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THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

*la freccia della
"mille miglia.."*

**6 C 2300 B
MILLE MIGLIA**



ALFA ROMEO

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 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 a subscription is included as part of the membership fee paid to AROSC, Inc. Opinions expressed in the articles and columns in the Alfacionada are those of the authors and do not necessarily reflect those of the club. General meetings are held on a monthly basis, in the Los Angeles area (see meeting location below). General inquiries should be addressed to AROSC, P. O. Box 3621, Granada Hills, CA 91394. Membership information can be found on page 12.

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general meeting location

General Meetings are held the last Friday of every month at the **Kaizuka Room, Veterans' Memorial Park, 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 Freeway (110) respectively, for each of those streets. Parking is available. Meetings start promptly at 8:00, and 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 20th of the month prior to the following month's 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

THE SILLY SEASON

We are in the midst of a silly season. In formula one, the silly season starts when rumors fly through the paddocks of impending changes for the next racing season. Drivers are said to be moving from team to team, or even out of the sport entirely. Whole teams have been rumored to dissolve. But, the thing is that they are all rumors. And the problem with most rumors is that you cannot tell for sure whether or not there is substantial fact behind them. A current case is the (probable) 1997 world champion, Damon Hill. There were many rumors surrounding his leaving the Williams championship team, but these rumors were all firmly denied by all parties involved. These rumors were denied so vehemently, that journalists thought that they had to be true. But the denials of Damon Hill's dismissal by the Williams team came right up to the point when they hired some else to replace him.

I give you this story, and it is quite true by the way, as an example of so many stories that can be heard fluttering their way through the virtual halls of Alfa-dom. At the September meeting, we all heard, again, that Alfa/FIAT will be coming back to the United States in 1998. This is of course due to coincide with that announcement at the 1998 Monterey Historic Races, where Alfa is (rumored) to be the featured marque. Of course the factory is scheduled to deliver all the old race cars to Monterey for this spectacular event. They are also supposed to send over all the old race drivers, too, I suppose.

While we are at it, lets have FIAT start making cars on this continent. Maybe in Mexico. We know that all of the major Japanese builders have factories in North America. Even the Germans are doing it. So it becomes obvious to all who wish to believe that for FIAT to be serious about this market, that they, too, have to build cars on our soil. Let us please take stock of this situation realistically. We may wish Alfa to come back with some of their newer models we have lusted over for years. We, without the benefit of global financial and political overviews, can wax poetic about the virtues of so many different models which have been produced that we will never see here.

If I were king of FIAT (save me for saying that, please) I would attempt a multi tier system to present cars to the American public. FIATs would be the obvious choice for the roll of basic transportation. Cheap, make that inexpensive sedans and coupes. Maybe even mini-vans or small sports cars. Lancia could address the market for specialized vehicles, perhaps sport utility vehicles. Alfa Romeo, our love and passion, would obviously fill the need for sporting vehicles. Here we would find the sport coupes and sedans, with obvious attention to open-top spiders. These would be a cut above the FIAT line, technically and financially, so the cross-over between the two would be minimal. Where cost is no object, Ferrari still reigns, of course.

Before you laugh too loud at this "modest proposal" remember that Toyota does this with their Lexus line; Nissan does it with Infiniti, and Volkswagen does it with Audi. It makes sense to do it that way, but not with vehicles which are cobbled together from European spec models which haven't been designed for our market. Ducati, the Italian motorcycle manufacturer, tried that, and they went out of business. They were lucky enough to find a sugar-daddy in the form of Cagiva, an Italian motorcycle version of General Motors. They were allowed to continue making eclectic motorcycles that at least appealed to the passion of well-healed, competent riders.

For Alfa Romeo to come back to North America, they will have to be more "normal" cars. For them to be financially secure here, they will have to sell cars which are more mainstream than they have been. They will have to be more reliable than the proverbial rock. Many people in this country abuse their vehicles terribly. To be successful here, you need a car which thrives on neglect, that needs its oil changed only when the idiot light comes on. (Oil? They put that in at the factory, don't they?) There are many cars on the road today which demonstrate that this can be done. They represent engineering sophistication, technical interest, and they are modestly priced. For FIAT to dare to venture into this market, they will have to compete with exceptionally competent automotive product.

I believe that the factory can design cars that fit our needs, on this side of the Atlantic. We will no longer accept little buzz-box motors that run for weeks at a time. Door handles that stay in your hand, not on the car, are no longer cute, or endearing. Only when Alfa Romeo and FIAT can come to terms with what the buying public of this country is willing to shell out the dollars for, will they be welcome back to this country. Only when they have worthy product will they deserve to come back to this country. One man's opinion.

AROSC content of this month's column: PARTICIPATE in your club, today. Do not wait for the second coming. If you hold your breath, your favorite color will be blue.

Lancia

Alfa Romeo

FIAT

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passing thoughts
Pat Braden

ALFA QUILTS ITC RACING

In a press release dated September 25, 1996, Fiat Auto Corse announced the withdrawal of Alfa Romeo from the ITC (International Touring Championship) series. The following is a rough translation of the text of the Fiat announcement regarding the withdrawal.

Fiat Auto Corse and Adam Opel AG, after having evaluated the actual situation of their prospects in the ITC championship series have jointly decided not to participate in the competition at the end of the 1997 session and thenceforth.

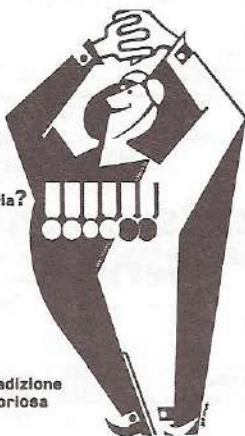
The two companies have studied the cost/benefit and feel that the results do not warrant additional investments in this championship.

In regards to Fiat Auto Corse, the decision to retire from the ITC championship series at the end of 1997 follows a championship season in which there were seven victories, five of which were taken in the last five races. Withdrawal from this competition was prompted by elevating costs of development compared to the publicity returned, especially considering television coverage throughout Europe.

We will continue to support private teams in Division 2 and, of course, the Trofeo Fiat Cinquecento (500).

