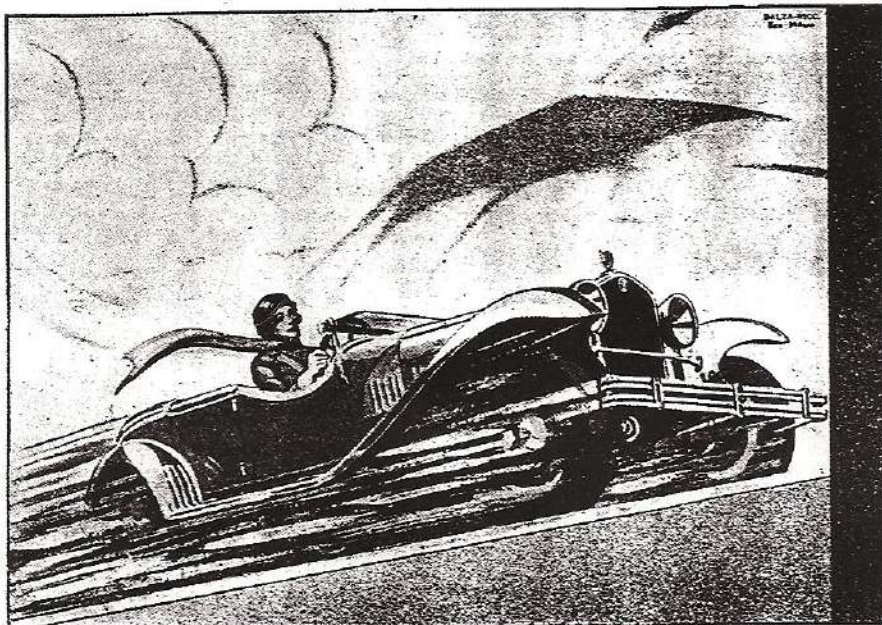


AUGUST, VOL. XXXI, ISSUE XII
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THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS CLUB OF SOUTHERN CALIFORNIA



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DEL MONDO —

FEATURING THE COLUMNS "TO BE ANNOUNCED" BY JAY NEGRIN, "PASSING THOUGHTS" BY PAT BRADEN LOCAL AND INTERNATIONAL COMPETITION NEWS BY STU 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 a monthly basis, in the Los Angeles area. General inquiries should be sent to AROSC, P. O. Box 3621, Granada Hills, CA 91394. Membership information can be found on page within the newsletter.

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general meeting location

General Meetings are held the last Friday of every month at the Veterans' Memorial Park, the Kaizuka Room, in Culver City. The Park is located on the southwest corner of Culver Blvd and Overland Ave, about a mile or so from the 405 and the 10 freeways. There are offramps from both the San Diego Fwy (I405) and the Santa Monica Fwy (I10) respectively, for each those streets. Parking is available. Meetings start at 8:00, finish at 10:00.

For additional information, call Jay Negrin at 818-894-3549.

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 before modifying your automobile.

to be announced

Jay Negrin

Business, business, business. There, I got the business out of the way. Oh no! Duck! Here comes more of it. It seems like this was the month where I just couldn't get away from it. Some of it wasn't so bad, though.

I did get to go to the board meeting at the national convention, in Phoenix. It was er, um, interesting, yeah, that's a good word for it. I really didn't know what to expect, with only our chapter meetings to have as reference. First of all, there are twelve (12!) members on the national board of directors. Yes, I know they have to represent a diverse and varied cross section of the club's 40+ local chapters. But, twelve members can be a bit much to herd at times, and it certainly gives many more people a voice when discussion on issues comes around. When there are differences in opinion, listening to all of those different voices can take a LOT of time. As a result, the decision making process takes a LONG time. I, with Pat Braden and Dave Mericle, flew in for the board meeting only, and had to leave early to catch a 6 PM flight home. Less than 2/3 of the agenda items had been covered by the time we left. Bummer, indeed. I would guess that the business items would have been discussed, hashed, thrashed, and possibly concluded by 10 o'clock that evening, maybe.

I keep hearing rumors that there was some action on the electronic media front. I love rumors and innuendo, as they can't be proven or disproved, but this, if true, can be reported back to us from our esteemed board representatives. I have also heard, via the Alfa Digest (an internet "thing", for those not familiar) that the "fun run" which was put on by the local chapter was 350 miles long, and 9 hours worth, of driving. This brings up an ambivalence in me regarding my method of transportation to the event. I would have liked to have driven the Alfetta, but it is not up to the task, yet. It is a project car that has still a few reliability questions left from the previous owners' abuse/neglect. Also, it doesn't have a radio or air conditioning. I know. I must be getting soft in my old age. No air, indeed. Well, for those who don't know, it was 84x at 8:30 AM in Phoenix. The thought of that many miles in that car is daunting, although, the thought of 350 miles of new, untried twisties sounds exciting and exhilarating. Oh well, next time the national is close enough to drive to, I will drive there.

This may sound like yet another dig at those who are not active members of, and supporting your local Alfa club. Well, if the shoe fits, wear it. You are as sick and tired of hearing this as I am of mentioning it. I won't go into it at length, here, but I want to use that message as a springboard for launching into an election-time diatribe. For those out there who think that "the job" could be done better, "Come on down!" For those who think that they have such obvious solutions to some of the problems which have hounded us this last year, "Come on down!"

For those of you who would just like to be a part of the decision-making process, "Come on down!" I urge you to vote all of us scoundrels out of office, and set up a shop of your own, so you, too, can defend your positions next year.

