

# THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS CLUB OF SOUTHERN CALIFORNIA



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

4/28 - Concours

the inside cover

general information

The Alfacionada is the monthly publication of the Alfa Romeo Owners Club of Southern California, a regional chapter of the Alfa Romeo Owners Club, Inc., a non-profit organization of Alfa Romeo enthusiasts. Publication is monthly and included as part of the membership fee paid to AROSC, Inc. General meetings are held on the last Friday of every month at 8 PM at the Los Angeles Department of Water & Power, 111 N. Hope Street, in Los Angeles. General inquiries should be sent to AROSC, P. O. Box 3621, Granada Hills, CA 91394. Membership information is available on the back cover.

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general meeting location

--January Annual Meeting--  
New Officers and awards Presentation

The date: Friday, Jan 26, 1996  
Note early time: 7:30 pm - 9:30 pm, then adjourning to a pizzeria  
Other program: TBA  
Note special location: Clark Community Center  
4747 New York Avenue  
La Crescenta (Glendale)

Directions: Clark Community Center is located just above Foothill Blvd., near the Pennsylvania exit from the 210 Freeway; close to the 134 and 2 freeways

newsletter information

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

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

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## upcoming events

**ANNUAL MEETING, FRIDAY, JANUARY 26, 7:30 PM - 9:30 PM, adjourning to a pizzeria.** Other program: TBA 1995 competition awards and installation of 1996 Board of Directions. **Special location: Clark Community Center, 4747 New York Ave., La Crescenta (Glendale).** See back of newsletter for directions.

### PAST EVENTS BRIEFS

#### AROSC SWAP MEET, NOVEMBER 11th.

Although the time and place had to be changed at the last minute, our bi-annual swap meet was an overwhelming success. A constant stream of parts crazed Alfisti infested the grounds of RSR Autobody in Northridge carrying off a wide variety of Alfa books, posters, minatures, car parts, cars, coffee, and assorted pastry. Special thanks to Mauricio Starrantino, owner of RSR Autobody, for his help and support and Stu Schaller for his tireless efforts in making the event safe for hungry and thirsty Alfisti everywhere....

#### AROSC CHRISTMAS PARTY, DECEMBER 9th.

A fitting way to end the year. This was probably the best Christmas party the club has had in years. Over a hundred people enjoyed an excellent dinner, door prizes, one of the most bizarre trivia quizzes in recent memory (thanks to John Ireland), desert, and great copany. Good show! Special thanks to Joanne and Charlie Thierot for making the event a memorable (albeit great) one.

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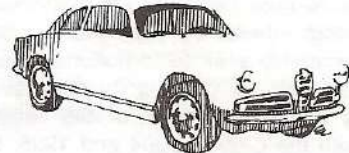
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## president's message

Charlie Schwartz

### Whatever Doesn't Kill Us...

It's been a hell of a year for AROSC.

We can look back on 1995 as the year Fiat/Alfa finally decided to pull the plug on the US market... and a year when our Club's Time Trial program was more successful than ever before. It was the year a long, slow decline in AROSC membership seemed to bottom out and our Club roster showed signs of growing for the first time in five years. The economic impact of the recession really caught up with the Club in 1994 and 1995, leading to a series of belt-tightening moves that seem to have finally put us on firmer financial footing... even though your board was forced to curtail some programs and activities. As 1995 ends, it looks like the salad days may be behind AROSC for now. In fact, we're going into 1996 in better fiscal shape than we've been in for two or three years.

But everything is far from perfect in the land of the cross and serpent. The economic squeeze brought out stresses and strains within our own Club and also between our chapter and the National. While we've seen the effects of declining membership and economic hard times up close and personal here in Southern California, the same apparently can't be said for other chapters across the country, nor for the National. From where I sit, it looks like a lot of people "back East" think things are swell. Well, as California goes, so goes the nation and I think AROSC is in for the kind of bumpy ride AROSC has managed to weather -- so far, at least.

But you and I both know the effects of speeding through a minefield of potholes. There's the inevitable breaking point where some part just calls it quits. People are kind of like that, and we've had some people just burn out and call it quits at AROSC during 1995. Why? I think Pat Braden put it very well in his Alfacionada piece last month: with tougher economic times and languishing new car sales, Club enthusiasm has suffered, participation is down, and a few people are basically carrying the Club. The stresses have been building for a long time, but eventually something snaps.

Tina Van Curen resigned from AROSC's board and from the office of president in October of this year. Tina was three quarters through her second term serving as president and had contributed countless hours to the Club over the years. Personal responsibilities made it impossible for Tina to continue as president, but I think we all owe her a debt of gratitude for pitching in and doing so much of what needs to be done to keep the Club going. It is a bigger job than most of us -- even members of the board! -- suspect, as I can attest from my experience stepping into Tina's shoes for the balance of 1995. I hope

our next president will bring as much enthusiasm and energy to the job as Tina did.

Joel Hoffman, another of our past AROSC presidents, resigned his office as Member at Large early this year, and just last week Member at Large Stu Schaller resigned from the Club citing dissatisfaction primarily with the National.

To me, the attrition of some of our most active members is symptomatic of a Club enduring a period of stress. We have gotten our local chapter's house more in order and dealt with many of the issues of running a leaner and meaner organization. But there's a lot of work ahead of us in 1996.

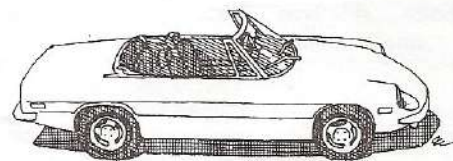
Unfortunately, the toll on AROSC included the loss of participation of several very experienced members in 1995, but I agree with Pat Braden: the same people can't -- and shouldn't -- be the backbone of the Club year after year. Eventually, we all burn out and it's time for other members to step forward and get more involved in the Club -- either by serving on the board or by volunteering some time to help run Club programs. To remain vital, AROSC needs new ideas and fresh enthusiasm along with the experience and wisdom of the "old timers."

I'm personally looking forward to 1996 as the year we have put a lot of problems behind us and find AROSC poised to move forward as a better, stronger club. There's a lot that needs doing right here in our own Club, and a lot we can contribute to the National based on our experience in trend-setting Southern California.

The rest is up to you. Make 1996 the year you get more involved in your club. If you're not satisfied with the way things are going -- do something about it! It's easier than you think. Attend the monthly board meetings and make yourself heard. Dust off the car and make an effort to get to a few more of the monthly meetings. If you're dissatisfied with the frequency of our rallies, concours, or social events, volunteer a little time: you'll be surprised how much difference you can make. And if

you're griping about the National club, how it's run, or how valuable it is to you, let your voice be heard through the Club where it has a chance of making a real difference.

With Fiat/Alfa dealers shuttering as this issue goes to press, now more than ever before AROSC is an important part of owning, maintaining, and enjoying your Alfa. The course for 1996 is very much up to you. Make this the year YOU make a difference!



## passing thoughts

Pat Braden

### The Life of a Club

Hey, last month's meeting was really something, wasn't it!

You weren't there?

Neither were most of us. Sit down: we need to talk.

We're neck and neck with another chapter as the largest group in the AROC. Both chapters are facing the same problem: a decline in membership participation. Not outright membership: just participation. Oh, well, there are a few members dropping out, but by and large, the total count's holding. Not what it was a few years ago by a long shot, but still not enough to cause panic.

They have these management reports at General Motors which are supposed to sound alarms if some performance item for a dealership is out of line. The trouble is, the system is set up so that the evaluation is made against regional averages. A dealer only pops up good or bad if he's way out of line with the other dealers in his region. Kinda like not knowing that the ship is sinking as long as both the bow and stern go down level.

Steady as she goes, mate: our chapter is still leading the pack as one of the largest in AROC. But AROC's total membership is down from its historic high, and so are the memberships of many other chapters. No one, to my knowledge, has stopped to figure out whether the SoCal part of the ship is a little higher or lower than the horizon. We just know that she's sitting a little low in the water.

Our situation is reflected inside the AROC at large. Is our national glass half empty or half full? Some of those who have a hand in running the club are very satisfied with the way things are going. After all, there aren't any riots over the contents of the Owner, no one's threatening revolt over the way the dues are split, and the conventions are wonderfully hail-fellow-well-met events. Nothing wrong here, you bet.