At the same time, we plan to introduce a Europe-wide, single-marque championship series for young drivers and those who want to participate in racing at the lowest cost. This new championship series will begin in 1998 and use a new Alfa Romeo model which will be introduced to market at the end of 1997.

perché
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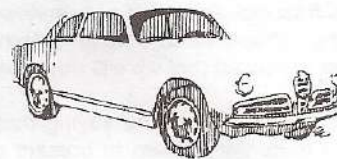
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Maurice Starrantino - Owner

looking back at recent events

Jay Negrin

WOODLEY PARK IN OCTOBER

It was Sunday, the 20th of October. I arrived at Woodley Park, in Van Nuys, a bit early, somewhere near 8:30 AM. I peaked up from my motorcycle helmet to see that I was not the first of many hardy souls to brave this early hour. I knew that I was at the right place, as there were several fine Italian cars waiting in line behind me to enter this event, the first of its type. This was billed as an Italian/French car and motorcycle show.

I know I am the president of the Alfa Romeo Owners of Southern California, but I had ridden my Ducati, the Alfa Romeo of Italian motorcycles, so seldom this summer, I felt that it needed as much exercise on the road, as I did on the machine itself. Besides, I had a good chance of taking best motorcycle in show if no others showed up. My opportunity evaporated when an absolutely stunning Ducati 900SP showed up, completely tricked out with much carbon fiber and polished metal bits. It was so nice, I didn't mind backing in its shadow.

The rest of the vehicles there ranged from gorgeous to unusual. The 1920-something Lancia Lambda was a truly unique effort. The leather faced wicker interior was only a taste of its individuality. The body design was, shall we just say, different, even given its vintage. But the coach-work, that was truly a piece of work. How many can say, or would want to perhaps, that the body on their car was done in maroon leather. That's right, leather, and very well done, too, as one sort of expects at events like this. The pitot tube, and air-speed indicator was also, um, interesting.

There were hands full of Renaults and Citroens. Dauphines, 4CV and a lone Caravelle typified the Renault turnout. Small Citroens were represented by 2CVs and a solitary 3CV panel van. There were all terminally cute, and the source of many comments.

If you say Italian car, who doesn't think of Ferrari and Maserati. Because this was a small car event, there was only one of each of these famous marques. There was a lone Opel-powered Bizzarini done in eye-catching yellow paint. Don't feel too sorry for this one being the sole representative of that marque, as it took Best of Show, if I heard right.

Fiat, of course were well represented, perhaps because one of the organizers was head of the rear-engined Fiat club. There were also a number of well turned out 124s, both coupe and spiders. The marque that sort of fits into this category, but really deserves credit in its own right, is Abarth. There were several of the Fiat derivatives present, and some pretenders as well. All were respected, though, even if a couple were pretty rough.

And now we come to the marque best represented at this show. At least one third of the cars being shown, and maybe more, were of that marque. And that marque is,

of course, Alfa Romeo. I was thoroughly tickled and continually impressed at our club turnout. There were nearly 30 of us present, showing off our prides and joys. In addition to the cars themselves, the Alfa parts manager from Tustin Imports was there to display his wares, and to remind us all that Alfa is still in this country, at least selling spares for your hobbies and projects. Jim Dennis needs recognition of his continued support of Alfa Romeo, even in the obvious face of adversity.

While looking at all of the Alfas, I felt that it was truly a case of each one being nicer than the one before. I only heard one person lament that he shouldn't have brought his car because all the others were so much nicer than his. That wasn't the point of this exercise. The point was that we all could enjoy some sunshine in a low-pressure environment. No competition; no trying to best the car next to yours; no worrying about the specks of dust landing on your newly polished jewel. Yes, it is true that pride of ownership kept many busy making sure that what spectators saw was the best possible representation of the marques and models, and that was appreciated by all, I am sure. And, I must confess at this point, that one reason I did not have the Alfetta here was that I did not think that it was in as good shape as I want it to be, especially to be shown in front of so many others. It has a heart of gold, but still needs a bit more attention before I can think of it as ready to brag about.

So, who was responsible for this effort? It was a consortium of automotive enthusiasts referring to themselves as "The Under Three Liter Cars". Apparently they care most about small Italian and French automobiles. I do not know if they will stick together long enough to do this again, but I think they should. I felt strong enough to lend them moral support for this event, and would likely do the same if a similar event was held next year.

THE ALFA - PORSCHE CHALLENGE - 1996

It was nice to see so many Alfa club members at Willow Springs for the annual running of the Alfa-Porsche Challenge on Sunday, October 13th. I won't name names, but you all know who you are. That list contains both competitors and spectators. Those present know that the weather was about as good as it gets at Willow. There were a few high clouds, and the wind was gentle, most of the time. Temperatures did not get out of hand, although a light jacket in the morning was in order. So much for the weather report, now on with the event.

There was much good racing this weekend. What made it all just a little better was that Alan Ward, yes THAT Alan Ward, placed himself, and his speedy GTV racer, at the top of the charts for the Challenge race. Not just the first Alfa, but first over-all. Second was a Porsche 356 of some vintage, allegedly a 1960, and there were some apologists saying that Alan's car was so much newer, by about 10 years. That doesn't cover the reasons why several newer vintage 911's didn't make it closer to the top. The difference must be in the driving. Alan is a fierce competitor, and he simply drove away from the rest

(Continued on page 14)

local competition

Randall Higa

SEPTEMBER 14 & 15, 1996
 BUTTONWILLOW RACEWAY PARK TIME TRIAL &
 RACE

Buttonwillow Raceway Park, for those of you have not had the privilege of visiting this wonderful track, is located just off Interstate 5, about two-ish hours north of LA. There really is a town of Buttonwillow and has, from what I heard from a reliable source, a real buttonwillow tree. To my dismay, I missed visiting the town but did stay in what can be considered, uptown Buttonwillow that was garnished with a Denny's, a McDonalds, Carls Junior, and a Saloon that you'd have to ask Charlie Thieriot about.

The track is very new and is situated on land unsuitable for farming that is flatter than a pool table. However, two hills were created with one very reminiscent of the corkscrew at Laguna Seca. The other hill proved to be a impromptu launching pad into the dirt if an early apex was executed with too much speed. The track can be run in many configurations and can even be run as two separate tracks. For this weekend AROSC ran the track counterclockwise in one it's longest configurations, about 3 miles with two long straights.

Earlier in the year, at AROSC's first visit, the same configuration was run was run in the clockwise direction. The counterclockwise direction was reported by many to be more challenging (many decreasing radius turns), but, in the final analysis, less damaging to sheetmetal; many cars were seen plowing the loamy soil of the great central valley, but none were damaged from running into immovable objects. Although I didn't run the track before, I found the track to be perfectly delightful and rate this track as THE MOST FUN of any I've ever been on.