And a repeat of a general invitation to our membership at large, we continue to welcome participation. If this means joining us, as a guest, at a board meeting because you would like to have your two cents' worth heard, great. If you just want to see "how we do it", that's fine also. If this seems a bit intimidating, then you are welcome to write to the newsletter to have your views aired. If that is too public a forum, then please feel free to write to any board member, with the request that your letter not be published. You can use the club post office box as a mailing address, or the individual addresses listed on the masthead of The Alfacionada. Your letter will most likely be shared among the directors at a board meeting, but you can be assured that your voice will be heard.

On a MUCH sadder note, I have to report on the death of a friend. He was not just a personal friend, as he and I met only occasionally. But he WAS a friend, and a friend to all of us in AROSC. There are many members who probably were not aware of this, or even knew this gentleman. The man of whom I speak was Len Frank. Most would have known him as one of the co-hosts of radio station KPFK's interactive automotive presentation, "The Car Show". His wit and sarcasm were among his charms, as he was never at a loss for words when a piece of equipment didn't live up to its billing or to expectations. This makes it all the more special that he had so many nice things to say about, and his continued support of, the Alfa Romeo Owners of Southern California. It is true that Len was a racer, and we offered, and we still do offer, the most affordable racing in Southern California. But it must have been more than just financial attraction, because he was always willing to devote his time and efforts to helping the club in myriad ways. It is true that he was a frequent participation in our club events, and his mere presence at our time trials and racing program added a certain "something" that we all appreciated. But, he was equally available as a volunteer to assist as an instructor at our bi-annual driving schools, held on the Streets of Willow. There are, of course, many more examples of how he promoted the club. I won't get into that here, as I am sure there are others who knew him better than who could do a much better job. Len had a gruff, cynical exterior, but there was an undeniable goodness inside; and a kindness, and a willingness to help others, that his gruff, cynical exterior helped to hide from many others. We all will miss him, even if we do not now know how, just yet. God speed, Len.



Driven to be Different

passing thoughts

Pat Braden

A Little of the Past and a Lot About the Future

Once, in the 1960s, when I lived in Ann Arbor, I noticed a Giulietta Sprint I had not seen before. There was a franchised Alfa dealer in town, and therefore a few Alfas, but there were not many, and the newcomer surprised me. Well, in a university town, there are always newcomers.

The AROC was still basically a Chicago group, and I was writing the vintage column for the Owner. On a whim, I decided to conduct a little experiment. "Hi," I addressed the owner of the Alfa, "my name's Pat Braden." "Oh, hi, Pat," he said, turning to introduce me to his wife. The recognition — between evident strangers — was immediate, thanks to the AROC. Everyone who owned an Alfa, it seemed, belonged to our club.

That was then. Contrast this 30-year old encounter to an event at our '95 Atlanta convention. At the registration desk, I used exactly the same greeting: "Hi, my name's Pat Braden." The clerk looked up: "what chapter are you affiliated with, please?" She asked politely.

I've been conducting a similar experiment for years. Every time I shop a used Alfa from a private owner, I ask if they're a member of the club. In the last several years, the majority of the responses have fallen into two categories: "I didn't know there was one," or "I've been meaning to join...." In point of fact, the vast majority of current Alfa owners are not members of the club, as will be demonstrated momentarily.

The club's grown a lot since its Chicago days, but the percentage of members against the total number of Alfas is clearly smaller. That raises the interesting question of just how large the club could be. In order to know that, one must first know the total number of Alfas in operation in the US. At one time, this number would have been available from ARI (along with the serial numbers of the cars sold). That was then. Now, we're left with some educated guesses.

About a week ago, I posted a query on the Alfa Digest, asking for estimates for the number of Alfas in operation in the US. The query stemmed from a discussion with Jim Allen, in which he estimated there were 40,000 Alfas running in the US. This number didn't count the considerable collection of incomplete cars stashed in back yards and garages across the US, nor does it take into account the number of registered but inoperable Alfas lurking in repair shops and under shade trees. It would be interesting to know the percentage of running Alfas to non-runners, but that's a question for another day.

It turns out that the consensus is a little less than 40,000: closer to 35,000 using the democratic process. Not many

responses were received, and the sample represented by those responses is statistically very small, but it's the best educated guess we've got. I'm comfortable with 35,000 Alfas, and that'll be it until proved otherwise.

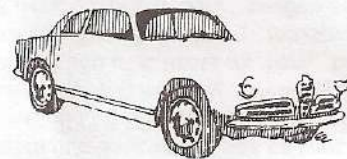
On the face of it, that means that a little over 10% of Alfa owners are members of the national club. This is not an embarrassing number, but it does suggest a potential for future growth. In fact, over the last several years, the club has grown from a low of 3500 (I understand: the number was quashed when it was so low) to a current enrollment of about 4500. I attribute some of the most recent growth to a natural "getting under the umbrella" in the face of ARDONA's departure.

There's another explanation, I think. I've been astonished at the increasing number of "beginner" questions being posted on the Alfa Digest. An influx of first-time owners corresponds to the slight rise in national AROC membership. What mechanism has created so many first-time Alfa owners when there are no new Alfas being sold? The answer to that rhetorical question is not difficult: marginally enthusiastic owners have rejected orphan ownership and sold off their Alfas, perhaps at reduced prices to people who have wanted but otherwise could not afford them.

