroseries champion (these cars are

similar to our Toyota Atlantic cars). Surprisingly, he was the fastest driver in testing at Mugello in November. The 1994 and 1995 Group 1 cars will be made available to any "privateer" teams who might wish to purchase them, such as Schubel, Euroteam, and TV Speifilm.

Alfa's 1996 Group 1 factory team has not been set as yet, except for Fisichella, who recently signed a contract for 1996. It would appear that the leading contenders for the other spots on the factory team would be Larini (the 1993 DTM champion), Danner, and Nissen. Alboreto (who will be driving in the new Indy Racing League), Nannini, Gache, Tamburini, Giudici, Simoni, Alen, Giudici, Couciero, Amthor, and Giovanardi have all driven for Alfa in Group 1 Touring cars, but Alfa may decide to go with new personnel. Ralf Schumacher, the younger brother of '94 and '95 F1 champ Michael, and Derek Hill, son of 1961 F1 champ Phil, have been testing Alfa's 1995 Group 1 Touring cars, as has Morelli and Simpson. One, if not all of them, might wind up driving for Alfa in 1996.



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local competition

Arnold Layne

LOS ANGELES TIME TRIALS AND RACE March 1 - 2, 1996

Because of schedule conflicts, Willow Springs was not available, the competition board decided at the last minute to utilize the streets of Los Angeles.

"Hey Jim-Bob, we's gonna see some big-time racin' in on the streets of LA. Nuthin' but the highest-tech, incredibly trick, outrageously bitchin' sheet metal west of Charlotte and east of the Nurburgring! Holy Spica Fuel Injection, Batman.....oops, sorry, got lil' carried away there....."

Yes, on the weekend of March 1st and 2nd the Alfa Romeo Owners Club of Southern California was sharing the streets of Los Angeles with the weekly Saturday night "drive-bys." I must say that it certainly warms my heart to see these two forms of run-what-ya-brung, grassroots racing events. If you thought this type of competition had died when Sputnik was launched or even when man landed on the moon, you should have been in Los Angeles to witness all the action...

We had a remarkably large turn-out of over 60 entrants. Many new faces and vehicles were in attendance that included everything from a fiercely-toothed Humvee with mounted rocket launcher and Laser death ray to a fully-restored beautiful (and fast!) maroon 1974 GTV driven from San Jose. Drivers outfitted their vehicles with suitable bullet proofing and fire resistant materials for the event. The weather was, uhhh, tolerable; generally below the melting point of red poker chip. It was hoped the city's overextended fire department would have the majority of small business fires out in time for the event. Much to the sheer delight of Paul Blankenship, it did not rain and rival gangs were taking a break from the random shootings.

Back in October, I was mildly disappointed and somewhat annoyed when I heard that the Willow was unavailable and we landed up using a nearby convalescent home. Although I was barely able to lap the old track quicker than a three-toed sloth, I used to have an obscene amount of fun lapping the old track. I have fond memories of drifting around the old turn 3 (or was it turn 4?) howling under full-throttle in third gear while being pursued by a pack of black and whites. Due to the lack of competition, I think I even held the record for Class F; I guess that's one I get to keep on the record books forever...

However, I was not disappointed with our impromptu course. Although the turn at Wilshire and Century (formerly known to God-fearing, seasoned racers as "Rodney's Revenge"), seemed familiar, everything else was new. Alan Ward considered the pedestrian traffic to be like, "driving a slalom." At the end of Saturday, I was sold; the new course was actually more fun than the old track! As a fringe benefit, the street surface was

remarkably sticky (hazardous waste, indigants, trash, etc.); even the hardest, heat-cycled tires seem to stick bubble gum on a hot sidewalk.

As usual, the racing action was exciting. Big Marshall Buck in his Big Bad Black Corvette held even bigger Mike LeLesch in his tiny screaming yellow Lotus Elan at bay to clinch the big win in Sunday's race winning overall and in Class M. At one point in the race, Mike did close the gap to give Marshall's rear view mirror a nice view of the Lotus' yellow snout and a 44 magnum, but the big Corvette again motored away. Mike nonetheless was victorious in Class N.