Those at the track got treated to the most exciting race in Alfa Club history. The race group put on an exciting show that had everyone holding their collective breaths for most of the race. After getting the green flag (thrown by yours truly), the pack roared off the first corner with Kit Simmons leading the pack in his BMW M3. Hot on his tail was Paul Porteous in his newly painted and very quick BMW 325e (I think the "e" stood for exceptional, not "eta"), followed by Mitch Stahl in a fast ("isn't that a turbo?") naturally aspirated Porsche 944. It was a three-way battle of first order and the German trio soon pulled far ahead of the others.

The real excitement started when Kit went into the last turn (before the front straight) too hot and drove into the dirt and created his own "outside" line around the corner. Paul was wary of Kit skittering back across the track and pulled as far to the inside of the turn exit as possible but kept the hammer down and motored by Kit. Mitch wasn't so lucky and tucked in behind Kit when the M3 regained its footing on the track. More excitement was in order

when Kit did a relatively slow speed spin into the dirt onto the inside of the first turn (after the front straight) and ended back on the track. Mitch had to go off the track on the outside of the turn to miss Kit by only a few millimeters. They both quickly regained their composure and continued to battle with Kit still in front of Mitch.

Meanwhile, Paul put more pavement between him and the Kit/Mitch battle. However, Kit had his hands full keeping the yellow Porsche behind his rear bumper. After 12 nerve-wracking laps, this became the finishing order with Paul the ultimate victor in a truly exciting race winning both overall and Class N. On the other hand, Steve Hamilton drove a lonely race in his MR2 and took top honors in Class P. Alas, the top finishing Alfa Romeo was Richard Thompson in his silver GTV6 finishing fourth in Class P after struggling to pass Danny Chung in an Integra who, in the final laps, had to pull off the track.

In Alfa Romeo Class B time trials, Rube Erickson won in his silver (state) Spider with a time of 2:14.405. Mike McGinnis smoked Class C in his GTV6 with a scorching 2:07.062 beating out the two plum GTVs of Terry Manchester and David Burgoon. Yours truly was able to compel the Le Mans blue GTV to hustle one clean lap at 2:15.886 that was good for a win in Class D ahead of Paul Blankenship in the mighty Alfetta (who didn't get nearly as much practice time) and Charlie Thieriot (who got way too much practice time and paid for it by completely wearing out his brake pads) in his everyday-driver 164.

In the non-Alfa classes, Glenn Bjorkman broke the two-minute barrier with an extraordinary 1:59.259 to nab top time-of-the-day and a first in Class M in a Ralt CSR. Class N was captured by Doug Ota in his BMW M3 (not another one!) with a 2:03.929 and Carlos Rodriguez grabbed Class O in his RX3 with a 2:12.883. Cathy ("please don't name a corner after me") Hamilton piloted her MR2 to a solid victory in Class P with a 2:13.908 and the inspirational Fred Hamilton in the number 81 Buick Regal ran alone in Class Q.

Congratulations to all who ran at this event; you all made it a great success. And a real "atta-boy" to those of you who had to drive to Bakersfield, and gulp, even Fresno to get parts. Also, a big thanks to George Kranen who arranged for a wonderful tri-tip steak dinner followed by a fabulous ollalaberry cobbler with ice cream AND whipped cream.

RACE RESULTS

Class	Position	Car	Driver
N	1	BMW 325e	Paul Porteous
N	2	Porsche	Mitch Stahl
N	3	BMW M3	Kit Simmons
N	4	Datsun 240Z	Paul Hightower
P	1	Toyota MR2	Steve Hamilton
P	2	Mazda MX3	Diego Morales
P	3	Toyota Celica	Marc Roppolo
P	4	Alfa GTV6	Richard Thompson
P	5	Alfa GTV	Kevin Pidduck
P	6	Acura Integra	Danny Chung

**TT #96-4 BUTTON WILLOW RACEWAY CCW
SEPTEMBER 15, 1996
OFFICIAL TIME TRIAL RESULTS**

CLASS B

POS	#	DRIVER	MAKE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	FASTEST LAP
1	23	ERICKSON, RUBE	SPIDER	2:17.998	2:15.931	2:14.861	2:15.428	<u>2:14.405</u>	<u>2:14.405</u> *
2	13	GAYLARD, PHYLLIS	GTV	<u>2:21.084</u>	2:22.05	2:28.55	==	==	<u>2:21.084</u> *

CLASS C

POS	#	DRIVER	MAKE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	FASTEST LAP
1	76	MCGINNIS, MIKE	GTV-6	N/A	2:24.34	2:19.97	<u>2:07.062</u>	2:09.82	<u>2:07.062</u> *
2	41	MANCHESTER, TERRY	GTV-6	2:12.207	2:11.496	2:11.084	2:11.175	<u>2:10.848</u>	<u>2:10.848</u> *
3	68	BURGOON, DAVID	GTV	N/A	2:20.28	2:16.52	<u>2:15.794</u>	2:17.15	<u>2:15.794</u> *

CLASS D

POS	#	DRIVER	MAKE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	FASTEST LAP
1	17	HIGA, RANDALL	GTV	N/A	2:17.27	2:17.16	<u>2:15.886</u>	2:17.06	<u>2:15.886</u> *
2	25	BLANKENSHIP, PAUL	ALFETTA GT	2:19.606	2:18.351	<u>2:17.364</u>	2:17.963	2:17.816	<u>2:17.364</u> *
3	1	THIERIOT, CHARLIE	164	<u>2:21.146</u>	2:22.51	2:21.55	2:22.01	2:22.28	<u>2:21.146</u> *
4	83	BENDER, DOUG	GTV	2:29.752	2:29.072	2:28.365	<u>2:27.406</u>	2:28.623	<u>2:27.406</u> *
5	38	DALBERG, JON	GTV-6	2:33.664	2:33.015	2:30.866	<u>2:28.794</u>	2:29.974	<u>2:28.794</u> *

CLASS E

POS	#	DRIVER	MAKE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	FASTEST LAP
1	117	CUNNINGHAM, TIMOTHY	GTV	2:32.916	2:34.548	2:31.856	2:29.773	<u>2:29.369</u>	<u>2:29.369</u> *