I don't want to chase that thought too aggressively: it leads to a panic market of plummeting Alfa prices, and there is no evidence to support that conclusion at all. What I do want to suggest is that the number of

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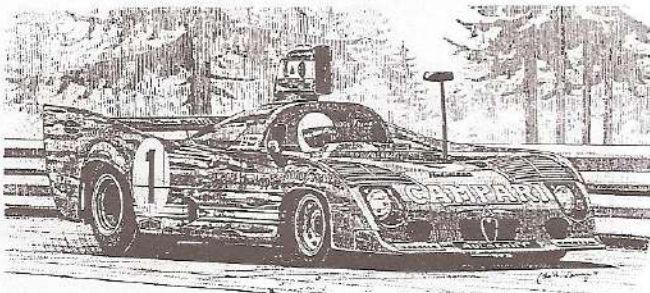
Maurice Starrantino - Owner

Alfas being scrapped out in the future will prove to be in direct proportion to the degree new owners learn how to maintain Alfas properly. If the "newbie" questions go unanswered, then the loss rate of Alfas in operation is likely to be higher than if the questions were answered and the cars were maintained properly.

All of which suggests a role for the AROC. It's clearly not a new role, but it could be the last opportunity until Alfa re-enters our market. In the face of a diminishing population of Alfas in operation, is the existence of the AROC secure? I suggest that it is, but in a very different condition than it is today. Those who feel comfortable with the AROC's current membership refer me to the MG and Healey clubs: the marques are long gone, but the clubs are very active. Comparisons are difficult, and predictions based on them are especially hazardous. I think there were a lot more MGs, for instance, than Alfas sold to begin with.

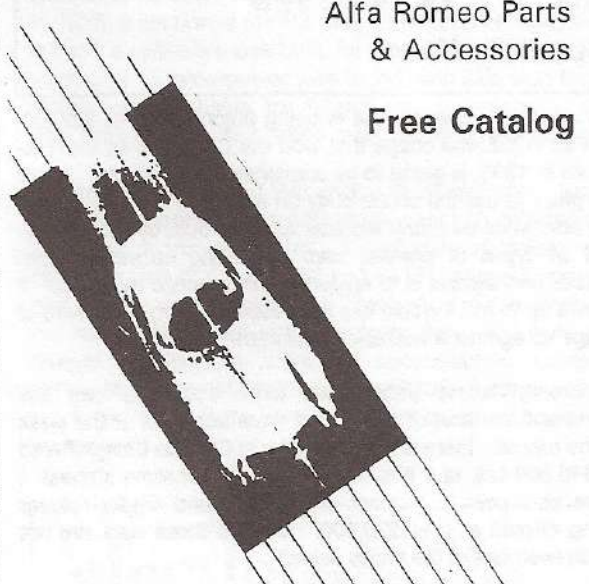
One of my friends has observed: "With the departure of ARDONA, all Alfas are antiques." A bit premature, admittedly, but I think the germ of the thought is accurate. That would mean that we should try to conserve Alfettas, Milanos and 164s with the same care as Giuliettas and Giulias. It would also mean that the AROC should conserve its membership by fostering registers for the older cars. At the time the opening anecdote in this column happened, the club was only a few years old, yet its leadership even then saw the need for a "vintage" column. In the wake of AROC's failure to encourage model registers, owners of some Alfa models have found more relevant companionship through registers outside the club. Peter Marshall's 1900 register (and Joost's wonderful companion work in the US) is perhaps the most active. The Giulia Super register (by Dave Mericle) is also very much alive. Fred di Matteo keeps the Junior Zagato register.

These registers and the Alfa Digest on the Internet are alternate watering holes for Alfisti, and their success, I think, will have more to do with shaping the future of the club than the comfortable inaction of our national leadership. The greatest asset AROC has going for it is legitimacy; the registers and the internet are outside the "official" Alfa organization in the US. ARDONA's traditional support of the AROC may in the long run prove to be its greatest strength. But legitimacy alone won't assure AROC's survival (the "official" RX-7 club is defunct), and inaction will reduce it to a position of reacting to, not initiating, the events of the Alfa community in the US.



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news & views

Stu Schaller

Yet another important Alfa is being butchered. An 8c2300, S/N 2211053, the coupe that won the Concours at the Villa d'Este in 1933, is going to be converted in to a spider. There are plans to use the coupe body on a 6c1750 chassis. There are now twice as many Monzas as were built by the factory, and all types of pre-war cars are being converted from coupes and sedans in to spiders. This practice must end! If it were up to me, I would line the people who do these kind of things up against a wall and shoot them!

Apparently, some people still think that cars can still command the kind of prices that were achieved at the peak of the market. there is a 2600 spider in Canada being offered at \$48,500 US, and it is missing the side chrome stripes! I have also seen a number of Giulietta and Giulia spiders being offered at over \$20,000. Most of these cars are not worth even half of the prices asked!

A fair number of new miniatures this month, but most of them hand made, and rather expensive. Dave Mericle brought back a number of Alfa books from his recent trip to Italy, many of which I've never heard of, or seen advertised. For those of you interested in Alfa art, check out the article on Daniel Picot's paintings in the July issue of Classic and Sportscar. I especially like the one of the streamlined Tipo B (P3) and Auto Union GP cars at Avus in 1934.

The July issue of Thoroughbred and Classic Cars has a bunch of Alfa stuff, including an article comparing a '58 Giulietta normale spider, a 1600 Duetto, and a new spider. There also is a nice article on Alfa's basic history. An article on art shows a number of fine Alfa paintings, by various artists.

I was told that the national convention was extremely disappointing, as less than 100 people showed up. Most of the competition events were canceled, due to lack of interest!