By far, the most exciting drive of the race was by Bonnie LeLesch in the matching screaming yellow 240Z, who at one point was within spitting distance of hubbie Mike, suitably dressed in a postal uniform. Bonnie and Gary Carmack in another 240Z had a nail-biting see-saw battle trading third place. One of the more breathtaking moments was when Gary was leading Bonnie through the turn at Wilshire and Sepulveda and dropped two wheels onto the sidewalk. Gary was miraculously able to maneuver the car back onto the street but only after letting Bonnie whiz by through his cloud of street vendors. After that incident, Bonnie clung to the lead and claimed third overall and second in Class N after Mike.

Another brilliant drive was exhibited by Brad Gray in his newly-sponsored red GTV by winning Class P and finishing fourth overall. He successfully fended off three, count 'em, three inter city gang members who finished second in Class P.

In time trials, Alan Ward broke the 1-1/2 minute mark to win Class A with a sizzling 1:29:734 in Phyllis Gaylard's maroon GTV. It was Brad Gray's weekend as he finally got ahead of Alex Brown in the hotly contested Class C. Brad Gray turned a winning 1:32.510 taking only three bullet holes with Alex close behind with a 1:33.267 with only two shotgun blasts to his rear right fender. With only Paul Blankenship in Class D and only John Cote in Class E, the trophy was given to John with a very respectable 1:36.574. John also savored his victory as he his AK47 claimed his win over Paul and yours truly who had a DNF (more on that later).

Unfortunately, bad luck plagued a few of the cars, including my poor GTV. While I stopped in a coffee shop, the car was stripped and when I returned was sitting on blocks. Randy Harris' shell of a Duetto also got a ride home on a trailer behind a U-Haul as his car was fir bombed on his second lap. Ouch! Other (known) casualties include John William's Omni GLH that experienced an interior fire resulting from a molotov cocktail, David and Erika Herting's Alfetta Sedan that had bullet holes in the radiator, and Phyllis Gaylard's GTV that had ignition and fuel pump problems. Lucky for Phyllis and Alan Ward, their problem was fixable and the mighty GTV was the fastest Alfa of the weekend.

As ol' Arnold says, "I'll be back." See y'all in Willow Springs next month!!

Los Angeles Time Trials, The Streets of Los Angeles - March 1-2, 1995

Official Time Trial Results



About the Scoring: For those unaware of the intricacies of how scores are calculated, see the following table:

Innocent bystanders = 1 point
 Petty thugs and car jackers = .5 points
 Small rodents and domesticated animals = .25 points
 Armed postal workers = .10 points
 German cars = .025points
 AROSC Board Members = .010

Race Group by Class & Car No.

No.	Name	Color	Car	Group	Class	Initial Lap Time	Weight to HP
7	Gray, Bradley	Red	Alfa Romeo GTV	R	P	1:10	14.7
25	Blankenship, Paul	Red	Alfa Romeo Alfetta GT	R	P	1:13	0.0
88	Buck, Marshall	Black	Chevrolet Corvette	R	M	1:6	11.6
8	Donofrio, James	White	Datsun 240Z	R	N	1:10	10.0
23	Carmack, Gary	White/blue	Datsun 240Z	R	N	1:8	11.3
241	LeLesch, Bonnie	Yellow	Datsun 240Z	R	N	1:9	10.6
242	LeLesch, Mike & Bonnie	Yellow	Lotus Elan	R	N	1:8	10.6
23	Williams, John	Black	Dodge Omni GLH	R	O	1:10	14.7
30	Dedman, Chuck	White	Jensen Healey Roadster	R	O	1:12	14.7
90	lee/(LEE), Joseph	Red	Mazda RX7	R	O	1:15	11.5
5	Dominguez, Athony	Tan	Toyota MR2	R	P	1:13	19.6
19	Hamilton/(HAMILTON), Steve	Beige	Toyota MR2	R	P	1:13	19.6
27	Bjorkman, Glenn	Maroon	Toyota MR2	R	P	1:12	19.6