CLASS M

POS	#	DRIVER	MAKE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	FASTEST LAP
1	78	BJORKMAN, GLENN	RALT CSR	<u>1:59.259</u>	2:025.437	2:00.157	<u>1:59.319</u>	1:59.457	<u>1:59.259</u> *
2	21	MELLO, WAYNE	944 TURBO	2:09.083	2:05.194	2:26.293	<u>2:04.436</u>	2:31.096	<u>2:04.436</u> *
3	96	QUAID, JOEL	FERRARI	N/A	<u>2:06.9</u>	N/A	N/A	N/A	<u>2:06.9</u> *
4	48	STERN, GARY	CAMARO Z38	<u>2:07.024</u>	2:07.392	2:08.587	2:08.769	2:19.920	<u>2:07.024</u> *
5	40	LOVENSON, BOB	CORVETTE ZR	2:10.690	2:09.031	2:10.377	2:08.456	<u>2:07.897</u>	<u>2:07.897</u> *
6	50	WAKEFORD, KENT	ELVA F.Jr	N/A	2:25.56	2:24.51	2:24.49	<u>2:22.379</u>	<u>2:22.379</u> *

CLASS N

POS	#	DRIVER	MAKE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	FASTEST LAP
1	64	OTA, DOUG	BMW M3	2:07.204	2:06.096	2:06.140	2:05.531	<u>2:03.929</u>	<u>2:03.929</u> *
2	139	WHITLEY, BOB	MUSTANG 5.0	2:14.622	2:07.405	2:07.995	<u>2:06.424</u>	2:06.574	<u>2:06.424</u> *
3	47	HAMMACK, JOHN	BMW M3	2:09.925	2:10.232	2:08.673	<u>2:07.217</u>	==	<u>2:07.217</u> *
4	142	KNOKE, JIM	944 TURBO	2:11.658	2:11.663	2:09.461	<u>2:09.418</u>	2:09.654	<u>2:09.418</u> *
5	44	FISHER, DAVID	BMW M3	2:11.679	2:12.052	2:11.837	<u>2:10.972</u>	2:11.961	<u>2:10.972</u> *
6	14	ARICO, NICK	FIREBIRD	<u>2:20.736</u>	2:22.438	2:22.920	2:22.449	2:23.971	<u>2:20.736</u> *

CLASS O

POS	#	DRIVER	MAKE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	FASTEST LAP
1	91	RODRIGUEZ, CARLOS	RX-3	2:15.377	2:15.186	2:15.805	2:15.559	<u>2:12.883</u>	<u>2:12.883</u> *
2	9	KRANEN, GEORGE	T-BIRD	2:15.029	2:14.715	2:15.324	<u>2:13.358</u>	2:15.744	<u>2:13.358</u> *
3	18	TOLLE, MIKE	911	2:17.683	2:17.950	<u>2:16.607</u>	2:16.931	2:43.300	<u>2:16.607</u> *
4	63	PRECARIO, RICH	MUSTANG	2:21.672	2:21.822	2:31.003	2:30.874	2:19.170	<u>2:19.170</u> *
5	131	DeANDA, CESAR	911 SC	<u>2:27.980</u>	2:29.486	2:28.241	2:43.323	2:28.894	<u>2:27.980</u> *

CLASS P

POS	#	DRIVER	MAKE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	FASTEST LAP
1	61	HAMILTON, CATHY	MR-2	2:15.760	2:15.965	2:14.150	2:15.288	<u>2:13.908</u>	<u>2:13.908</u> *
2	77	COLBERG, ALAN	MR-2	2:24.828	2:24.150	2:23.392	2:21.242	2:21.607	<u>2:21.242</u> *
3	97	WADE, DANIEL	MX-5	2:23.904	2:24.185	<u>2:22.306</u>	2:23.249	2:22.521	<u>2:22.306</u> *

CLASS Q

POS	#	DRIVER	MAKE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	FASTEST LAP
1	81	HAMILTON, FRED	BUICK REGAL	2:52.192	2:52.624	<u>2:49.014</u>	2:49.465	==	<u>2:49.014</u> *

international competition
Stu Schaller

The 17th and 18th rounds of the FIA Group One Touring Car championship were held at Magny Cours, France, on September 15th. Alfas were one, two, and three in qualifying, and in the 17th round, the cars of Larini and Fisichella pulled away at the start of the race. Nannini's Alfa was in third, and as he was better placed in the driver's championship, was allowed to pass Larini and Fisichella's Alfas for the win. Larini finished 2nd, with Fisichella 3rd. No other Alfas were in the top ten. In the 18th round, Nannini's Alfa lead from the start, and he wound up winning his fourth race in a row, and his sixth this season. Fisichella was 2nd after Larini's motor blew up, and Modena finished 7th. No other Alfas were in the top ten.

The 19th and 20th rounds were run at Mugello, Italy, on September 29th. Larini won the 19th round for Alfa, with Fisichella's Alfa in 3rd, and Nannini's Alfa 11th. Other Alfas were 12th, 13th, 14th, and 20th. The 20th round was a demolition derby, and only 3 Alfas finished the race; Tarquini was 6th, and the only Alfa in the top 10.

The 21st and 22nd rounds were run on October 13th, at Hockenheim, Germany. In round 21, Tarquini's Alfa was 4th, Nannini's 6th, Danner's 7th, and Fisichella's 12th, with the others DNFs. The 22nd round was yet another destruction derby, as has been many of the races this year. Fisichella's Alfa was 5th, and Danner's was 6th. All the other Alfas were knocked out by crashes or mechanical failure.

With just four races left, two in Brazil on October 27th, and two in Japan on November 10th, Reuter's Opel leads the drivers championship with 198 points. Schneider, last years champion, is 2nd, for Mercedes, with 165 points. Franchitti's Mercedes is 3rd, with 150 points. Nannini is the top points getter for Alfa, in 4th with 143 points. The only other Alfa driver in the top 10 is Fisichella, in 8th, with 114 points. The manufacturer's championship is very close, with Opel leading with 324 points, Alfa second with 270 points, and Mercedes trailing with 245 points.

Alfa, along with Opel, have decided to withdraw from the FIA Group 1 Touring Car series for 1997. This is understandable, even though the FIA will penalize each company almost 8 million dollars; Alfa and Opel's budgets for 1996 were almost 60 million dollars each! It's not known at this point if this series will continue next year with "privateer" and "semi-factory" cars. Alfa is thinking about rejoining the Group 2 Touring Car wars with a factory effort, and perhaps, might even send a car over here to run in the North American Touring Car series.