Equally well-meaning people hold quite an opposite view. They feel that the potential of the club and its publication are woefully under-realized, and the situation could become critical with the loss of a US distributor, which served to keep the club infused with new-Alfa owners. These folk see an immediate need to start marketing the club and enhancing its appeal.

The board has responded to this concern appropriately, and I'm pleased to report that I'm on the committee that's responsible for a club marketing plan which will assure future growth. But it's on this committee that I've come face to face with the two opposing perceptions I've just described.

The urgent types focus on short-term issues and quick fixes while the satisfied others contemplate much longer-term improvements. Both, I hasten to add, are well-meaning and deeply felt positions. Nobody's trying to torpedo the club, spend it into oblivion or ignore it out of existence.

The complete lack of statistical information about the club, or even the efficacy of corrective actions, leaves us trying to solve any problems we might have using philosophy, not science. I can give anecdotal evidence to support either position, as can almost anyone else in the AROC. Does direct mail work? Try to buy a good mail list: they're wonderfully expensive. If they were no good, you couldn't give them away. On the other hand, a good response to direct mail is under 5%: a pitiful rate that our club can hardly afford to chase.

Should we be represented on the internet? I'll tell you that, with just four addresses in cyberspace (Bargary, Negyesi, the I-car digest and the Alfa digest) you'll have more up-to-date Alfa information than you can possibly keep track of. Not to mention voluminous mail lists such as rec.autos.sport, rec.autos.driving, rec.autos.tech and rec.autos.antique. Are we missing out as a club, when companies such as Mercedes and all 3 domestic marques are officially represented in cyberspace? On the other hand, the internet is largely uncharted, certainly undisciplined and totally unpredictable. Is that a neighborhood we want to reside in? Even: does anyone in the AROC care? Honest men can disagree.

And we do, mostly without being disagreeable. I will admit to a measure of melancholy. I get all the chapter newsletters and read with envy the activities other chapters enjoy: rallies, picnics, tech sessions, tours, banquets, trips to other chapter events, swap meets, concours, time trials -- boy, they're really having fun out there. I hasten to add that no chapter does all these things all the time. Some chapters have a certain character, reflected in their recurring activities. Our friends in Orange county, for instance, love to combine driving and eating, while the San Diego group really goes all out for an October event at the Garretts.

OK, our time trials -- thanks, Charlie -- are the envy of everyone who knows anything about them. Trouble is, we don't do anything else nearly as well. So is our glass half empty or half full? It's all in how you look at it. And that will depend on how much you know about what's happening within our club. As a volunteer organization, few are really curious about what it takes to run a chapter, and most are content simply to enjoy whatever advantages come in exchange for their membership dues. After all, why pay a fee to do extra work?

Something you may not know about what's happening: our chapter is currently undergoing a change which has attracted the attention of AROC board members all over the US. No one told you? Well, you're not on that mail list: sorry. So I'll tell you right now: our president has resigned mid-term and there's a general opportunity to re-shuffle

not only our priorities and the activities of the chapter, but the names on the Board of Directors as well. You did vote, mate?

By any standard, we're in a pivotal position. We're also constrained by the same uncertainties as the national organization: is this really a crisis; will any single proposed fix really be worth the effort? If the answer is "no" to each proposal, the result will be to do nothing.

The first thing we need is member participation. That's why I've tried to lure five volunteers out of hiding. We need someone to help create, then host events which will attract our considerable membership back into being participants in chapter activities. Well, what would you like to do? Take an Alfa tour to Solvang, using back roads? How about a concours? Maybe simply have a group gathering, unhosted, at a public park? How about participating in the next time trial event SoCal organizes? What if we all descended on a motel and held an impromptu weekend convention/concours? Sound like fun?

Well, none of this is going to happen -- time trial excepted -- if someone doesn't step up and organize it. We're fresh out of organizers, and the ones who used to do it are getting mighty tired and feeling a lot unloved.

An unspoken truth is that the membership dues are only part of what you need to put into a successful club. Alfa folks are certainly among the friendliest types in the world, and the cars, well, you know....

January is a big meeting, traditionally. I'd like to up the ante. We'll have an interesting speaker and introduce the new Board of Directors -- we always do that. I want you to show up with an idea of how you can make this club more active and valuable to yourself: cumulatively, that'll do fine for the membership as a whole. Then, I want you to be prepared to help carry it off. No fair one person doing it all: you'll have help -- if everyone pitches in.

January meeting. See you there. It'll start on time.



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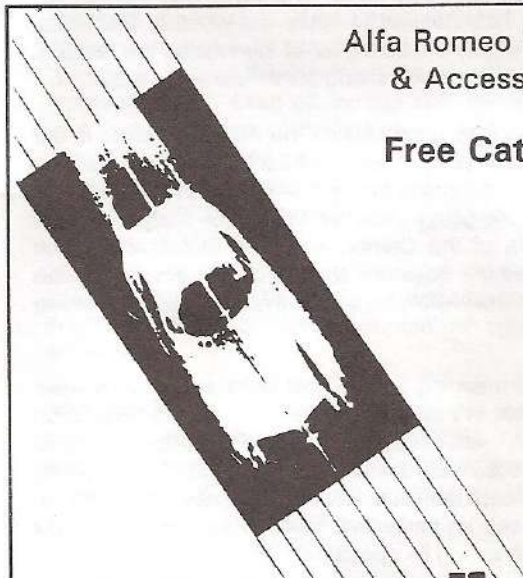
## thank you

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## letters to the editor

### AN OPEN LETTER TO MEMBERS OF THE AROSC

As many of you already know, Tina Van Curen has resigned as president of this chapter. Phyllis Gaylord, the national treasurer, is also planning to resign at the end of her term. As usual, their resignations were over "politics". I won't get in to the specifics; they are not really important.

Gary Patitz, Pat Braden, and I have been accused of trying to take over the AROSC. Nothing could be further from the truth. We do not want to take over anything!

Gary does the newsletter, and has always gotten it to the printing house on time. The problem in it getting out late is that others wanted to change the content after the cut off date (the 10th of the month), or did not get the club's membership list to the mailing house on time. Gary is working from 5AM to 3PM, going to graduate school, and every other weekend, drives hundreds of miles up and back to see his kids. He obviously doesn't have time to do more than he is doing.

Pat Braden lives 50 miles away, is new on a job, has a family and kids, and is already on the national board. Jerry Lomas has a business to run, as does Dirk Stoehr, Charlie Schwartz and Charlie Thieriot. I am acting as the US liaison to all the Alfa model registers and clubs in other countries in addition to running a business. The others on the board have "regular" jobs, but are just as busy as those of us who are self-employed. Each and every one of us make an effort to get things done, but there is only so much we can do. All of the members of our chapter's current Board of Directors simply do not have the time to run the club in the manner it really should be run. No one else seems to care enough about the club to come forward, in spite of our constant requests for help. This is your club too, and you are responsible for it's success or failure, as much as we are.

Contrary to what Pat Braden said in his column in the October issue, no one on the national Board of Directors appears to care what happens to our chapter. We are totally responsible for keeping it going. All we get is \$10 out of the \$45 yearly dues, plus our \$10 "add-on". National has accumulated almost \$100,000 in the bank, but is unwilling to do anything to help us, such as increasing the dues split. They claim they need to have this much money in the bank for "safety's sake".

I have personally offered to create and maintain model registers for national for nothing, if national will pay for the printing and postage. They turned this down, along with my suggestion that a professional editor be hired and paid a salary to improve the content of the Alfa Owner. The "powers that be" say that there are only a handful of people complaining about what they get for the dues they pay.

At the AROC board meeting at the convention in July, three of the directors (Braden, Hayes and Hemsley) stepped forward and agreed to formulate a marketing plan for the national club. They told the others on the board that they would have it ready in three months. It was ready in two. Now, the rest of the board want to table everything until the 1996 national convention. Typical.

I would strongly suggest each and every one of you who are frustrated with what is going on, sit down and write a letter to the AROC Board of Directors, c/o Joel Edinburg (the new President), at 916 Oregon Trail, Wyoming, Ohio 45215. Maybe if there are enough letters, they will at least think about getting off their collective asses, and do something that will actually benefit the membership. Quite frankly, I doubt it.