Finishing Order

88 242 241 23 7 27 19 30 8 5 25

Results by Class

Class B

Position	No.	Driver	Make	Lap #1	Lap #2	Lap #3	Lap #4	Lap#5
1	13	Ward, Alan	GTV 2000	1:29.734	1:30.124	1:31.254	1:31.823	
2	3	Gaylard, Phyllis	GTV 2000	1:38.515	1:37.085	1:38.005	1:37.778	1:39.523
3	49	Regends, Bob	GTV6	1:46.858	1:43.572	1:43.182	1:46.907	1:45.143

Class C

Position	No.	Driver	Make	Lap #1	Lap #2	Lap #3	Lap #4	Lap#5
1	7	Gray, Brad	GTV	1:32.857	1:32.510	1:32.843	1:34.019	
2	50	Brown, Alex	GTV	1:34.118	1:33.267	1:33.288	1:33.570	1:33.462
3	31	McGinnis, Mike	GTV6	1:35.461	1:35.886	1:36.374	1:35.230	1:35.027
4	37	Manchester, Terry	GTV	1:36.397	1:36.356	1:36.258	1:36.367	1:35.929
5	71	Thompson, Richard	GTV6	1:38.747	1:38.706	1:36.516	1:37.665	1:37.840
6	501	Rinaldi, Pat	GTV	1:43.854	1:43.493	1:43.430	1:44.098	1:42.973

Class D

Position	No.	Driver	Make	Lap #1	Lap #2	Lap #3	Lap #4	Lap#5
1	25	Blankenship, Paul	Alfetta GT	1:38.191	1:38.796	1:37.945	1:38.864	1:38.832

Class E

Position	No.	Driver	Make	Lap #1	Lap #2	Lap #3	Lap #4	Lap#5
1	6	Cote, John	Spider	1:37.804	1:38.030	1:37.746	1:36.874	1:36.574



Rare photo where a Porsche has the good taste to regurgitate its owner.



Aspiring Alfa owners making their way to Hollywood and Vine for the first ever Los Angeles Time Trials.

Alfacionada

Position	No.	Driver	Make	Lap #1	Lap #2	Lap #3	Lap #4	Lap#5
Class M								
Position	No.	Driver	Make	Lap #1	Lap #2	Lap #3	Lap #4	Lap#5
1	5	Hayashi, Doug	Zcura NSX	1:29.743	1:29.548	1:29.624	1:29.435	1:29.111
2	14	Quaid, Joel	Ferrari 348 GTS	1:34.738	1:34.797	1:35.271	1:34.692	1:35.082
3	44	Michaelian, Jr., Harry	Challenger	1:37.273	1:37.664	1:36.925	1:36.640	1:35.924

Class N								
Position	No.	Driver	Make	Lap #1	Lap #2	Lap #3	Lap #4	Lap#5
1	11	Currier, David	Corvette	1:29.581	1:29.244	1:29.561	1:28.443	1:28.912
2	45	Wisley, David	Corvette	1:29.992	1:29.787	1:29.576	1:29.286	1:33.293
3	21	Mello, Wayne	Porsche 944T	1:33.511	1:32.268	1:31.007	1:31.308	1:29.900
4	34	Sauter, Robert	Corvette	1:31.539	1:30.775	1:31.619	1:30.598	
5	28	Porteous, Paul	BMW M3	1:32.717	1:32.391	1:32.241	1:33.301	1:33.137
6	82	Trejo, David	Ferrari 308GTS	1:35.890	1:34.627	1:34.048	1:33.067	1:34.966
7	95	Littrell, Jeff	Mazda RX7	1:34.128	1:33.898	1:34.395	1:34.482	1:34.375
8	131	De Anda, Cesar	Porsche 911SC	1:44.509	1:43.098	1:42.859	1:43.769	
9	56	Strombo, Tim	Ferrari ?	1:45.482	1:45.258	1:44.696	1:43.858	1:44.548
10	60	Mello, Eugene	Mustang SVO	1:50.201	1:43.767	1:49.959	1:48.906	1:51.871