In the Italian and Spanish FIA Group 2 two-liter series, the Alfas have been running in the top ten. In the German FIA two-liter series, Alfas have been entered in a few selected races, but usually with poor results. As expected, the Audis have dominated the various Group 2 series this year.

In the SCCA Trans-Am, Dino Crescentini finished 5th in the last race of the season; his best result ever. Unfortunately, he was disqualified as a result of a post-race technical inspection. Tommy Kendall wound up winning the series, with Dorsey Schroder second, and Ron Fellows third. A grand total of 83 drivers entered Trans-Am races in 1996, and Dino wound up 18th. In the manufacturers championship, Ford beat Chevy, 108 to 103.

In the SCCA's Sports 2 class, Tom Zat didn't go to Reno or Sears Point with his SSZs, and as such, Mark Knepper dropped to 13th and Wade Muller to 21st in driver's points. Saleen (Mustang) won the manufacturers championship, with Porsche 2nd, and Mosler 3rd. Copelli won the driver's championship in a Cayley Corvette, with Shane Lewis 2nd in a Mosler Intruder, and Steve Saleen 3rd, in one of his own Mustangs.

The SCCA's amateur championships, called the Valvoline Runoffs, were held the weekend of October 11th through 13th, at Road Atlanta. The only Alfa to finish in the top five in any race was Jay Iliham, of Silver Creek, New York, who wound up 5th in the GT5 class with his tube-chassied GT Junior.

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the history of the marque

Stu Schaller

CHAPTER TEN

Up to 1929, the French and the Italian Grand Prix cars were pretty much equals. The Alfa Tipo A, although faster than its competitors, did not change the situation because of its fragility and its poor handling traits.

At the same time the Tipo A was being built, the 8c2300, in its "Monza" variation, was being developed into a Grand Prix car. By late 1931 the Monza was meeting with moderate success, and it was decided to develop it even further.

A single seat GP car, related to the Monza and called the Tipo B, started production in 1932. To lower the Monza's center of gravity, it was decided that the car would be built with two driveshafts placed in a V; the driver sitting between them. The motor would be 8c2300 based, but would have enough changes as to render it really a different engine, although some parts remained interchangeable. The initial displacement of the Tipo B motor was 2654cc, and horsepower was around 215.

By the middle of the 1932 Grand Prix season, the Tipo B Alfas held a slim advantage over their opponents. The slight edge continued through the 1933 season, but the Tipo B's never became dominant. In 1934, the rules for Grand Prix racing were changed, and motors of unlimited displacement were allowed, as long as the total weight of the car did not exceed 750Kg. Alfa, in an attempt to stay at the top, enlarged their motors, but by the middle of the year, the German Mercedes and Auto Union teams were starting to win most of the events. Alfa biggest win in 1934 was at the Avus Grand Prix in Germany, where Guy Moll won in a specially streamlined version of the car.

In 1935, the Tipo B was even further developed, and the front suspension was modified to the fully independent, Dubonnet type. Motors were even further enlarged, and reached almost 4 full liters, developing as much as 340 horsepower. It was still not enough. By 1935, the German teams had become dominant. With their 6 liter motors, the Mercedes and Auto Unions had around 600 horsepower! In spite of this, at the Nurburgring in Germany, a twisty course where absolute power isn't all that important, Tazio Nuvolari, perhaps the greatest driver ever, won in a Tipo B. This is considered by many to be Alfa's greatest win ever.

For high speed courses, a version of the Tipo B, called the Bimotore, was constructed in 1935 by Scuderia Ferrari, who had by then been put in charge of all Alfa racing endeavors. The Bimotore had an engine in front and a second engine behind the driver. It was as fast as the German cars, but was very difficult to drive, and had an enormous appetite for devouring tires quickly. The biggest success for the Bimotore was a class land-speed record, but a car of this type took a second at Avus and 4th and 5th at Triopli in 1935.

It is very difficult to say exactly how many Tipo B's were built; Fusi says it was 11 complete cars plus spares, along with an additional 2 cars of the Bimotore type; others say as few as 8 or as many as 15 were built. There are also some 8c2300's which have been turned into Tipo B replicas over the years, a practice which I personally find repugnant.

CHAPTER ELEVEN

In 1935, Alfa in an attempt to build an automobile for the inexpensive, small displacement market, a single overhead cam car was developed. With a motor of 1490cc developing 50 horsepower, and a wheelbase of 2.70 meters the, Tipo 1 (4c1500) looked good on paper, but only 3 prototypes were built in the period of 1935 through 1937.

A few twin cam motors of the same displacement were also constructed, and put out around 60 horsepower. It is not known for sure how many of these were actually put into vehicles; the cars with the twin cam motors being called 4c1500 Sport. It would not be until 1954, with the Giulietta, that Alfa would attempt to enter the small car field again.

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letters to the editor

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news

Stu Schaller

Back in September, I sent a letter to Cesare Romiti, the new head of FIAT. The purpose of my letter was to try and get a response from someone in power as to what FIAT and Alfa's plans were for North America. I just received a letter from Mr. Pavia, Production Director at Alfa, dated October 9th, sent at Mr. Romiti's request. The letter states: "The FIAT group is not planning a return to the American market with any of its major brands. What will happen in the longer term is that we will consider a return to North America only if different circumstances or better opportunities will arise." Mr. Pavia also mentioned that they were already in contact with Frank Mandarano, who runs Concours Italiano, about bringing over cars from the FIAT and Alfa museums in 1998 and 1999.

I also recently received a letter from Giuseppe Busso, an engineer whose career with Alfa dates back to the days of Scuderia Ferrari. His first design for Alfa was the motor for the 6c3000 Prototipo. Ing. Busso told me that the 6c3000 Prototipo motor, the 6c3000-C50 motor, the motor in the 6 cylinder version of the C-52 Disco, and the motors in the 6c3000CM and 6c3000PR are all the same, except for bore and stroke. I found this very interesting, as many articles say the 6c3000CM motor is somehow related to the 750 series Giulietta motor; obviously it is not.

Ing. Busso also told me that it was Gilco who actually built the Disco chassis. He also said "although the chassis were designed by Gioachino Colombo at Alfa, they were done so without the approval of Satta and me!" (Gioachino Colombo of Alfa is not related to Gilberto Colombo of Gilco).