The national board has had the same attitude for the majority of my 20 plus years of membership; everything is hunky-dory. Please excuse my French, but they are full of s\*\*t! Unless something changes, and soon, the AROC will slowly but surely sink in to oblivion. Our chapter's membership has dropped from nearly 600, to around 320, over the last 10 years. **DO SOMETHING! PLEASE!!!**

Stu Schaller

*The following is response from Joel Edinburgh, President of the Alfa Romeo Association. Ed.*

Mr. Schaller's letter to the membership is unfortunate and filled with some inaccuracies. I would like to provide some facts to let the membership make informed decisions.

AROC has had for at least the last 15 years an informal policy of establishing the dues at a level which would generate a surplus in the first years and then work off they surplus as inflation caught up. The result of this policy has been a remarkable stable dues rate, with one exception. About five years ago, we were hit with an unfavorable IRS ruling which greatly increased our tax liability and included a requirement for past taxes. The directors eliminated virtually all travel expenses (approx. \$5000) and began a search for ways to reduce the cost of the Owner, our biggest expense. Even with these deep cuts, it was necessary to raise dues. At the time, all of the chapter representatives at that Board meeting were polled and without exception all agreed the dues increase was necessary. The opinion collectively expressed by the chapter representatives was that the dues split to chapters should remain at \$10 and if the chapters needed more money, they could increase their event revenues with creative fundraising or increase their "local add-on." The opinion of the chapter representatives expressed was that "if National dies, the local chapters automatically die."

The dues stability that this policy enables us to buy recruiting brochures in more economic quantities and gives us stability in the advertised membership rate/. I might add that the people who gave the most in the Club's time of need were those who were doing the most; the

Executive Committee, the Board of Directors, the Tech Hotline Advisors, and the Chapter Representatives all gave up airfare or a share of the travel pool. The remaining "travel allowance" that still is for the President, and that's been traditionally turned back to the treasury. It's important to remember that AROC runs a budget of around \$200,000/year. Our current treasury stands at less than six month's expenses. The level of the treasury varies greatly with the time of the year, irregular expense timing, and an uneven income stream. The surplus we have now will be used to offset inflation and forestall future dues increases.

Mr. Schaller's proposal to create a and maintain model registers was turned down at the Board of Directors meeting, primarily because there did not appear to be enough demand for the service to warrant spending Club money on it. There have various model registers over the years and most have died quiet deaths. There are exceptions, of course, but they seem to be flourishing on there own.

I have written all Chapter President's advising them of the Board's activity regarding the marketing plan, including my promise that we will ask the chapters for input before the Board votes, Mr. Schaller seems to think that means we are tabling it. My intent is to increase the participation of the chapters in the running of the Club. No one on the Board has suggested tabling the plan.

As to whether the Board cares what happens to chapters, I would ask you look at the list of Directors and Chapter Presidents. Currently, six Directors also serve as Chapter Presidents, and others have done so at various times. I also serve as President of the Ohio Valley Chapter, and I'd like to share with you a blueprint we are following to improve our chapter. I might add that it's working and perhaps it will work for you:

1. Start your meetings on time. People's lives are too busy to waste time.
2. Plan your events well in advance, let people know about them, and stick to the schedule. Our lives are run by our calendars. If it isn't on the calendar, it isn't!
3. Schedule activities for your meetings and publicize it. This requires planning.
4. Provide a balanced schedule of events. Try new things. Some will work, some won't. The object is to reach as many people as possible.
5. The newsletter should be used to market events. An article for each of the two months preceding the event, and an article after the event should be standard. If people don't know about an upcoming event, they can't get it on their calendars. If people don't read about what took place, they won't know what they missed. This requires integration and coordination of newsletter content with chapter activities. But isn't that one of the primary reasons we have local newsletters?

6. Everyone who offers an opinion as to what needs to be done should be invited to participate in the implementation. Talk is cheap!

7. We should constantly be looking for opportunities to bring new blood into local leadership positions. This may require people to step down to make room, but the club benefits because we then have people experienced in what it takes to lead a chapter who are ready to step up. If we don't do this, we'll burn out the people doing the most.

I hope this blueprint stimulates discussion and action. I've always believed that if we focus energy on solving problems, we can. All it takes is a plan and people willing to make it work. I would welcome any comments on this or other matters. Stu's given you my address.

Joel Edinburgh  
President, AROC

Letters to the Editor continued on page 7.

## letters to the editor

Letters to the ALFACIONADA are encouraged. Send correspondence to: Editor, AROSC, P. O. Box 3621, Granada Hills, CA 90039 - 0554

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Continued from page 8.

*The following is a letter originally written to Stu Schaller and subsequently been circulated throughout the membership. Jay Nuxoll, the author, was one of the original founders of both the AROC Northwest (Washington state) chapter as well as the Puget Sound Alfa Romeo Association. He has been active in the club for over thirty years and represents views held by numerous others whose involvement reaches back to the early years of the club. The Editor.*

JAY NUXOLL,  
November 20, 1995

Your letters sound no different from others in the wilderness. In five years only pockets of Alfa owners will remain. The clubs I started here are dying. Less than 20 members are active in the NorthWest Alfa Romeo Club (NWARC)

despite a current membership list of 250 or more who get the newsletter. Only three or so show any enthusiasm about the Puget Sound Alfa Romeo Owners Club (PSAROC) although more than fifty members got the continually late and boring newsletters. The latter club has just decided to quit newsletters and to meet only informally, thinking dyed in the wool Alfa nuts still come to meetings just to see each other even though there hasn't been a decent program for the last year. That club won't last long without a newsletter, but I don't want to take it over and do it. I did that for more than 10 years between 1970 and 1980 for the NWARC before I burned out. Besides the things about Alfa cars that interest me seem to be of little interest to newer Alfa club members.

Your club is dying. They all are. But no club will survive either if the newsletter isn't distributed faithfully. It is the lifeblood of the club. Unless the national newsletter gets published on time with the right kind of articles it will die fast. The treasury must be retained for that. All the clubs will have to run on the tired old diehards. Face it, Stu. There isn't any new blood. There isn't going to be any new blood.

We let ourselves lose sight of the forest because of all the trees. Our clubs started building up in a funny way that weakened them instead of making them stronger. The key to good clubs is something other than mere numbers. The reason the clubs are dying is because they became dependent on Alfa dealers turning over new buyers as members and we quit trying to bond. We used to send out a newsletter to anyone who was interested in Alfa whether they paid dues or not. When all the clubs originally started in the 60's (1) Alfa was still revered as the world champion of 1950-51, (2) was producing the famous Giulietta spider and coupe worldwide at a price that could be afforded and (3) dealerships had not yet been established so we had no assistance in maintaining the cars except from other Alfa owners. We needed each other. Anyone who had an Alfa was someone we wanted to help too.

For example, when I started the NorthWest Alfa Romeo Club in Seattle on April 15, 1965, the dealer (Bavarian Meters) had barely opened on Mercer Island in a building that was immediately torn down for the freeway. After it moved to Bellevue we still continued to help each other fix cars. No one believed the mechanics at the dealer knew much about Alfa cars anyway. Our Articles of Incorporation said our purpose was to help each other keep our cars running. We never became part of the national club until 1969.

But Alfa ownership had continued to grow until then by geometric progression. Everyone who drove an Alfa of any kind on the street would be greeted by every other owner and even "chased" to get names. We wanted everyone to belong. People who drove Alfa cars in the area recognized every other Alfa on the road. Everyone was in the mess together. Everyone helped everyone. Everyone who had an Alfa had to work on it weekly, or end up driving the "back-up" car. Alfa weren't advertised as reliable, just fun to drive. It was a matter of pride to have a car that ran perfectly, even if that meant spending half of every weekend fussing with it. Ownership was a "hands-on" experience and an owner had to know more than merely "righty tighty, lefty loosey". When my first head gasket went bad, I had to fix it myself. I recall dropping the chain link into the pan. That taught me a lesson. Afterwards I knew enough to put shop rags in place to avoid that. Every owner learned to do what had to be done, or got a different car. Everybody had to.

But Alfa killed that itself. When the 1969 cars came out with fuel injection we were expressly forbidden to fiddle with the system. To do so would void the warranty. Luckily, the old guys still had old cars, but the early SPICA system stank. It wasn't until the 1971 model that they were worth having. But no one dared fool with them. There weren't even any books or manuals telling us how. Lots of the 1969 cars ended up with carburetors after they were sold by original owners to old Alfa club members. The old timers could see the intake manifolds would fit, and relished the improvements of sodium filled valves and nitrated crank journals. The cars actually had motors that lasted more than 25,000 miles on the top end and 50,000 on the bottoms like old Giuliettas and Giulias.