Class P								
Position	No.	Driver	Make	Lap #1	Lap #2	Lap #3	Lap #4	Lap#5
1	5	Dominguez, Athony	Toyota MR2	1:34.354	1:33.972	1:34.032	1:33.970	1:33.998
2	61	Hamilton, Cathy	Toyota MR2	1:36.487	1:36.062	1:36.954	1:36.469	1:43.172
3	64	Story, Scott	Hond CRX Si	1:40.271	1:40.566	1:49.464	1:40.980	1:41.103
4	77	Colberg, Alan	Toyota MR2	1:46.435	1:45.298	1:45.031	1:45.042	1:44.271
5	91	Hood, Steven	Nissan 240SX	1:47.095	1:47.119	1:47.758	1:56.824	1:49.228

Fastest Time				
No.	Driver	Make	Class	Time
11	Currier, David	Corvette	O	1:28.443

Least Wounds				
No.	Driver	Make	Class	Time
13	Higa, Randal	Alfa Spider	2 hip wounds	

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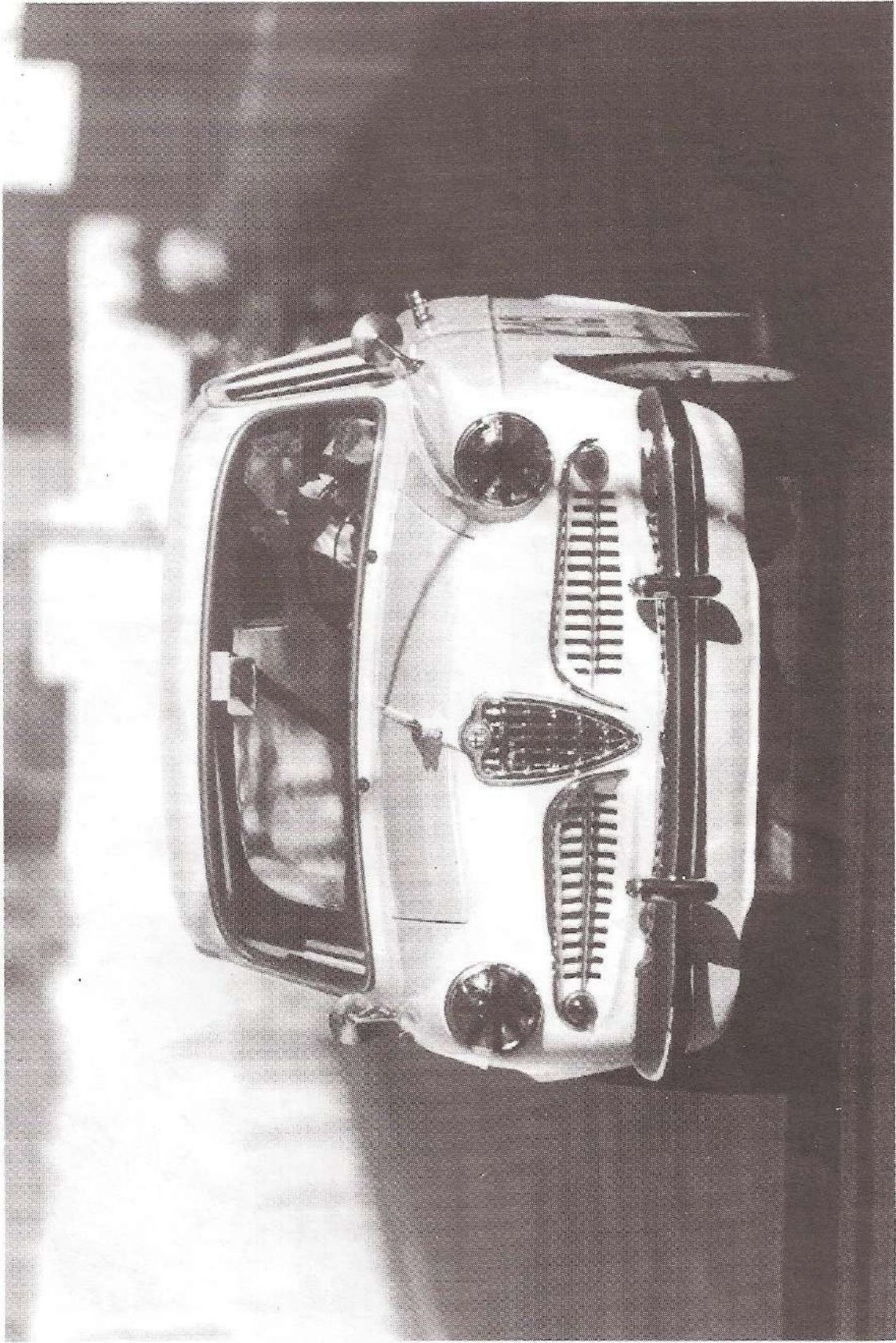
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Nothing strikes fear into those on a race track as the ferocious sounds of a Alfa Romeo Giulietta Berlina. Its savage looks, Italian styling, and revving engine sounds are the personification of what being Alfisti is all about.