I also heard that a motion was made at the convention for the national club to buy Tom Tompkin's library, as it contains many items that are near irreplaceable. In this collection are some very rare owners and parts manuals, for example. With well over \$100,000 in the bank, the club can certainly afford to buy the collection. As has been the case for quite some time, the national BOD decided not to do something that would be worthwhile for members. The national BOD did, however, authorize buying some new equipment for the secretary, a member of the "powers that be". This is club politics, at it's worst.

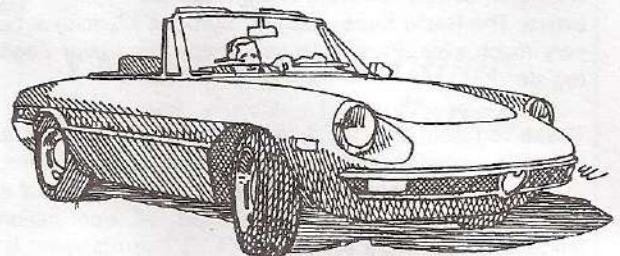
There was also a discussion at the national convention about improving the standards for competition events. A number of people complained that they didn't want to put things like five point harnesses in cars that they were only going to time trial two or three times a year, so most of the suggestions such as this were turned down. Is it going to take someone getting hurt to make the national BOD understand what is necessary?

I wasn't at the Pomona concours, but understand there was a decent turn out. In spite of being held on a holiday, the turn out at the swap meet at Alfa Ricambi was quite good too. Unfortunately for some, there was very little for 105 series and earlier cars; either parts or literature. Unexpectedly, someone took some stuff from my table without paying for it, so this is the last time I will sell at a club swap meet.

Some comments have been made as to why a non-member such as myself is allowed to write for this newsletter. The only reason I do is I'm ASKED to! At some point, probably sooner than later, I no longer will. Although I'm still interested in Alfas, my interest in the club, on both the national and local levels, is quickly waning. It's now time for someone else to step forward and do some articles.

In regard to the issue of this chapter's incorporation, as a separate legal entity, this chapter IS NOT legally required to go along with anything that national wants! Local dues could be in the \$25/year range, and for those who also wanted to join national, they could do so, at an additional \$45/year. I think that there are far more advantages to this type of arrangement than to the one that currently exists; national membership is currently mandatory. I also think that an important decision such as this should be made by the members of this chapter, and NOT by it's BOD. PLEASE make your opinion known by sending in a letter to the editor.

Just so people get the message, I'll say what has already been said a thousand times, not only by me, but by others: It's YOUR money, YOUR club, and YOUR newsletter. It's up to YOU to make things the way you want them to be. Stop relying on the same people to do all the work year after year. The club's failure or success depends on YOU.



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the history of the marque

Stu Schaller

CHAPTER FIVE

When Nicola Romeo first took over from Darracq, he inherited Giuseppe Merosi as his chief designer. Although the street and sports racing cars were excellent automobiles, and reasonably successful commercially, the only true racing vehicle Merosi had penned (in 1923), the P1, was a failure.

Sometime during that year, Romeo called a meeting of his racing department staff which included Bazzi, a test driver, and Enzo Ferrari. The basic discussion was about where they could get a good designer.

The Fiat Grand Prix car had become the terror of the Grand Prix circuit. It's designer was Vittorio Jano. Bazzi, who was hired due to Ferrari's recommendation, knew all about the 32 year old Jano, who had worked for Fiat for a long time. Jano knew everything about their cars, including the thread and pitch of every nut and bolt! Romeo turned to Ferrari and said "It was you that brought me Bazzi; go to Turin and get me Jano!"

When Ferrari arrived at the door of Jano's home, he was not there. His wife, Rosina answered the door, and dismissed Enzo Ferrari rather quickly; saying that her husband was Turinese, and would never leave his city!

The next day, Ferrari, wishing to speak directly to Jano, found him, and asked how much Fiat was paying. Jano replied "About \$400 a month." Ferrari remarked, "a pretty nice salary; we will double it!"

As Jano was not particularly happy at Fiat due to the fact that they were not willing to use some of his new ideas on cars that were already dominant, Jano decided to take Ferrari's offer.

By early October of 1923, Jano was at his drawing board at Alfa's factory in Milan, working on an idea for a new Grand Prix car. By June of the following year, a car was built, with a twin overhead cam straight 8 cylinder motor of 1987cc, with a supercharger, developing 140 horsepower. It would be called the P2.

At the Cremona race, the P2 ran away from everything and hid, clocking a top speed of 123 M.P.H.! Such a high rate of speed was unheard of, except for the monster engined land speed record cars of the period.

Four cars were entered for the Grand Prix at Lyon, France on August 3rd. This was also the debut for the Bugatti T35. In the race the Alfa of Campari dominated. Wagner's car finished fourth. The Bugattis, with their new-fangled 5-spoke mag type wheels, and tires that were not properly cured, had problems. Shortly thereafter, the giant that was

Fiat, retired from racing. On that day, Italy's racing capital ceased to be Turin, and became Milan.

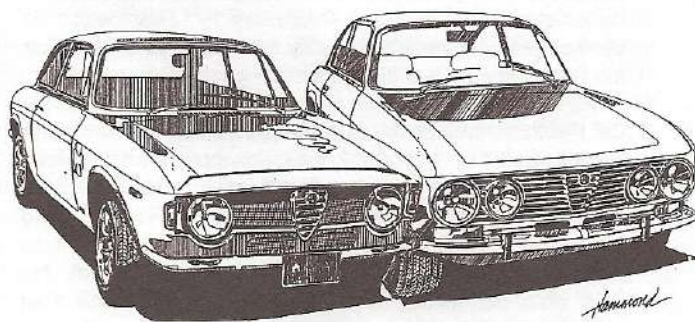
In 1925, a version of the P2, with a chopped off Kamm-style tail and a spare tire was built, for longer distance races. An additional 15 horsepower was found, and Alfa won the first worlds championship for Grand Prix automobiles, using both the long and short tailed versions during the season.