But a new breed of owners took their cars to the dealers and did none of their own work. They joined the clubs thinking we should merely drive around looking good, polishing our cars, or going on tours to wine tasting parties or doing Chili Cookoffs. The clubs became primarily social. When the inherent difficulties of Alfa cars (admittedly lessened) finally caught up with them, this new owner type either bought a new Alfa or became disinterested and got out of them entirely. There was no Alfa mystique by the mid 70's. Few people even knew that before Ferrari, there was Alfa. Few realized that every Alfa was bred to race. Alfa had no grand prix cars. Old Alfa's were just old cars. Only early members revere all Alfa cars. There was no worship of the marque; no devotion to the shrine. No kissing of the snake.

Continued on page 13.



Photograph provided by Doug Robertson.

## The Story of the 6C2500

Stu Schaller

By the late 1930's, Alfa was losing its technical superiority over other automobile makers. No longer was it either Alfa or Bugatti that won most racing events, it was the Germans. Motors with V-shaped blocks were becoming commonplace, whereas Alfa was still using inline powerplants. Alfa's 12c grand prix car, first run in 1936 was not all that successful, but it was more competitive than the earlier inline 8 cylinder cars.

By 1938, it was decided to not only concentrate on V-block motors for racing, but to build totally new production models around them. The first of these was the Tipo S-10, with independent suspension, as had proven successful on the 6c2300B's. The motor would be a V-12, with a displacement of 3560cc's. A second car, the Tipo S-11 would be similar to the S-10 in concept, but would have a V-8, with a smaller displacement; 2260cc's. There would also be high performance versions of both, which would be called Super Sports. These would have motors with 4, rather than 2 cams, and multiple carburation.

Unfortunately, World War II was looming on the horizon, and only 4 cars plus a few motors ever got built. There would be no funds for experimentation with new ideas; they would be needed to tool up for war.

Production of the superb but financially unsuccessful supercharged straight-eight 2900 series terminated in 1938, only about 40 cars having been produced. In 1939, the inline 6 cylinder cars were updated again, as they had been continually since the series began, in the late 1920's. The 6c2300B became the 6c2500.

Six versions of the car were initiated, 5 and 7 seat sedans with a 3.25 meter wheelbase and 87 horsepower; a military vehicle called the Coloniale with a 3.10 meter wheelbase and a dry sump motor for durability, having 90 horsepower; a sports version with a 3 meter wheelbase and 95 horsepower; and a racing version with 2.70 meter wheelbase, triple carbs and 125 horsepower. The sixth version called the Super Sports, of which only 61 cars were built before and during the war had the 2.70 meter wheelbase and a de-tuned version of the triple carb motor, producing 110 horsepower.

In 1943, a 2 liter version called the Gazzella was developed, but it never reached beyond the prototype stage. Also during the war all the sedan versions were renamed Turismo regardless of seating capacity, and the last Coloniale was produced. A number of cars which were damaged during the war had their drivetrains used for racing specials, the best known of these being the Nardi/Alfas.

After the war, although nothing was really changed, Alfa started calling the 6c2500's Tipo 1947 rather than considering them an evolution of the earlier cars. The

sedans would now have a wheelbase of 3.25 meters; the sports a 3 meter wheelbase; the super sports a 2.7 meter wheelbase; and the competition versions a 2.5 meter wheelbase. In 1948 the motor was improved and called motore avanzato, although it was not rated any higher in horsepower, except in the competition versions.

In 1950, the factory made the sports version "officially" available with the triple carb super sports motor. A three liter motor which was under development was installed in 3 competition coupes originally built in 1948, and one of these was driven in the Mille Miglia by Fangio. This motor, with further modifications, was also used a new prototype production car called the 6c3000. It was even further developed, and in 1952, was used in the two 6 cylinder C-52 Disco Volantes.

Around that time Alfa had also decided to change direction and produce a new type of car which would be more affordable to the general public. By 1954, no more 2500's were made, around 2600 cars having been produced.

There are only about 100 cars still known to exist today. A register of these cars is maintained by Peter Marshall in England, with the help of Mal Harris, Simon Moore, Lorenzo Boscarelli, John De Boer, myself, and many others. Unfortunately, we very seldom get to see one of these superb cars. To some Alfisti, these are the last of the real Alfas; virtually handmade, and the final series produced with separate chassis and coachwork.

### 6c2500 Production Figures

913001-913169	39	Turismo 5 seater	3.25m
914001-914073	39	Turismo 6 seater	3.25m
? (nine cars)	39	SS Corsa (3 carbs)	2.7m
916001-916002	39	Coloniale (Military)	3.1m
915001-915088	39	SS (3 carbs)	3.0m
913170-913232	40	Turismo 5 seater	3.25m
914074-914081	40	Turismo 6 seater	3.25m
915087-916118	40	SS (3 carbs)	3.0m
916003-916085	41	Coloniale (Military)	3.1m
915119-915122	41	Sport	3.0m
916086-916152	42	Coloniale (Military)	3.1m
915123-915175	42	Sport	3.0m
915501-915512	42	SS (3 carbs)	2.7m
913233-913283	43	Turismo 5 seater	3.25m
915176-915199	43	Sport	3.0m
915513-915528	43	SS (3 carbs)	2.7m
915201-915218	44	Sport	3.0m
915219-915221	45	Sport	3.0m
913284-913363	46	Turismo	3.25m
915222-915287	46	Sport	3.0m
915529-915542	46	SS (3 carbs)	2.7m
913364-913368	47	Turismo	3.25m
915288-915499	47	Sport	3.0m
915543-915613	47	SS (3 carbs)	2.7m
913369-913392	48	Turismo 2nd series	3.25m
916153-916313	48	Sport	3.0m
915614-915717	48	SS (3 carbs)	2.7m
920001-920003	48	Competizione (3 carbs)	2.5m
913393-913427	49	Turismo 2nd series	3.25m
913314-916540	49	Sport	3.0m
917001-917032	49	Sport 2nd series	3.0m
915718-915890	49	SS (3 carbs)	2.7m
913428-913445	50	Turismo 2nd series	3.25m
916541-916700	50	Sport	3.0m
91703-917099	50	Sport 2nd series	3.0m
918001-918035	50	Sport w/SS motor (3 carbs)	3.0m
915891-915906	50	SS (3 carbs)	2.7m
920001-920003	50	* 1948 cars, modified for 1950	2.5m

Continued on page 12.

917001-917151	51	Sport 2nd series	3.0m
918006-918076	51	Sport w/SS motor (3 carbs)	2.7m
915907-915926	51	SS (3 carbs)	3.0m
918077-918112	52	Sport w/SS motor (3 carbs)	3.0m
918113-918150	52	Sport w/SS motor (3 carbs)	3.0m

# calender

Nov 16-19 Vintage Races, Palm Springs  
 Nov 19 AROSC Swap Meet, Auto Specialties, Torrance  
 Nov 19-22 Network Q Rally, England

**NO GENERAL MEETING IN NOVEMBER**

Dec 2 Brooks Car and Motorcycle Auction, England  
 Dec 2-3 Ardennes Classic Rally, Belgium  
 Dec 2-3 Ilfracombe Classic Rally, Devon, England  
 Dec 4 Brooks Olympia Car and Automobilia Auction, England  
 Dec 7 AROSC Board Meeting, Location TBA  
 Dec 9 AROSC X-Mas Party, Charlie Thieriot's, Bel Air

**NO GENERAL MEETING IN DECEMBER**

**1996**

Jan 18-21 Baret-Jackson Auction, Phoenix, AZ  
 Jan 26 AROSC Annual Awards Meeting, Date & Location TBA

Feb 3-4 IMSA Sports Car Races, Daytona, FL  
 Feb 10-11 AROSC Time Trials, Willow Springs  
 Feb 16-19 Techno Classica Essen Classic Car show, Essen, Germany  
 Feb 25 SCCA Trans-Am, St.Petersburg, FL

Mar ? Copper State 1000, call 602-264-0550  
 Mar 2-3 AROSC Drivers School, Willow Springs  
 Mar 10 Group 1 International Touring Car race, Fuji, Japan (Tentative)  
 Mar 16 IMSA Sports Car Races, Sebring  
 Mar 17 SCCA Trans-Am, Homestead, FL  
 Mar 18 Sotheby's Car Auction, London  
 Mar 30-31 Autoclassic Auction, Calgary, Canada