more competition news

Randall Higa

New Racing Series!

MINI VAN RACING COMES FIRST TO THE ALFA CLUB

In an exclusive scoop, the Alfacionada received a top secret report from Alfa Romeo Owners of Southern California (AROSC) Time Trial and Race Director John Cote about the announcement of a new racing venture between Indy Racing League (IRL) and AROSC. The new venture has been code-named the Mini Van Racing League (MVRL) and has potential sponsorship from Pampers disposable diapers.

An early press release from Proctor and Gamble, the maker of Pampers stated that, "...our extensive market research has indicated a strong need for more product exposure to former NASCAR viewers who have since started families but are sick of watching Saturday morning cartoons and "This Old House."

An unnamed IRL representative stated, "...this series will address a very large pent-up need to have another racing series that will be able to capture the popularity and excitement of the mini van, the newest family vehicle..." Cote went on to explain, "...the Alfa Club has been known to attract almost every type of vehicle to its racing program including, family sedans, pick-up trucks, spec racers, random farm implements, and even English cars. It seemed very natural to us to get ourselves involved with mini van racing..."

The rules for the series are still being decided but Cote did promise that they will change at least 10 times per season, and in some cases during the middle of the race. At this time, the rules will restrict mini vans to only those that are sold in the United States and Japan. Minimal modifications will be allowed but manufacturers will be encouraged to cheat by using tube frames, fiberglass bodies, large aerodynamic devices, and

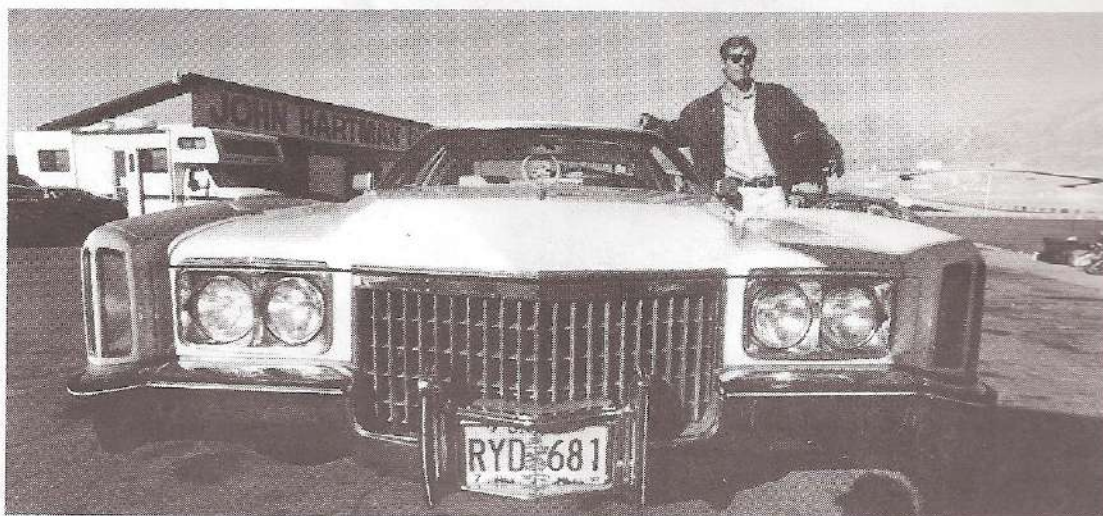
carbon fiber cup holders. However, the only engines that will be allowed by manufacturers are those that are considered to be currently in production. IRL, in a later announcement, noted that any production over 3 engines per year would meet the requirements.