Alfa articles this month include one on the 105 series cars in the English magazine, Practical Classics. The October issue of Thoroughbred & Classic Cars has a good article on Lancia, and a blurb in Classic & Sportscar mentions that a 6c1750 is being restored in Norway with a 2-door Touring coupe body built in the 1931, and which was originally on an Alfa 1750 GTC, rather than being "restored" with a modern spider body. The October 14th issue of Autoweek has photos from the Paris Auto Show of a new Alfa twin-turbo coupe, called the Nuvola, and a picture of a prototype of the Fiat Multipla, which is much uglier than the earlier drawings that have appeared in various magazines. There is also an article on the Alfa Museum in this issue.

For those of you into miniatures, a new company called ATM, located in Udine, Italy, has just released a model of the Alfa 140AF 3-axle trolley car of the 1950s, from the city of Treste. They will also be releasing a model of the 2 axle Alfa AR900AF trolley and of the 3-axle AR140AF with another body. Other new models this month include the 6c2300 "Soffio di Salana", by ABC models of Tradate, Italy. Being hand made, all of these models are rather expensive.

stu views

Stu Schaller

About 5:30 in the evening on September 28th, I received a phone call from Richard Cross, a recent electee to national's Board of Directors. As I had never met him, and have made my views about the club rather obvious, I couldn't understand why he called. He said that as a new member to the BOD who had only recently seen some of my columns, he wanted to discuss why I have the views I do. He seemed to have some consideration for the fact that I've been a member much longer than he has, and was aware of what is going on. We then spent the next few minutes discussing various items. He repeatedly asked why I don't rejoin the club, and that I should come to next year's national convention, to bring up what I consider to be problems. I told him there would be no point in doing so, as everybody else on national's BOD is long aware of what I consider to be problems, and my views on them. He either didn't hear me, or simply didn't WANT to hear a word I had said! Like some of the other members of national's BOD, their view is the only one that matters!

In the November issue, a letter to the editor from Bill Nagy was published, asking why the club should be worried about attracting new members. Without new members, the club grows tired and stale. Bill also commented "wouldn't it be better to have 500 knowledgeable members, rather than 5000 who are mute?" In my opinion, there will never be 50, much less 500 members who are knowledgeable; like it or not, there simply isn't enough interest in the marque!

To try and answer another question Bill poses, I think that locally, the reason most people are mute is simple; apathy. In my 15 years of involvement, there has been a grand total of less than 20 people who have been willing to serve on this chapter's Board of Directors. I've been giving my opinions on various issues for years, and asked for members opinions on what I have to say. In 15 years, I've received a grand total of two responses!

Apathy is also a major problem on a national level, but there is another reason that members seem mute; it has been the policy of the Alfa Owner that letters with opinions contrary to those of national's Board of Directors simply aren't printed! This has been "policy" for over 25 years!

On another subject, the ARA is becoming more and more well known on an international level. With its increasing involvement in the events at Monterey each August, respect for what it does is also growing. Members of this chapter's BOD have suggested that this club, as an organization, get involved with the ARA, especially in view of the fact that Concours Italiano 1998 will be devoted to Alfa Romeo. Other members have said that we shouldn't, for the same kind of reasons that we don't get involved in events like VARA's Alfa-Porsche challenge, or the Italian/French "under 3 liter" show; there is only so much time and energy contained within the club, and it should be devoted to our own events. I think that involvement with other clubs and organizations is a GOOD thing, especially when it can enhance this chapter's image, and possibly, also increase membership. Letters to the editor stating YOUR opinion would be appreciated.

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1996

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- Dec 7 AROSC Christmas Party at Charlie
Thieriot's, 2500 Roscomere Road, Bel Air,
Call 310-476-8812
- Dec 8 AROSC Planning Meeting

1997

- Jan 9 AROSC Board of Directors Meeting
Jan 16-19 Barrett-Jackson Scottsdale, Auction,
Call 602-273-0791
- Jan 25-26 AROSC Time Trials, Las Vegas, NV
Jan 31 AROSC Annual Awards Meeting in the
Rotunda Room. Call 818-894-3549
- Feb 6 AROSC Board of Directors Meeting
Feb 28 AROSC General Meeting
- Mar 2 CART race, Homestead, FL
Mar 6 AROSC Board of Directors Meeting
Mar 8-9 AROSC Time Trials, Willow Springs
Mar 12-14 Sebring, Florida Historic Car Races
Mar 28 AROSC General Meeting
- Apr 3 AROSC Board of Directors Meeting
Apr 13 North American Touring Car series, and
Long Beach CART race, Long Beach
- Apr 19-20 AROSC Driver's School, Willow Springs
Apr 27 CART race, Nazareth, PA
Apr 25 AROSC General Meeting
- May 2 AROSC Board of Directors Meeting
May ? AROSC Time Trials, Laguna Seca or
Buttonwillow
- May ? Pomona Historic Car Races
May 1-4 Mille Miglia Retro, Brescia, Italy
May ? California Mille, Call 415-292-2970
May 3-5 Historic Monaco Grand Prix, Monaco, Call
Mr.Lindsay at 011-44-128-585-0333 in
England for information
- May 11 CART race, Rio, Brazil
May 24 CART race, Madison, IL
May 30 AROSC General Meeting
- Jun 1 CART race, Milwaukee, WI
Jun 6 AROSC Board of Directors Meeting
Jun 8 North American Touring Car series and
CART race, Detroit, MI
Jun 22 North American Touring Car series and
CART race, Portland, OR
Jun 27 AROSC General Meeting
- Jul 3 AROSC Board of Directors Meeting
Jul 13 North American Touring Car series and

- Jul 20 CART race, Cleveland, OH
North American Touring Car series and
CART race, Toronto, Canada
- Jul 25 AROSC General Meeting
Jul 27 CART race, Brooklyn, MI
- Aug ? Tustin Historic Car Races
Aug 7 AROSC Board of Directors Meeting
Aug 17 CART race, Elkhart Lake
Aug 22-24 Concorso Italiano (De Tomaso), Historical
Automobile Races at Laguna Seca
(Porsche), and the Pebble Beach
Concours (Post War Astin Martin & Pre-
War Steam Cars) at the Pebble Beach
Lodge, Monterey, CA
- Aug 29 AROSC General Meeting
Aug 31 North American Touring Car series and
CART race, Vancouver, Canada
- Sep 4 AROSC Board of Directors Meeting
Sep 7 North American Touring Car series and
CART race, Laguna Seca, CA
- Sep 20-21 AROSC Drivers School, Willow Springs
Sep 26 AROSC General Meeting
Sep 28 CART race, Fontana, CA
- Oct ? AROSC Time Trials, Buttonwillow
Oct 2 AROSC Board of Directors Meeting
Oct 31 AROSC General Meeting
- Dec ? AROSC Christmas Party
Dec 4 AROSC Board of Directors Meeting
Dec 6-7 AROSC Time Trials, Willow Springs

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technical

AN ILL WIND

Over three years ago (in the July '93 Cams to be exact) I did a piece on airbags and my opposition to them. I was able to quote some similar thoughts from Road & Track Tech editor Dennis Simanaitis.