Apr ? AROSC Time Trials, Laguna Seca  
 Apr 19-21 Autoclassic Auction, Vancouver, Canada  
 Apr 21 IMSA Sports Car Races, Road Atlanta, GA  
 Apr 21 SCCA Trans-Am, Phoenix, AZ  
 Apr 27 Group 1 German Touring Car race, Hockenheim

May ? AROSC Swap Meet, Location TBA  
 May ? California Mille, call 415-357-1900  
 May 4-6 Classic & Sportscar show, Birmingham, England  
 May 5 IMSA Sports Car Races, World Speedway, TX  
 May 6 Sotheby's Car Auction, London  
 May 9-12 Mille Miglia Retro, Italy, call 415-357-1900  
 May 11-12 Autoclassic Auction, Halifax, Canada  
 May 12 Group 1 German Touring Car race, Nurburgring  
 May 19 SCCA Trans-Am, Mosport, Canada  
 May 26 Group 1 International Touring Car race, Mugello, Italy  
 May 27 IMSA Sports Car Races, Lime Rock, CT  
 May 27 SCCA Trans-Am, Lime Rock, CT

June ? AROSC Time Trails, Location TBA  
 June 8 SCCA Trans-Am, Detroit, MI  
 June 8-9 Autoclassic Auction, Victoria, Canada  
 June 9 Group 1 International Touring Car race, Helsinki, Finland

June 9 IMSA Sports Car Races, Watkins Glen, NY  
 June 12-16 ALFA CALIENTE, the AROSC National Convention, Phoenix, AZ  
 June 15 Sotheby's Car Auction, London  
 June 26 Group 1 German Touring Car race, Norisring  
 June 29 SCCA Trans-Am, Cleveland, OH

July 7 Group 1 International Touring Car race, Donington, England  
 July 14 IMSA Sports Car Races, Sears Point, CA  
 July 15 Sotheby's Car Auction, London  
 July 21 Group 1 International Touring Car race, Spa, Belgium

Aug 4 SCCA Trans-Am, Trois Rivières, Canada  
 Aug 8 Group 1 German Touring Car race, Diepholtz  
 Aug 11 SCCA Trans-Am, Watkins Glen, NY  
 Aug 17 SCCA Trans-Am, Road America, WI  
 Aug 18-19 Autoclassic Auction, Vernon, Canada  
 Aug 25 IMSA Sports Car Races, Mosport, Canada

Sept ? AROSC Time Trials, Location TBA  
 Sept 1 SCCA Trans-Am, Dallas, TX  
 Sept 5 IMSA Sports Car Races, Location TBA  
 Sept 9 Group 1 International Touring Car race, Rio, Brazil  
 Sept 15 Group 1 German Touring Car race, Nurburgring  
 Sept 22 SCCA Trans-Am, Reno, NV  
 Sept 23 Sotheby's Car Auction, London  
 Sept 28-30 Autoclassic Auction, Vancouver, Canada  
 Sept 29 Group 1 International Touring Car race, Magny-Cours, France

Oct 6 IMSA Sports Car Races, New Orleans  
 Oct 12-13 AROSC Drivers School, Willow Springs  
 Oct 13 Group 1 German Touring Car race, Hockenheim

Nov ? AROSC Swap Meet, Location TBA  
 Nov 9-10 AROSC Time Trials, Willow Springs  
 Nov 30 Sotheby's Car Auction, London

Dec ? AROSC Christmas Party  
 Dec 2 Sotheby's Car Auction, London

## *Alfa Romeo Library of California*

Library seeking to acquire collections of Alfa books, periodicals, technical publications, Alfa Owner Magazines (especially early years), and a collection of Alfacionada.

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*Continued from page 9.*

Alfa itself went about creating that situation because it was trying to build up a dealer network and they needed repair business. Private owners doing their own work were not encouraged. Only the original club members still did that. New members never became actually involved in the cars, never indoctrinated into the religion, merely automatically became members of the national club because their names were sent in. They didn't greet every other Alfa car driver on the road as a long lost brother because they couldn't even recognize older models. The national literature and advertisements had no hint of history or past fame. New owners merely drove a car for which they had seen an ad. Our clubs became the equivalent of ones for owners of Oral-B toothbrushes.

Then came the V-6 powerplants with cars needing less work from owners but involving long warranties that would be canceled if owners tinkered. That fuel injection was Bosch and computer driven. At least the old SPICA had been mechanical except for the thermostatic actuator and cold start circuit that was becoming less mysterious. We could finally fool with those, but problems on the new cars could no longer be diagnosed by trial and error. Some fancy dealer computer was needed to plug into the computer in the car itself. The new owners expected to trade them in at the end of the third year. And there was no way to get any information to fix them. Only this year did I finally see the first decent series in a magazine about overall upkeep and do it yourself testing for Alfa V6. That was in *European Car* magazine, a series of seven articles spread in the twelve issues during 1995. The last part of that series provided numbers for the electrical impulse values on the circuitry by which the electronic systems could be checked

with a good Ohm meter. As long as a person has at least one good ECU unit from another car every function can be manually traced back to the basic problems if a car does not perform right. I might never need the dealer again except for parts.

But we were forced to rely upon the dealers so long. I recall a client of mine buying a new 1986 Quadrifoglio spider. It was so beautiful with its carefully fitted hardtop (which I now realize leaks into the car if the windows aren't kept rolled up), even I coveted it. I knew the client didn't deserve it, never having had an Alfa previously. But after she went through her agonies I did not envy her at all. It died in intersections 29 times in traffic, always failed to start when warm, spent weeks on end at the dealers a dozen times -- all to no avail. Finally, with only 4,000 miles on it after a full year, she had me sue to get her money back. The dealer's crack Alfa head mechanic offered to take it home every night and back to the shop in the morning for a week. On the second day he held up rush hour traffic pushing it along the freeway to an exit ramp. My client's daughter took pictures. But when we contacted Alfa of North America to enforce the lemon law, we were asked to sue the dealer instead because it had refused to buy the computer diagnostic harness. Lord, I thought, what has Alfa come to! Even a super mechanic involved with Alfa cars since 1965 had been unable to find out

what was wrong without that. The dealer settled by giving her a new Buick and passed the car on to some unsuspecting buyer as a demo, and then went out of business. Luckily the buyer took it to a "real" dealer who replaced the on board computer on the original warranty for him.

Then out came the new 164 model with its magic three year, 30,000 mile guarantee. The dealer even changed the oil, and promised to come anywhere to get you when you broke down. Who do you know who can even find the spark plugs in a 164? I was lucky to have purchased mine wrecked. I had to become expert fast. I suspect I have had my car further apart that most mechanics at the dealers. I refused to spend \$13,500 with a dealer to fix a car that I could buy all the parts needed for \$4,000. I couldn't come up with that extra money. What car could be that mysterious? I discovered the Bosch system is the same as in an Audi or in a BMW. Some Audi parts turned out to be cheaper and interchangeable. But don't use Alfa part numbers. Use Bosch. Alfa of North America sent me the new guarantee coupon book. I've put on 12,000 carefree miles once I had the dealer replace a spark plug that shorted out because radiator water filled with antifreeze had been sloshed into spark plug hole six (under the cover) in the wreck and I couldn't find the problem.

And now, leaving behind owners who can't fix their own cars, Alfa abandons us. Only the old guys are going to be able to want to risk working on their cars. We will return to the old process of holding our breath and unscrewing this nut and that one to see what's under the cover, and finding out what happens when we put it back together. We will need to find others who have suffered through torment doing things like that before. Eventually someone will have to replace his own transmission or abandon a previously wonderful (and expensive) car. Someone will have to replace head gaskets on his 164. Or heads complete with the problem of timing quad valves. You wonder why the new Alfa cars are losing value so fast? Who is going to fix them? Who is going to have the guts to try?