The current rules also require that the driver have at least four other family members in the vehicle during the entire race although they can be switched at pit stops. At least two of the family members must be under the age of 5 years old and at least one must be under two years old. In addition, the mini vans are required to contain a play pen, a baby stroller, a week's worth of groceries, a case of beer, and three extra-value king-size packages of extra absorbent designer-patterned form-fitting Pampers. Since the series has minor sponsorship from McDonalds, the cupholders are required to be carrying two large McDonalds chocolate shakes that must be in full view of the in-van cameras.

Cote noted that several manufacturers have expressed an interest in entering factory-backed mini vans. At press time, the manufactures included Chrysler, Honda, Mazda, and Chevy. The Chrysler attempt was going to be powered by a highly modified Viper V-10 engine putting out a staggering 1,200 horsepower.

Cote also revealed that Fiat was planning to use this series to re-enter the Alfa Romeo nameplate into the United States by entering a new mini-van based upon the Uno platform and whatever other junk was at the bottom of Italian parts bins. Fiat engineers fully-designed and tested a modern-day four-wheel drive "bimotre" (2 motor) driveline with two Ferrari F-1 engines. The van had apparently been seen on the Balocco test track, passing F355 Ferraris at speeds in excess of 300 kph during one it's 24 hour endurance runs.

Alas, to the ultimate disappointment to all Alfisti, at the last minute, Fiat decided to cancel the racing program. Upon further probing, the reason for the cancellation was explained and the bitter truth was revealed: Fiat engineers were completely incapable of designing a cup holder!



This 1977 Cadillac Alfa engine conversion is yet another example of the enthusiasm Alfisti bring to competition events.