As the rules for Grand Prix racing were changing over the next few seasons, Alfa modified the cars into vehicles more suited for sports car events. A new style of radiator grille, similar to that of the 6c1500 and 6c1750s was adapted, to give greater cooling capacity. The bodies of the pointed tail car had a lateral slot cut for a spare tire. The cars, even though long-in-tooth, were still successful in sports car events in the late 1920s and early 1930s. 6 cars were built in total, the last versions developing around 180 horsepower.

elections

Yes, that is right. They are coming around again. I mentioned in the last newsletter that you should be thinking about helping the club do things, support activities and the like. Well, the time for turning the thoughts to action is here, now. If you, or someone you know, would like to be on the board of directors, please send a brief election bio to the editor at P.O. Box #3621, Granada Hills, 91394).

All of the lease feel free to attend one of the board meetings this year. This will get you personally acquainted with the members of the current board, as well as allowing you to become familiar with the way we do business. Honestly, it is not as intimidating as it sounds, and can even be fun at times (really!).



memorial

LEN FRANK - In Remembrance Jerry Lomas and Jay Negrin

It is just a sinking feeling to have lost a person like Len Frank, but lose him we did. The man we always thought would be there to help us through our hard times passed away Friday, June 28th, after a protracted battle with cancer. Many did not know that he was that ill, as he did his best to cover it. Most people who knew Len knew him as a radio talk show host of "The Car Show" on local radio station KPFK. Others may have read his articles which appeared in various automotive journals over the years. But, there was a face behind the words; a personality behind the microphone. We were lucky enough to have met the man, and luckier than most to have gotten to see a glimpse of the personality behind that face.

It was very obvious that Len liked Alfa Romeos. He knew that the cars were flawed, and in such a way that they engendered the love/hate relationship that many of us have endured. The cars themselves possess an honesty that cannot be denied, and that is part of their charm. If there was one thing that Len admired, it was honesty. He found it in the cars, and more importantly he found that quality in the owners of those cars. He was so tireless in his promotion of the cars, and our club, because he enjoyed that honesty of character he found among us.

Len's passionate promotion of the Alfa Club was, by no means passive. Len promoted and taught at many of the Club's driving schools. You could find Len on just about "Any Sunday" on a race weekend with the Club, trading success stories or offering advice and admonition. He would also be guessing how much the door on the corner-hogging car in front of him is going to cost after he center-punches it with the nose of his own car. When asked about his racing strategy, Len's reply was, "I see 'em. I hunt 'em down. Then I kill 'em." That was his curmudgeon persona. In reality, Len as a gentleman on the track, albeit a highly competitive gentleman.

Off the track and on the air, the casual observer may not have known that Len Frank was any more than a crusty, cantankerous coot, who loved to fling barbs at those less perfect than himself. While he did enjoy sticking it to people, he needled those who really deserved it. He was not afraid to show the warts on a car which had them. He was also not afraid of telling those people who had character flaws, that they should also have them tended to. But this was not done in hate or spite. It was done with a conviction that he could help make things better. That with a little massaging, he could assist, somehow, in turning things around, from not so-good, to all right.

It was that capability for which Len should be remembered. He removed himself from the Ivory Tower, and actually enjoyed making himself available to those

who needed him. Sometimes this was at the expense of a deadline, for which the magazine people were continually upset. When he saw people who needed help, and he was not up to the task of providing it, he found someone else who could step in and offer assistance. He had the ability, and charm, to bring together, those people of quality who otherwise would never have met. There are probably many members in this club who will never know the extent of their gratitude to Len Frank. They will never know how their lives have been touched by him, because Len was there first, and made it possible for so many good things to happen.

Len's charm was also evident when he was dealing with people of stature. He knew many, and with a "simple request", he could get renown speakers and writers to address our club. Dennise McCluggage and Dean Bachelor are two who come to mind immediately. And he did this, not to heap rewards for himself, but to see that we, the Alfa Club, were treated well. He wanted to help us, and that was one of the many ways that he made himself available to the club as a whole.

So it was with these thoughts, that we descended on Willow Springs Raceway, late in the afternoon, on Sunday July 7th. There, we, and about a hundred on his friends, gathered trackside to pay our respects. It was a somber affair, but not without its levity. There were a few humorous anecdotes and some poignant comments on who Len was and the kindness, gentleness and honesty of the man that was hidden behind the facade of a curmudgeon. After the memorial, his ashes were driven around the track by John Ireland, and spread along the inside of turn nine by Len's son Stefan. It seemed only fitting that his resting place should be in a corner of the world he knew so well, surrounded by those enjoying the activity he loved so much. In closing we would like to paraphrase Len's long-tome friend and co-host on "The Car Show", John Retsek, "As long as we are alive, Len will live on in each of us." With that admonition, we would urge all to, "Go out and live!" Amen

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letters to the editor

In the June issue of this newsletter, Tom Suter made a number of comments about my article that appeared in April. Before I wrote that article, I had checked with the Secretary of State's office. I was told that the Alfa Romeo Owners Club of Southern California is not incorporated. Knowing how incompetent the government generally is, I called again a few days later, and was told the same thing.