Eventually only the old guys will remain to keep the clubs going, old guys who turn their own bolts and try to do their own work. Trouble is, all of them (me too) are now getting close to 60 years of age. It's hard to crawl under a car with fat guts; hard to always have skinned knuckles; hard to have black edged fingernails. And the old joy is no longer there. The new Alfa cars look like Lexus clones. The interest will turn to the old loved cars like my beloved two liter I have had since 1965- whose every bolt and nut I personally tightened or installed. When I drive that on the street people look follow me to where I park so they can ask me about it. No one does that if I drive the 164, just another lousy four door sedan that others want to pass or moved out of the way. I can diagnose the problems of my ancient two liter by sound or feel. I know its every whim and variance. It is part of me. Few people drive any car that long, and fewer still expect to have a car until they die.

My friends, Stu, are now dying. One of my closest Alfa buddies, Robert Palmer, the original force behind the Puget Sound Alfa Romeo Owners Association, just turned 75 and doesn't drive at night any more. He can't come to meetings. Stan Carter, our most enthusiastic member drove to every national convention wherever it was, just died. My good friend, Jack Brooks, had a heart attack five years or so ago, and barely works on his cars now unless his son-in-law comes over (or I do). He is selling out. He drives an old Ford pickup most of the time now. Once he had sharpest short bodied Giulietta Spider with a hardtop so choice you would sell blood to buy lottery tickets to win the right to stand next to it and look at it. He once had a 2600 sprint and the cleanest 72 GTV in the country.

I too am slowing down. Once I get going in my garage I lose all track of time, but getting started is painful. I just drive a different car. Eventually I fix five or six of them at once and then pick one to drive until it quits, then drive another. My race car driver son no longer thinks I even need my tools. He keeps my favorite combination set (6mm to 24mm) in his GTV-6 with its Milano Platinum limited slip rear end transaxle and 3 liter engine, Milano clutch, high lift valves etc. He doesn't even bother to ask me if I might be needing them. He has all my good metric sockets too. Luckily I have lots of half sets. I manage with what I have, and swear a lot

But, concerning the clubs, I foresee they must either change emphasis or die. It's back to the old emphasis. The money the national has saved must be earmarked for the newsletter and it must return to articles on how to keep 164's and GTV-6's (Milanos too) running without dealer assistance, and how to find sources of parts. We must return to the pre-dealer dependent days or die. We need articles on our heritage and days of past glory to keep us all enthusiastic. Mainly we can't have people driving Alfa cars who don't recognize every model and won't stop on the road to help another one that is broken down. We must become friends and allies again. Or sell off all our cars cheap and buy Ford pickups. We must get back into this together or all die off separately.

Maybe it's time to rid ourselves of Alfa car concerns. It sure would be a lot less complicated and less messy. Let's buy cars that always start and always get us where we must go. That would be like having a mule to ride in the old days, I suspect. It always got there, but didn't impress anyone. People who rode them had no self delusions. For women it probably would be good. Even a century ago they just wanted to get somewhere. It was mainly the men who loved the sight and smell and feel of their horses, that little bit neater thing about a thoroughbred or a Morgan horse, for example, that made the process of getting someplace exciting in itself. Ever wonder, why there is so little literature on funeral coaches. Who cares? Live people drive cars that are alive -- Alfa cars are for the living. They can't be rationalized as mere transportation, or purchased because of gas mileage, resale value, thrift, dependability. If someone owns and Alfa except for the sheer joy of driving it, that person won't be able to understand what he even has it. There is no

other reason, and the need to keep such a joyful car driving is the only reason for having such Alfa clubs. We either return to that love, or the clubs die. Only a few old guys will have Alfa cars and they won't need a club. They will all know each other and contact each other directly around the world. But they will become less and less in number, and they will themselves wink out like spent candles. Widows will sell off cars for practically nothing wondering why deceased husbands treasured them if they bring so little.

May your Alfa run forever. I hope mine goes another 300,000 miles at the very least. There won't be another -- ever. It's going to have to go that far if it's going to last as long as I need it. And a pox on the Alfa factory for screwing us over. I will remain thankful always, however, for the great joy over the many years that my various Alfa cars have all brought me. Too bad most of the people in the clubs never experienced that. If they had fallen in love with their own cars we would have a forest instead of a few sparse but dying giant trees that previously overshadowed lots of trees.

Clubs should never have expected to grow merely because of uninvolved members. They need and depend on the old Alfa lovers. Without a return to the mystique of members being intimately involved in the life of their Alfa cars, being aware of the relationship between its good condition and your own mental health, none of the Alfa clubs will survive. Our clubs require the return to emphasis and interest in every car and in everyone who has a car. I recall the old days when you could break down in any city and call someone there from the national club who would drop everything to come to get your car running again. I'd be able to call guys in other towns when my kids broke down in Portland or in San Jose. But who would be able to help me with my 164 LS? I'd prefer driving my ancient two liter sedan across country even if it might be the only one anyone has ever seen. At least there would be someone who could offer suggestions or come hold my wrenches. But I doubt few owners of V-6 models would even realize it was an Alfa. The last hope is the national newsletter, but the emphasis must change back to pre-dealer days. To own an Alfa means you are special and different, not just another Miata owner or the proud user of an Oral-B tooth brush (man, I love that comparison).

### --January Annual Meeting -- New Officers and awards Presentation

The date: Friday, Jan 26, 1996

Note early time: 7:30 pm - 9:30 pm, then adjourning to a pizzeria

Other program: TBA

Note special location: Clark Community Center  
4747 New York Avenue  
La Crescenta (Glendale)

Directions: Clark Community Center is located just above Foothill Blvd., near the Pennsylvania exit from the 210 Freeway; close to the 134 and 2 freeways

## international competition

### Stu Schaller

For many years, there have been four primary organizations running sports car racing all over the world; the FIA, ACO (the Le Mans club), SCCA, and IMSA. All but IMSA have finally all gotten together, in an attempt to create a set of rules which is uniform throughout the world.

As with the T series cars, there will be also be two classes in SCCA for the faster modified production cars, called S1 and S2. Here, which class you run in is based on sliding scale power to weight ratio; from 350 horsepower at 2,200 pounds to 600 horsepower at 3000 pounds. Cars like the Porsche GT1 and GT2's, Mc Laren F1, Lotus Esprit V8, Ferrari F40, Honda NSX, Lister, Jaguar 220, Toyota Supra, Callway Corvette, Saleen Mustang, and Viper GTS will all run here. Tom's car will be set up to run in the slower S2 class; still with 300ZX power. Tom is in negotiations with both Ford and BMW regarding motors for 1997, as Nissan isn't quite sure what they want to do.

At this point, it is almost certain that the FIA Group 2 North America Touring Car Series, the US equivalent of the FIA Group 2 British Touring Car Series, will actually happen in 1996! At the moment, there are 7 races scheduled. There is even an ad on the inside back cover of the November 16th issue of On Track announcing the series will be televised on ABC and ESPN 2! Alfa probably will not compete, as according to the current rules, a car can not run in the series unless it is being sold here. It is possible, however, that "special accommodations" could be made for Alfa, along with the other companies that do not sell cars here, such as Renault, Opel, Vauxhall, and Peugeot.

It is almost certain that Alfa will not run as a factory team in the 1996 British series either. There may be some "privateer" Alfas running in England, but even this is not certain. It appears the only Group 2 series which will see factory Alfas is the Italian. There will be "privateer" Alfas running in the French, Italian, and Spanish series. The various Group 2 series are also known in some countries as "Super Touring", and that is what these cars will be called here.

In 1995, the Group 1 Touring Car races held in Germany were also known as the DTM series, and the races outside of Germany were called the ITC series. There was a separate points title in each series. For 1996, there will only be one, international series for these cars.

There are no US races Group 1 races on the tentative schedule, but there were many race date and location changes last year, so it still is possible we might get to see these "formula one cars with modified sedan bodies" here. Alfa will have a factory team, plus a number of semi-factory teams and "privateers". It is also rumored that there will be a fourth manufacturer (Renault?) running in this series by late 1996.



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## local competition

### Randall Higa

*November 4 & 5*

## WILLOW SPRINGS TIME TRIAL AND RACE

In keeping with the important themes in our society today, the Alfa Romeo Owners Club of Southern California made a fine demonstration of family values by having three husbands and wives harmoniously racing together. It was quite a shoot-out with the LeLesch clan (Mike in the Elan and Bonnie in the 240Z) battling with the Hamilton (aka MR2) family (Steve in a borrowed MR2 and Cathy in the family MR2) mixing it up with the Kincaid gang (Larry in the Pro Celebrity/driving school Celica and Alisa in the Awesome Aquamarine Sonnett). Although, not in the race, Steve Hamilton's father, Fred was fighting his own battle in time trial Class Q.