calendar

- Apr 1 Santa Monica Sports Car Club Rally call 818-894-3549
- Apr 6-7** **AROSC Time Trials, Button Willow**
- Apr 21 IMSA Sports Car Races, Road Atlanta, GA
- Apr 21 SCCA Trans-Am, Phoenix, AZ
- Apr 26** **AROSC General Meeting**
- Apr 27 Group 1 German Touring Car race, Hockenheim
- Apr 28** **Wildflowers Tour (be sure to wear a flower in your hair....)**
- May ? California Mille, call 415-357-1900
- May 3 Santa Monica Sports Car Club Rally call 818-894-3549
- May 5 FIAT/ABARTH Swap Meet, Reseda
- May 7** **AROSC Board Meeting (...when shear tedium is no longer good enough....)**
- May 9-12 Mille Miglia Retro, Italy, call 415-357-1900
- May 12 Group 1 German Touring Car race, Nurburgring
- May 19** **AROSC Concours (Location TBD)**
- May 26** **AROSC Swap Meet (Location TBD)**
- May 26 Group 1 International Touring Car race, Mugello, Italy
- May 31** **AROSC General Meeting**
- June ?** **AROSC Time Trails, Main Street, Disneyland**
- June 3 Santa Monica Sports Car Club Rally call 818-894-3549
- June 9 Group 1 International Touring Car race, Helsinki, Finland
- June 9 IMSA Sports Car Races, Watkins Glen, NY
- June** **ALFA CALIENTE, the AROC**
- 12-16** **National Convention, Phoenix, AZ.**
- June 26 Group 1 German Touring Car race, Norisring
- June 28** **AROSC General Meeting**
- June 29 SCCA Trans-Am, Cleveland, OH
- July 5 Santa Monica Sports Car Club Rally call 818-894-3549
- July 7 Group 1 International Touring Car race, Donington, England
- July 14 IMSA Sports Car Races, Sears Point, CA
- July 21 Group 1 International Touring Car race, Spa, Belgium
- July 26** **AROSC General Meeting (general speaker will be the Shell Answer Clam)**
- Aug 2 Santa Monica Sports Car Club Rally call 818-894-3549
- Aug 4 SCCA Trans-Am, Trois Rivieres, Canada
- Aug 8 Group 1 German Touring Car race, Diepholtz
- Aug 11 SCCA Trans-Am, Watkins Glen, NY
- Aug 17 SCCA Trans-Am, Road America, WI
- Aug 25 IMSA Sports Car Races, Mosport, Canada
- Sep 6 Santa Monica Sports Car Club Rally call 818-894-3549
- Sep 9 Group 1 International Touring Car race, Rio, Brazil
- Sep 15 Group 1 German Touring Car race, Nurburgring
- Sept 21** **AROSC Time Trials, Charlie Thieriot's backyard**
- Sept 27** **AROSC General Meeting**
- Sept 29 Group 1 International Touring Car race, Magny-Cours, France
- Oct 4 Santa Monica Sports Car Club Rally call 818-894-3549
- Oct** **AROSC Drivers School, Charlie Schwartz's back yard**
- 12-13** **Group 1 German Touring Car race, Hockenheim**
- Oct 13** **AROSC General Meeting**
- Oct 25** **AROSC Concours (Location TBD)**
- Nov 1 Santa Monica Sports Car Club Rally call 818-894-3549
- Nov ?** **AROSC Swap Meet, Location TBA**
- Nov ?** **AROSC Wine Tour (for those who can't still remember last year's.....)**
- Nov 9-10** **AROSC Time Trials, Willow Springs**
- Dec ?** **AROSC Christmas Party**

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CONCOURS

Dan Ritter

Greetings Alfisti ! It's been some time since I've corresponded and it's been some years since I've had the pleasure of assisting the membership with the events that make this chapter one of the most notable, respected and involved in the nation. I'm happy to say that it's my pleasure to host the Concours events for 1996.

In preparation for this season, I've presented an overview of Concours competition at the February meeting and tried to stimulate members to clean their cars up and participate. I emphatically implore those members to

to those who are "really into it". Please note that this is a show for late model and vintage cars. There will be room for Alfas of any year and model and as with most of the cars they will be "drivers" that have been cleaned-up, polished, and waxed to honor the Marque of Alfa Romeo with an enthusiastic showing. Proud owners of 164's, Milano's, Alfetta's as well as pre-war RL's, 2800's, 2500's and any coachworks or factory bodied cars are welcome. The entry fee includes lunch and two tickets to the Vintage Races!

Procedure: Return the entry form with a check payable to AROSC for \$ 15.00 to:

Dan Ritter
936 Monterey Bl.
Hermosa Beach Ca. 90254

Directions: The Concours will be held on the Drag Strip



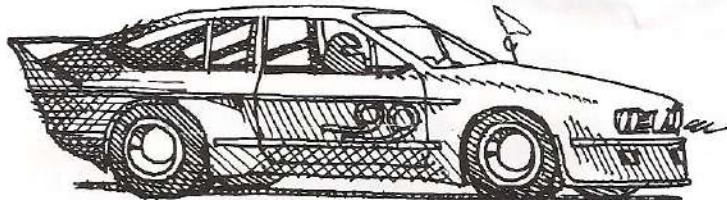
begin their clean-up prep as soon as possible! If you have any questions or suggestions please call me at 310-374-3153. The first event will be May 19th in Pomona and will run in conjunction with VARA and the Ferrari club. What is happening is an orgy of Automobile mania i.e. sensory overload of vintage car racing, and Concours exhibition. The Concours will consist of Ferrari, Maserati, Lamborghini, Lancia, Fiat, and of course, Alfa Romeo. AROSC will stage it's own concours within the larger show that is, we will conduct judging within our own ranks and award ribbons for classes along with the people's choice and best of show awards. This will also count for year-end overall points which may be of interest

adjacent to the Pomona Fairgrounds just off the White Ave. exit from the 10 fwy. Follow the signs that will take you across the race course and onto the exhibition area. Plan to arrive early (8:30) there will be a number of cars to position and if you can we could use some help with parking assignments.