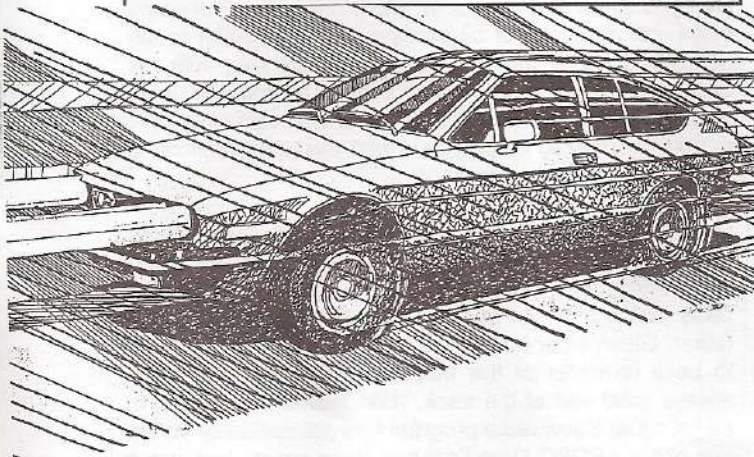
Based on Tom's suggestion in his June article, I called the Secretary of State's office one more time. I got the same answer. As I did in April, I decided to double check a few days later. This time I spoke to a woman named Eleanor. (previous to this, no one would give me their name!) She told me that the Alfa Romeo Owners of Southern California is incorporated as a non-profit organization. Please note the fact that the word Club is missing. If Eleanor was accurate, for this organization to operate in a totally legal manner, the word "Club" must be removed from all it's documents and correspondence, including the newsletter.

I apologize for any misunderstanding that might exist, but I only repeated what I was told when I called. It was not my intention to create a problem.

Stu Schaller

letters to the editor

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



international competition Stu Schaller

Six rounds of the North American FIA Group Two Touring Car championship have been held so far. As expected, initially the Dodge's dominated, as they are the only new cars. Although 18 cars were officially entered in the series, only ten cars showed up for rounds 1 and 2, nine cars for round 3 and 4, and eight cars for rounds 5 and 6. In spite of the poor turnout, the organizers of this series are optimistic, as only 12 cars showed up the first time the British series was held.

So far, Dodge has won 3 times, Honda 2 twice, and BMW once. Pobs's Honda leads the series, with Dobson's Dodge second, and Donohue's Dodge third. Dodge leads the makers cup with 107 points, Honda has 104, Ford has 32, and Toyota 11. Alfa has told me they are not interested in running in this series at this time.

As has been the case so far this year, Alfas did very well in qualifying for the 5th and 6th rounds of the International FIA Group One Touring Car series held on May 26th. Nannini was 1st, Larini 2nd, and Fisichella 3rd. Both races were shortened due to crashes, but in round 5, Nannini won, with Fisichella 2nd, and Tarquini 9th. In round 6, Nannini won again, with Fisichella 5th, after having been pushed off the track by Ludwig's Opel. No other Alfas were in the top ten.

For the first time this year, Alfas didn't lead qualifying for the 7th and 8th rounds. In round 7, four Alfas were in the top 10; the best being Bartel's 4th place. In round 8, Nannini finished 4th, Fisichiella 5th, and Larini 6th.

After 8 rounds, Opel leads the championship, with 131 points, Mercedes is 2nd, with 87, and Alfa trails, with 75. Reuter (Opel) leads in points, with Stuck (Opel) 2nd, and Nannini (Alfa) and Magnussen (Mercedes) tied for 3rd. The only other Alfa driver in the top 10 is Fisichella, now 10th.

In the British FIA Group Two series, Audi dominates, but the BMWs and Volvos are still competitive. The Renaults have dropped off slightly. Everywhere else, Audi and BMW dominates the results. Alfa did not build new Group Two cars for 1996, so only in Italy is Alfa still competitive. In the Spanish series, the first two round were finally held on May 19th, and the Alfas, which are now two years old, finished 9th and 10th. In rounds 3 and 4, the best Alfa finished 6th. A number of Alfa drivers are in the top ten in both series.

In Formula 3, a number of cars are now powered by the Alfa version of the Fiat 2 liter motor. There has already been a number of high placings, and a win for these cars.

local competition

Randall Higa

June 29 & 30, 1996
Willow Springs Time Trial and Race

The final race at the AROSC Time Trial and Race at Willow Springs brought inspiration and optimism to those who believe in and worship the Alfa Romeo marque. It was one of those events where the benevolent Alfa Romeo gods smiled down on Sunday's AROSC race and performed minor miracles. With only a few laps to go in the race, Brad Gray in his mighty red GTV pulled a clean pass on Glenn Bjorkman's MR2 to grab fourth place while at nearly the same time, Richard Thompson in his Silver GTV6 ran past Dominick Roppolo in a driving school Celica. True honor and courage was bestowed upon the two Alfas (and their pilots) that were engaged in the race.

At the front of the pack, Paul Hightower ran a clean, flawless race to take first place in his 240Z. Not too far behind, Paul Porteous grabbed second place in his 325e (world's fastest eta??); essentially unchallenged. Third place went to Philip Shindler in the ex-Bonnie LeLesch yellow 240Z. Early in the race, Marty Hudson in a BMW 2002 did battle with Glen Bjorkman but eventually gave way about half-way into the race. Then Brad Gray and Glenn Bjorkman began a tight battle in the second half of the race and, as noted above, Brad got around Glenn in the final moments of the race. This was the first time that an inverted starting grid was used and, for the most part, appeared to work just fine.