Now, airbags are tragically back in the headlines again. While it's always gratifying to be able to say "I told you so," there can be nothing positive about the current revelations of the airbag fiasco. I think it's time to go over once again the problems with these government-mandated placebos which take the place of superior automotive safety equipment.

I have been an opponent to airbags (which are not technically AIR bags but sodium azide bags, that being the chemical which explodes to fill the bag with gas, but I'll continue to call them airbags for the rest of this column for clarity) since the beginning. Most people don't realize how old the concept is, having been developed in automotive research laboratories of several universities in the 1960's. The government tried to mandate airbags in the early '70s, but the industry successfully resisted for over 10 years before finally succumbing and introducing them on the driver's side in the late 1980's.

Why should I object to a device which has proven life saving potential? Well, outside of the current headlines of children and small adults being killed by the deploying airbags, the answers are many. First is the psychological aspect. I've dealt with explosive devices long enough both professionally and as a hobby (I am also president of LUNAR, the largest hobby rocketry club in Northern California) to feel uncomfortable driving around with an armed pyrotechnic device aimed at my face! Beyond that, though, airbags have many technical shortcomings:

* Airbags are designed for a single type of crash: the single impact straight frontal collision. They provide no protection from multiple impact, side impact, corner impact, rear impact or roll-over collisions.

* Airbags have a limited range of operation. Despite the way they look in commercials, airbags are not big satiny pillows that balloon up gently to catch you, they EXPLODE out with tremendous violence and then deflate all in less than 1/10 of a second. This means that they are ineffective at speeds below 35 MPH (where the bag deflates before you reach it) and over 65 MPH (where you reach the steering wheel/dashboard before the bag inflates).

* Airbags do not work well unless you are right in front of them so in a CYA move, all manufacturers require that you wear a seat belt to hold you in position and refer to the bag as a "supplemental" restraint system (so much for being a "passive" restraint!).

* Airbags are designed to work with the "average" adult which, of course, is the problem associated with the current headlines. People who fall outside the 85th percentile norm run the risk of serious physical injury from the deploying airbag in addition to the forces from the collision itself.

* Even those satisfying all of the above criteria (i.e. an average adult, belted in position encountering a single impact collision within the speed range of the airbag) there have been many documented classes of injury associated with airbags: skin burns of the face and hands (due to the friction of the bag hitting the skin, not the azide explosion which is pretty well contained), bronchitis caused by the release powder (which coats the bag to keep it from sticking to itself) being rammed down the throat, and eyeball trauma for anyone who has protruding eyeballs like Peter Lorre or Marty Feldman.

To be fair, seatbelts can also cause damage ranging from minor bruising to torn chest muscles and dislocated shoulders, but I know of no case where someone was killed by a belt in an accident that they would have otherwise survived had they not been wearing the belt.

* Properly fastened 3-point seat belts (of the type found in every car prior to the introduction of airbags) provide protection superior to airbags in all types of crash situations and speeds except single frontal impact within the speed range of the airbag, where they are roughly equal. They can be adjusted to properly fit anyone from small child, one old enough to be out of a child safety seat, to the largest adult.

Finally there is the issue of disposal. Only a tiny fraction of all bags are ever deployed, and since we are pumping them into the automotive population at the rate of some tens of millions per year, how do we get rid of them? Ever see the "care" with which your average wrecking yard disassembles a car, usually with a torch? (current ARA president excepted, of course!) Add to that the fact that sodium azide is incredibly toxic and a known carcinogen and it makes me not want to visit auto salvage yards anymore.

When the flaws in the system began to appear (i.e. no protection in side and corner impacts) the response was typical bureaucratic defensiveness: rather than admit that the program doesn't work, they are mandating more of what doesn't work in the form of side airbags which are beginning to appear in the doors of higher-end cars. In addition, they want to require warning labels on the dashboards of new cars and automakers are having to send letters to the tens of millions of owners of airbag equipped cars warning them that the device installed to protect them may actually kill them! It seems sometimes that the madness never ends.

In summary, then, we have a government mandated system which is both flawed and of limited effectiveness. It replaced an existing system (3-point belts) which was superior in every way being cheaper, simpler and more effective. The problem is that seat belts require active

involvement on the part of the occupant to actually put them on. Air bags were designed to protect those too lazy or ignorant to protect themselves. The irony is that it turns out that manually fastened seat belts are required anyway for the airbags to have even their minimal effectiveness, so what's the point?

In addition to my GTV, I have a 1984 Saab 900, both bought new and kept in perfect running condition. Until airbags disappear from the US automotive scene, I have bought my last new car.

*Jack Hagerty, Alfa Romeo Association Technical Editor
Up on Jacks, December, 1996*

Continued from page 5.

of the field. Kudos and congratulations for a job well done, Alan!!

Do not get me wrong. There were other Alfa out there, as well, and I extend a hearty hand shake to all the rest of the competitors in this rough world of racing. You have supported the marque, and you ALL deserve recognition for carrying the flag into battle on the race track. Also condolences to those wounded in battle, who did not get to see the checkered flag at the end of the race. Having talked with some of you, I also got to understand what it takes to compete, and the desire to do it again, with the understanding that when all gets repaired, you will be out there again, fighting for the honor of the marque on the race track.

Speaking of which, I got a little first hand experience, myself. No, I did not go racing, but for the first time, I got some laps on the "big track" at Willow Springs. This was courtesy of AR Ricambi. During the lunch break, they sponsored all Alfas and Porsches in the track "tours". Normally VARA, the sanctioning body for the vintage races, allows track tours for spectators for a modest fee of \$20. AR Ricambi covered that sum if you drove an Alfa or a Porsche. I only did about five or six laps in the Alfetta. My time on the track was made LOTS more informative, as my passenger, brave soul, was Jeff Robin; driver of a Formula Ford and one of the prettiest Giulia Spiders on the track. I borrowed heavily from his racing experience, as he helped show me a good racing line through Willow Spring's nine turns. It was huge amounts of fun, and it comes recommended to all Alfisti wanting to find out, first hand, "what it's like out there". Even though I don't think that I would get into it myself, I got a very good idea of why some want to do this racing thing.