See you there



Alfoonyery



Remember Classifieds are free to our members. \$10 for non-members. Mail your ad to:
AROSC
 P.O.Box 3621
 Granada Hills, CA
 91394

WANT AD 1936 Fusibodied, ex World Championship Alfa Romeo-powered speed boat, originally built to help in Spanish Civil War. Only one known to have been built for Italian Navy. Destroyed in testing at Motodromo Monza, during high-speed maneuvering session. Totally restored. Including documentation on restoration and original history. Private sale through our shop. Contact Benito at Restoration 'R' Us; Our motto: You tell us what you want, and we'll authenticate is for you. Ask us no questions, and we tell you no lies.

WANT AD Found in India, a container of "old" Giuletta Veloce Spiders. Have been pains-takingly restored to "as new" condition. Orders being taken, FOB Seattle, Washington. Cars may be impounded, pending verification of dates of manufacture by importer. Contact Benito at International Restoration and Authentication, Inc.

FREE TO A GOOD HOME 48 year old Alfisti, answers to the name of Max, house broken (I know because he takes the paper in the bathroom with him), clean, does tricks....
 Marge
 818-884-7690

the
back
page

PARTS FOR SALE
 105 GTV RH door , perfect \$80, Exhaust manifolds \$60 per pair
 Giulia Ti complete front grill \$250, Super radio block-off plate \$75, Ti Carello driving lamps \$80, Zet Panhard rod - new in box \$225
 Fred
 714-893-3727

1976 Alfetta Club Race Car & Trailer
 Light weight, roll cage, new race preped engine. Resale Red.
1974 GTV Parts
 New old stock front bumper, wheels and more.
 Jerry Lomas
 213-734-5852

1962 2600 Sprint
 \$5500 OBO
 Stu Schaller
 818-772-1333

Free to a good home
 Alfetta Sedan Shells (two).
 Pat Braden
 714-993-4378

Wanted
 Interior leather door panels for a 1979 Alfetta Sprint Veloce.
 Barry Klein
 818-957-5536 (BUS)
 714-646-1096(HOME)

Old 2000 Series Ashtray
 new and in original box. \$100
 Gary
 818-705-7734

april arosc events

Swap Meet, Sunday, May 26th

You may have heard, AROSC is planning an inter-club swap meet, car show, multi-media extravaganza. Sorry, the hype got to me, and the multi-media part may be somewhat exaggerated. What we do expect is some participation from the other local AROC chapters. That includes Orange County, San Diego, and Santa Barbara. The only hitch is finding a location that is going to be acceptable to all concerned parties. That, we continue to work on, but the date is still confirmed, Sunday, the 26th of May. Yes, that is Memorial day weekend, but at least you get Monday to recuperate.....and a chance to get away from the family.....

Time Trails, Button Willow, Saturday and Sunday, April 6 - 7

Call Charlie Thieriot at 310-476-8812 for details

AROSC General Meeting, Friday, April 26

Your guess is as good as mine. Post cards will be mailed once a new location has been determined. Call Jay Negrin for the latest fast breaking news at 818-894-3549

AROSC Naked Scrabble, Saturday, April 27th

Details in coming issue.

AROSC Wild Flowers Tour, Sunday, April 27th

Be sure to wear a flower in your hair..... Call Jay Negrin at 818-894-3549

The Alfacionada
P.O. Box 3621
Granada Hills, CA
91394



Dan Ritter
936 Monterey Blvd
Hermosa Beach CA 90254-4207