With the terrific support of the Ferrari drivers, a new Ferrari time trial class made its debut. The winner of the first Ferrari class time trial was Joel Quaid in a beautiful 348. Second place went to Vance Maddocks in 308GT4 while third was grabbed by Ray Tsui in a 328GTS.

Fred Hamilton was again running the famous #81 Buick Regal and ran unopposed in Class Q time trials. Another Hamilton, this time Kathy, ran away with first in Class P in Glenn Bjorkman's purple MR2, beating second place Richard Michelangelo in a BMW 325ix by a scant 3/10ths of a second. Of note, Tracy Culp in a factory-prepared, but amazingly stock Taurus (Vulcan-powered) "bullied" his way to fifth.

Our esteemed "Director of Dinner" was victorious in the Class O time trial class in the "O TO BE 9" Thunderbird by beating the nearest competitor by more than 2-1/2 seconds. Kit Simmons smoked Class N in a BMW M3 while Robert Nagle in a Viper stole first in Class M and garnered top time of the day with a 1:36.882 lap time

In Alfa Class Time Trials, yours truly in the two-tone Le Mans Blue GTV managed to edge out Monsieur Blankenship's Alfetta for a win in Class D (only 12 seconds slower than top time of the day!). Terry Manchester continued his enormously effective campaign

in Class C by again whipping all competitors in a very nicely restored (gad, I'm jealous) GTV. Phyllis Gaylard ran unopposed in Class B in her very trick GTV. As it was pointed out by Phyllis Gaylard, there was one more reason for every red-blooded Alfisti to celebrate; every Alfa Romeo on the track finished the event! This is not to say that there were no problems along the way; far from it.

The trouble started with Paul Blankenship when he discovered that he had a broken clutch housing in his potent Alfetta. (I warned him that he should strap the teddy bears onto the front of the car before running practice, but, alas, he didn't listen...) Alfa Ricambi was nice enough to stay open late so that Paul could drive back to get the needed parts. Although he spent the entire morning on Sunday underneath the Alfetta (Paul noted that he was able to identify everyone at the track by their shoes...), he was able to successfully make his timed runs in the afternoon (with teddy bears firmly attached to the grille).

Brad Gray had a different type of bad luck when he found himself in a sticky situation in Saturday's qualifying race. Joe Lee's Mazda had spun off the track but, as it happens so many times, ended back onto the track facing the oncoming pack of race cars. Brad was had two cars on either side of him and had no place to go but directly into the nose of Joe's RX7. Both cars had their noses smooched with Brad's radiator left with a puncture. Wayne Stowe (of Black Saturn fame) was generous enough to drive home and fetch the radiator from his '74 Spider (soon to replace the Saturn on the track) and bring it back by Sunday morning, in time to complete the installation before the start of the race.

My mechanic troubles were not nearly as major, but was traumatic nonetheless. My poor GTV blew a fuse on Saturday that caused my oil pressure gauge to read nada. My eyes grew to the size of grapefruits when I thought that I lost all traces of oil pressure at 6,000 RPM in 4th gear going down the back straight. However, with my vast technical knowledge and expertise, and a Kragen Auto Parts with late hours, I was able to successfully able to buy the needed components and execute the intricate repairs in less than a few hours.

Unfortunately, two sad announcements were made during the weekend about two terrific Alfa Romeo Club supporters. Ray Bjorkman, Glenn's father, had passed away about 3 weeks prior to the event. In tribute to his father, Glenn's car had a new logo, a "thumb up" graphic to be a reminder of the familiar gesture that his father always gave him at the track. Len Frank, the co-host of KPFK's Car Show radio program had passed away on the eve of the AROSC Time Trial and Race event. Len was a car enthusiast's enthusiast and had a steel trap of a memory when it came to automobiles; especially where racing was concerned. Len was also a dear personal friend of mine, and through my many years of listening to him on the radio, he re-awakened my enthusiasm in cars and got me interested in Alfa Romeos and the Alfa Romeo Owners Club. Although Ray and Len are now driving their

perfect races in their perfect cars in the sky, they will be sorely and sadly missed down here where transmissions break, engines blow and fuses pop.

RACE RESULTS

Class	Position	Car	Driver
N	1	Datsun 240Z	Paul Hightower
N	2	BMW 325e	Paul Porteous
N	3	Datsun 240Z	Philip Shindler
O	4	Alfa Romeo GTV	Brad Gray
P	5	Toyota MR2	Glenn Bjorkman
O	6	BMW 2002	Marty Hudson
P	7	Mazda RX7	Tom Kubinieć
P	8	Toyota Celica	Marc Roppolo
O	9	Alfa Romeo GTV6	Richard Thompson
O	10	Toyota Celica	Dominick Roppolo

CLASS B								
POS #	DRIVER	MAKE	Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5	
1 13	GAVLARD, PHYLLIS	GTU 2000	1:53.927	1:53.565	1:53.140	1:53.091	1:54.454	

CLASS C								
POS #	DRIVER	MAKE	Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5	
1 11	MANCHESTER, TERRY	GTU	1:46.198	1:46.198	1:46.143	1:45.438	1:45.149	
2 74	McGINNIS, MIKE	GTU-6	1:46.582	1:46.237	1:46.105	1:46.360	1:46.081	
3 134	GUIRAL, PHIL	GTU	1:48.716	1:48.544	1:47.871	1:48.528		
4 4	STORY, SCOT	GTU	1:48.406	1:48.878	1:48.319	1:48.539	1:53.254	