How many sports, let alone other activities, can husbands and wives enjoy a wonderful weekend together while drifting through corners and banging fenders with each other? Other than on Sadie Hawkins day, when can a wife chase her husband at full speed? How many opportunities does a wife have to slam the door on her husband and get away with it?

In more "Alfa News From the Weird," the Sunday Race featured the mother of high performance pace cars. With 500 throbbing cubic inches (8,193 cc for you foreign car fans) of raw American horsepower driving the front wheels of a sleek 2-1/2 ton land yacht, this vehicle can make those Viper/Camaro/Corvette/Mustang pace cars seem like wimpy pedal cars. What, may you ask could this vehicle possibly be? Why, none other than an ultimately cool pink 1972 Cadillac Eldorado Hardtop Coupe. Not only did this grand galleon pace the race group but it also sailed, with, ran in the Intro Class!

On a more serious note, this event was one of the best attended non-Laguna Seca events in years. More than 100 cars turned out with a nice showing of Corvettes, 944s, and Ferraris. Of course, there were some really neat Alfas that ranged from Henry Manny's GTA to Dan Ritter's Guiletta Ti to Paul Blankeship's Santa Claus festooned Alfetta.

The race group started the weekend with a whopping total of 25 cars. By Sunday's race, 22 cars and 22 anxious drivers were gridded behind the pink Eldo pace car. The mad dash to Turn 1 looked like the crowds at South Coast Plaza during the after-Christmas sales.

Trading the overall lead and the lead in Class L was Jeff Libell (making look really effortless and easy) in a Swift DB2 Sport 2000 racer with Chris Cervelli's Turbo 944. However, with only a few laps to go, the DB2 passed the

944 for the third time, and hung onto to lead to the checkered flag. Much to the shock and dismay of the hard-core Alfa Club racing fans, the venerable Dunestang was a DNS and left Class M wide open for Jeffrey Coleman to take the class win in a Camaro. Nonetheless, in the early part of the race, Jeffrey did have his hands full for a while as he was in a close battle with Steve Hamilton (MR2), Danny Chung (Integra), the Kincaids (Celica/Sonnett), Fred Lau (RX7), and Gary Murph (Opel).

The closest race was in Class N where the sequentially numbered (241 and 242) screaming yellow cars of team LeLesch did battle with a pair of Porsches and a BMW. Hubbie Mike LeLesch chased the red 944 of Tony Marrelli and eventually got by him. However, down the front straight, the red 944 was alongside Mike's Elan in a photo-finish but didn't quite have enough steam to get by Mike. Wife Bonnie maintained honor in the family by finishing a respectable third behind the red 944. Chuck Dedman kept ahead of two RX7s to clinch the win in Class O.

By far, the largest race group was Class P with 10 entries. Although Steve Hamilton had a relatively easy time capturing the class champ, there were many battles that took place behind him including the one with Jeffrey Coleman noted above. One of the most impressive showings was Wayne Stowe in a Saturn who at one time was in second in class. Unfortunately, the Saturn cried uncle and apparently threw a connecting rod in protest. This left a clear track for Marty Hudson (1600 Beemer) and Brad Gray (GTV) to battle for second. Try as he might, Brad couldn't get around his friend-from-childhood and had to settle for third behind Marty.

In Time Trials, Henry Manney's white GTA made a fine showing and ran alone in Class A. In Class B, Phyllis Gaylard should have received the "Good Sport Award" for letting both Gerry Woolery and Alan Ward drive her car and for letting them both beat her!

Alex Brown in his GTV again (yawn) clinched Class C with more than a 3-1/2 second lead over second place Mike McGinnis in a GTV-6. Paul "Is-it-going-to-rain" Blankenship won Class D ahead of second place yours truly after I blew a radiator hose during my third timed lap. I thought about protesting the stuffed Santa Claus on Paul's Alfetta as an unfair aerodynamic device but decided that it would probably ruin the holiday season for everyone involved.

Chris Cervelli (944 Turbo) took not only the top honors in the very crowded Class M (16 entries) but also took TTOD (top time of the day) with a quick 1:31.915 beating out the Corvettes (including three ZR1s) and Ferraris. Although outnumbered by BMWs, another 944 driven by Tony Marrelli grabbed the top spot in Class N. Tom Cleave in a VW GTI lead Class O, with Scott Story winning Class P in a CRX Si, and Terry So topping Class Q in a Civic.

See you back at Willow Springs on February 10 and 11!



## Alfacionada

<u>CLASS/DRIVER</u>	<u>CAR</u>	<u>NO.</u>		<u>LAP 1</u>	<u>LAP 2</u>	<u>LAP 3</u>	<u>LAP 4</u>	<u>LAP 5</u>	
<b>CLASS A</b>									
Manney IV	, Henry N. GTA, Alfa Romeo	31	A	01:42.3	01:41.7	01:42.6	01:43.0	01:41.0	1
<b>CLASS B</b>									
Woolery	, Gerry GTV, Alfa Romeo	62	B	01:38.6	01:39.7	01:38.9	01:54.2		1
Ward/(GAYLARD)	, Alan GTV 2000, Alfa Romeo	13	B	01:40.2	01:40.6	01:39.3	01:40.0	01:39.4	2
Erickson	, Rube Spider, Alfa Romeo	123	B	01:54.9	02:03.5	01:53.2	01:51.6		3
Gaylard/(GAYLARD)	, Phyllis GTV 2000, Alfa Romeo	3	B	01:59.2	01:56.6	01:56.7	01:56.6	01:55.1	4
Henderson	, Robin Giulia Spr, Alfa Romeo	76	B						5
<b>CLASS C</b>									
Brown/(BROWN)	, ALEX GTV, Alfa Romeo	50	C	01:47.8	01:44.7	01:42.9	01:42.7	01:42.2	1
McGinnis	, Mike GTV 6, Alfa Romeo	26	C	01:46.2	01:46.9	01:46.6	01:46.3	01:45.9	2
Harris	, Randy Duetto, Alfa Romeo	28	C	01:47.9	01:46.2	01:46.6	02:14.7	01:47.3	3
Thompson	, Richard GTV-6, Alfa Romeo	71	C	01:51.8	01:50.5	01:49.9	01:48.4	01:49.4	4
Burgoon	, David GTV, Alfa Romeo	141	C	01:58.6	01:56.6	01:54.9	01:54.7	01:54.7	5
Rinaldi/(BROWN)	, Pat GTV, Alfa Romeo	501	C	01:57.7	01:58.0	01:56.9	01:58.3		6
<b>CLASS D</b>									
Blankenship	, Paul Alfetta GT, Alfa Romeo	25	D	01:49.9	01:48.0	01:47.2	01:46.9		1
Higa	, Randall GTV, Alfa Romeo	17	D	01:48.7	01:48.3				2
Cote	, John Spider, Alfa Romeo	6	D	01:52.8	01:51.5	01:50.1	01:49.5	01:49.3	3
Thompson	, John GTV, Alfa Romeo	55	D	01:59.9	01:57.7	01:58.0	01:57.9	01:57.2	3
Ritter	, Dan Giulietta T, Alfa Romeo	219	D	02:03.3	02:04.7	02:07.0	02:03.3	02:02.6	6
Dalberg	, Jon GTV-6, Alfa Romeo	38	D						7
<b>CLASS M</b>									
Cervelli	, Chris 944 Turbo, Porche	134	M	01:32.1	01:32.4	01:31.9	01:32.0	01:32.2	1
Gross	, Brady Corvette ZR, Chevrolet	49	M	01:33.4	01:33.7	01:34.7	01:34.0	01:34.3	2
Wilsey	, Rita Corvette, Chevrolet	147	M	01:38.4	01:37.6	01:38.8	01:38.0	01:37.9	3
Kunz/(KUNZ)	, Joe 308 Comp, Ferrari	69	M	01:41.0	01:39.9	01:38.5	01:38.0	01:37.6	4
Hayashi	, Doug NSX, Acura	10	M	01:39.4	01:39.8	01:38.8	01:39.5	01:40.0	5
Schepengerdes	, Bill Corvette, Chevrolet	33	M	01:39.4	01:39.0	01:39.0	01:39.2	01:39.1	6
Van Dorn	, Jim Corvette, Chevrolet	107	M	01:41.0	01:40.9	01:41.6	01:41.3	01:40.6	7
San Paolo/(KUNZ)	, Joseph 308 Comp, Ferrari	96	M	01:43.9	01:45.2	01:42.2	01:41.7	01:43.1	8
Quaid	, Joel 348 TS, Ferrari	91	M	01:44.9	01:46.1	01:45.9	01:46.5	01:45.4	9
Freeman	, Don 300ZX, Nissan	109	M	01:48.7	01:49.6	01:49.1	01:47.3	01:46.5	10
Michaelian Jr.	, Harry Challenger, Dodge	44	M	01:49.0	01:47.0	01:47.1	01:47.1		11
DeLong	, Roger Corvette ZR, Chevrolet	106	M	01:48.3	01:50.2	01:51.4	01:48.4	01:48.2	12
Lovenson	, Robert Corvette ZR, Chevrolet	101	M	01:48.6	01:52.1	01:52.3	01:54.5	01:52.6	13
Stillman	, Denise 328, Ferrari	328	M	01:53.1					14
Peterson	, Ted Firebird Fo, Pontiac	150	M	02:01.4	01:59.2	01:58.9	01:59.3	01:59.2	15
Coleman	, Jeffrey Camaro, Chevy	8	M	02:03.8	01:59.5				16
Ellis	, Paul Dunestang, 427 Cobra	11	M						17
Light	, Jim 944 Turbo, Porche	175	M						17
Maddocks	, Joe 512 BBi Box, Ferrari	140	M						17
Maddocks	, Vance 308 GT4, Ferrari	90	M						17
Mandell	, Andy 951 Turbo, Porche	266	M						17
Miller	, Neal Mondial T C, Ferrari	118	M						17
Krueger	, Danny RX-7, Mazda	70	N						
Page	, John F. Supra Turbo, Toyota	136	N						
Russakov	, Steve 944 Turbo, Porche	245	N						
<b>CLASS N</b>									
Morrelli	, Tony 944, Porche	86	N	01:40.1	01:48.6	01:48.1	01:53.5	01:50.7	1
Hall	, Jim Mazda RX-7	766	N	01:47.3	01:46.6	01:43.9	01:43.2	01:42.4	2
Ota	, Doug M3, BMW	40	N	01:44.4	01:43.5	01:42.9	01:43.3	01:43.3	3
Krueger	, David M3, BMW	47	N	01:44.2	01:44.2	01:44.2	01:44.6	01:45.8	4
Serino	, Peter Camaro Z28, Chevrolet	41	N	01:50.2	01:50.1	01:51.1	01:48.2	02:00.2	5
Galbreath	, Rick RX-7, Mazda	120	N	01:48.3	01:48.9	01:53.1	01:49.2	01:51.4	6
Isbell	, Jeff BMW M3	80	N	01:52.8	01:51.0	01:54.1	01:55.1		7
De Anda	, Ceasar 911SC, Porche	131	N	01:58.2	01:57.7	01:58.1	01:57.7	01:57.6	8
Abolfathi	, Farschad M3, BMW	806	N						9
Brady	, James 944 Turbo, Porche	164	N						10
Conwell	, Craig 911 Carrera, Porche	89	N						10
Shindler	, Philip RX7 Turbo, Mazda	78	O						12