After several laps, far from hot, we adjourned to the eating area, where we ate lunch, again compliments of AR Ricambi. They really went all out to sponsor a good chunk of this event, and thanks should be lavished on them for a great time. There were many more of you from AROSC who I did not see at the track. You missed a great event, and a great time. Free track time, and free lunch just helped to make an already great weekend that much better.

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southern california

I'm now reproducing some of the Alfa wall posters that go back as far as the 1920's. The posters range in size from 18 inches by 2 feet to as large as 3 feet by 4 feet. Depending on the particular poster and it's size and age, these reproductions will range from \$60 to \$250. The originals of these posters range from \$1500 to \$12,000!

I will also be reproducing these posters on T-shirts. Prices are either \$20 or \$25 each, again depending on the originals age, and will be done in very limited numbers. Never any more than 100 pieces of any particular shirt will ever be produced.

I also have engine main bearing for 106 series Alfa: 1 set 10 over and 1 set 20 over, best offer.

Stu Schaller, 8821 Lindley, Northridge, Ca 91325
Phone 818-772-1333 Fax 818-831-2199

1963 Giulietta Spider Restored with red exterior and black interior. Call for more info. \$18K OBO
Peter Boclanfoso 714-523-3729

Alfa Parts. GTA grill (new) \$150, Giulia Super front and rear seats recovered in red w/ black carpet set \$500, 105 series spare tire well excellent for rust repair \$50, Ingram Dyno-Graph (new) \$150, Giulia T1 or Super front and rear bumpers (used/good cond.) \$125 each, front springs \$100, 105 series 1600 head w Sperry valve job (new springs) \$450.
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

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

1991 164L 5 speed, w/ **SOLD** gray leather interior, one owner from new, 54K miles. \$9500
Tim Clackett (310)372-58

1974 GTV 2000 Completely restored: engine, transmission, front rear suspension and driveshaft overhauled. New exhaust system. Body stripped & repainted Alfa blue. New Beige upholstery. New windshield. Restoration by Alfa Only. All paperwork available. Best offer. See car at Alfa Only in Atwater/Glendale, (213) 662-3916. Diane & Richard Hardy 307-733-7625.

Body parts for 750, 101, Duetto. 750 bumpers, gauges, misc. Race parts for Alfetta 2000 - Engine/body. '71 and '74 GTV, good body, perfect for race cars. Both: \$1100. 69 Berlina 1750, Little fender damage, rest Xclnt. \$1200.
Ines Ucci (818) 797-1278

1986 GTV6 Black w/ black leather, sunroof, new P6's, 88K original mi. Exceptional mech. Cond. Good body/interior. \$4950.
Tonneau Cover for Late Model Spider. As new (orig. \$500), asking \$75.
Dwight (818)445-3435.

1973 Spider Straight, runs well, new transmission, good cond. Needs good home.
Maurizo (310) 595-7281

1972 Berlina New springs, shocks, complete front end/exhaust. Needs engine and some bodywork. Many extra parts. \$800 OBO.
Tony (310) 492-9811

Wanted - Fuel Injection Mixture Wrench for '74 GTV.
Randy 310-450-9755 (days) 310-471-6048 (nights)

Found - Tan suede jacket was left behind in the closet at last year's Christmas party. Please call Charlie or Joanne at 310-476-8812.

Please note - Northern California ads are courtesy of the Alfa Romeo Association in whom AROSC has a reciprocal relationship (they will reappear next month). Remember, Classifieds are free to our members. \$10 for non-members. Mail your ad to: AROSC, P. O. Box 3621, Granada Hills, CA 91394

Alfoonery

Alfa Romeo 

Direzione Prodotto
Politiche di Marca Alfa Romeo

Corso G. Agnelli, 200 - 10135 Torino
Tel. (011) 68.31111 - Casella Postale 1202
Telegrammi Fiatauto - Torino
Telex 212280 - Fiatat I

Fiat Auto S.p.A.
Corso G. Agnelli, 200 - 10135 Torino
Capitale Sociale L. 2.000 miliardi
Trib. Torino 2867 - CCIAA Torino 545573
Comm. Estero - Posiz. CCIAA TO004175
Cod. Fiscale/P.IVA 02285320012

p.c. Richard Gadeselli

Torino, 9 Ottobre 1996

Dear Prof. Schaller,

Thank you very much for your letter addressed to Mr. Romiti, which has been referred to my attention.

First of all I would like to point out that presently the FIAT Group is not planning to return to the American Market with any of its major Brands.

What will happen in the longer term is that we will consider a return to North America only if different circumstances or better opportunities will arise.

As far as the "Concours Italiano" is concerned my colleagues at the FIAT Auto media relations department are already in contact with the organiser, Frank Manderano, with a view to a possibile partecipazione with the FIAT and Alfa Romeo Museum cars.

Tanking you again for your interest in our Company, I remain, yours sincerely.

G. Pavia.



december arosc events

AROSC Christmas Party, December 7th

A reminder, that we will not have a December general meeting, as the holidays sort of occupy that time for most of us. What the club does at this time of year, though, is sponsor a holiday party. This year's will be on Saturday evening, the 7th of December, an easy day to remember, (right Franklin?). The entry is \$15 per couple or \$10 per person, plus some canned food to help those less fortunate than ourselves. Hope to see you there.

AROSC General Meeting, January 31st

The AROSC Annual January meeting is almost here; January 31, the last Friday of the month, 1997. In the past years, individuals such as Dean Bachelor, Denise McClugage, T.C. Brown, Peter Brock, Pat Braden, Len Frank, and many others have entertained us as well as setting a few crankshafts straight.

This annual meeting will be no less! With extremely busy schedules, story deadlines, product introductions, and race preparations, speakers for our meetings are hard to tie down. But, on January 31st, we will have a surprise for you that you will not want to miss. Also for the January meeting only, we will be in the large Rotunda Room at the Veterans Memorial Park in Culver City (see inside cover for directions). So, mark your calendar and enjoy a memorable evening of friends, awards, and the likes of speakers that you will only hear and mingle with at the yearly Alfa Club event.

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

FIRST CLASS MAIL



DAN RITTER
936 MONTEREY BLVD
HERMOSA BEACH CA 90254-4207