CLASS D								
POS #	DRIVER	MAKE	Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5	
1 17	HIGA, RANDALL	GTU	1:48.997	1:48.664	1:48.358	1:51.678		
2 25	BLANKENSHIP, PAUL & MAR	ALFETA GT	1:49.451	1:50.031	1:50.511	1:49.732	1:50.017	
3 83	BENDER, DOUGLAS	GTU	2:01.164	2:01.761	1:59.852	1:59.539	1:59.992	

CLASS N								
POS #	DRIVER	MAKE	Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5	
1 47	NAGLE, ROBERT	DODG VIPER	1:37.882	1:36.259	1:37.718			
2 16	LOVENSON, ROBERT	CORV ZR	1:39.659	1:38.554	1:42.319	1:40.618	1:40.428	
3 147	PENNINGTON, CHRIS	DODG VIPER	1:41.972	1:39.941	1:39.314	1:41.313	1:40.923	

CLASS N								
POS #	DRIVER	MAKE	Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5	
1 69	SIMMONS, KIT	BMW M3	1:38.892	1:38.489	1:38.885	1:38.940	1:39.011	
2 142	KNOKE, JIM	944 TURBO	1:43.327	1:43.109	1:42.843	1:40.904	1:41.431	
3 811	PAGE, JOHN F	SUPRA	1:40.993	1:41.306	1:41.634	1:41.968	1:42.499	
4 1	FARWELL, RICK	MUSTANG GT	1:46.568	1:49.254	1:52.399			
5 14	LARSON, ERIC	CAMARO	1:54.763	1:59.246				
6 150	PETERSON, TED	FIREBIRD F	1:55.769	1:55.661	1:55.790	1:55.167	1:56.636	

CLASS 0

POS #	DRIVER	MAKE	Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
1 9	KRANEN, GEORGE	T-BIRD	1:44.302	1:43.449	1:44.352	1:44.357	1:44.348
2 6	ALANIZ, JOE	CELICA	1:46.056	1:48.910	1:46.341	1:54.345	1:58.660
3 8	BARTH, STEVE	MAZ MIATA	1:52.480	1:47.281	1:47.122	1:47.309	
4 111	ROBINETTE, JOHN	T-BIRD	1:52.638	1:51.527	1:51.628	2:06.454	1:50.636
5 131	De ANDA, CESAR	911SC PRSH	1:53.263	1:55.353	1:51.951	1:53.092	1:54.309
6 18	TOLLE, MIKE	911 PORSCH	1:52.955	1:52.477	1:52.536	1:53.967	1:53.308
7 148	PRECARIO, RICH	MUSTANG	1:57.993	1:57.812	1:58.117	2:00.973	1:55.875

CLASS P

POS #	DRIVER	MAKE	Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
1 61	HAMILTON, KATHY	TOYOTA MR2	1:48.623	1:47.137	1:47.278	1:46.867	1:46.509
2 341	NICHELANGELO, RICHARD	BMW 3254x	1:51.383	1:49.660	1:47.700	1:46.828	1:46.258
3 48	PRESTO, TONY	MERKER	1:48.432	1:48.933	1:48.942	1:48.972	1:48.709
4 84	NELSON, GREG	MAZDA RX-7	1:51.520	1:51.554	1:50.667	1:50.674	1:51.405
5 12	CULP, TRACY	EGL VISION	1:52.798	1:52.099	1:53.147	1:53.069	1:53.388
6 41	HERNANDEZ, RANDY	INTEGRA	1:53.239	1:52.535	1:52.490	1:52.576	1:53.134
7 116	DAHLEN, GREG	VW PICKUP	1:56.878	1:55.233	1:55.492	1:54.715	1:54.598

CLASS Q

POS #	DRIVER	MAKE	Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
1 81	HAMILTON, FRED	BUICK REGL	2:16.704	2:13.822	2:12.632	2:11.138	2:09.372

CLASS MF

POS #	DRIVER	MAKE	Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
1 140	QUAID, JOEL	348 FERARI	1:47.034	1:46.263	1:46.839	1:46.255	1:46.347
2 40	MADDOCKS, VANCE	308 GT4 FR	1:53.775	1:52.626	1:52.549	1:52.447	1:54.606
3 28	TSUI, RAY	328GTS FR	1:55.638	1:55.570	1:57.828	1:58.146	1:56.596
4 87	MADDOCKS, JOE	512BBi BOX	2:01.307	2:00.211	1:59.015	1:59.594	1:59.102



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august arosc events

AROSC PICNIC/BBQ - Sunday, August 4th

AROSC will be having a picnic and barbecue in the park. We have been wanting to do this for a while, but we have been looking for the right location. That location is the Veterans' Memorial Park in Culver City. If that sounds familiar, it is the same location of our monthly meetings. Consider this to be the AROSC celebration of summer, or something equally banal. Simply, we just want to have a party, and all AROSC members and other Alfisti are invited. We expect things to start mid to late morning, and go until people are too tired to continue. The club will be providing food and soft drinks. We are trying to organize a light sporting event for those so inclined, perhaps softball or volleyball. Bring equipment and ideas for group participation.

AROSC Board Meeting, Tuesday, August 6th

Somewhere inbetween a toga party and disinfecting your bathroom.....See as well as participate in the decision making process of the club. For more information call Jay Negrin at 818-894-3549.

Monterey Historics, Friday, Saturday, and Sunday, August 16 - 18th

It's too late to purchase your tickets through the Alfa Romeo Association, but you may be lucky enough to get a room (i.e. try AAA). This year's featured marque at Laguna Seca is BMW and at the Concours Italiano Bertone is highlighted.

AROSC General Meeting, Friday, August 30th

Location and speaker to be determined. For more information call Jay Negrin at 818-894-3549.

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