## Alfacionada

CLASS/DRIVER	CAR	NO.		LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	
<b>CLASS O</b>									
Cleave/(BENNETT)	, Tom GTI, VW	2	O	01:42.4	01:41.4	01:41.4	01:41.1	01:41.1	1
Pearce/(BARTH)	, Mark Miata, Mazda	79	O	01:46.8	01:43.4	01:43.9	01:45.4	01:43.0	2
Rodriguez	, Carlos RX-3, Mazda	138	O	01:43.6	01:47.5	01:55.6	01:44.0	01:43.0	3
Hedman	, Ted 510, Datsun	46	O	01:45.9	01:45.2	01:44.7	01:44.8	01:44.2	4
Pringle	, William Integra GSR, Acura	1	O	01:45.6	01:45.4	01:45.5	01:46.2	01:49.6	5
Ho	, Estevao 325is, BMW	111	O	01:46.8	01:45.7	01:45.8	01:45.5	01:45.4	6
Kubiniac	, Tom RX7, Mazda	311	O	01:51.4	01:50.1	01:49.1	01:47.5	01:47.7	7
Laine	, Brian RX-7, Mazda	104	O	01:47.6	02:15.3	02:09.4	01:48.2	01:47.8	8
Barth/(BARTH)	, Steve Miata, Mazda	144	O	01:49.1	01:48.3	01:48.4	01:51.1	01:48.0	9
Pejoro	, Lito RX7, Mazda	74	O	01:55.6	01:53.8	01:52.2	01:51.6	01:50.5	10
Rusciolelli	, Remy Europa, Lotus	247	O	01:53.0	01:51.8	01:51.3	01:50.6		11
SEHO/(LEE)	, KENNET RX7, Mazda	735	O	01:50.8	01:53.6				12
	H								
Alaniz	, Joe Celica, Toyota	143	O	02:08.7	01:54.4	02:00.0	01:59.4	01:57.4	13
Depante	, Louie RX7, Mazda	116	O	02:09.0	02:09.8	02:09.6	02:08.2	02:07.7	14
Sencerbox	, John Accord, Honda	--	P						
<b>CLASS P</b>									
Story	, Scot CRX Si, Honda	114	P	01:42.3	01:56.7	01:51.0	01:48.9	01:48.8	1
Parcon	, Jay Corolla, Toyota	108	P	01:47.0	01:46.0	01:47.3	01:45.5	01:50.1	2
Stowe	, Wayne SL2 Sedan, Saturn	99	P	01:46.7	01:46.4	01:49.3			3
PRESTO	, ANTHON Mekur XR4Ti, Mercury	48	P	01:47.2	01:46.4	01:46.9			4
	Y F.								
Nelson	, Greg 900 Turbo, Saab	84	P	01:51.8	01:49.5	01:49.1	01:50.7		5
Solomon	, Luisito Corolla, Toyota	36	P	01:54.4	01:51.7	01:51.2	01:51.1		6
Rood	, Steven 240 SX, Nissan	94	P	01:56.4	01:53.7	01:53.8	01:53.4		7
Cuison	, Rosito 1600 Roadst, Datsun	98	P	02:07.1	02:06.8	02:00.6	02:00.8	02:00.1	8
<b>CLASS Q</b>									
So	, Terry Civic, Honda	151	Q	01:56.2	01:55.6	01:55.8	01:53.0	01:52.9	1
Hamilton	, Fred Regal, Buick	81	Q	02:02.3	02:01.5	02:01.9			2
Stephens	, Jennifer Civic Wagon, Honda	149	Q	02:07.3	02:05.1	02:04.7	02:04.0	02:02.9	3
<b>RACE CLASS L</b>									
Littrell	, Jeff DB-2, Swift	5	RL						1
Cervelli	, Chris 944 Turbo, Porche	134	RL						2
<b>RACE CLASS M</b>									
Coleman	, Jeffrey Camaro, Chevy	8	RM						1
Roig	, Robert RS America, Porche	291	RM						2
<b>RACE CLASS N</b>									
LeLesch	, Mike Elan, Lotus	242	RN						1
Morrelli	, Tony 944, Porche	86	RN						2
LeLesch	, Bonnie 240Z, Datsun	241	RN						3
Schenkel	, Leonard 911, Porche	226	RN						4
Ching	, Jacky M3, BMW	16	RN						5
Hightower	, Paul 240Z, Datsun	43	RN						19
Bennett/(BENNETT)	, Jim GTI, VW	127	RO						
<b>RACE CLASS O</b>									
Dedman	, Chuck Roadster, Jensen Heal	30	RO						1
Lee/(LEE)	, Joseph RX7, Mazda	135	RO						2
Lau	, Fred RX-7, Mazda	15	RO						3
<b>RACE CLASS P</b>									
Hamilton	, Steve MR2, Toyota	27	RP						1
Hudson	, Marty 1600-2, BMW	39	RP						2
Gray	, Bradley GTV, Alfa Romeo	7	RP						3
Hamilton	, Cathy MR2, Toyota	61	RP						4
Kincaid	, Larry Celica, Toyota Pro Celeb	148	RP						5
Chung	, Danny Integra, Acura	77	RP						6
Yaghjian	, Ara 320i, BMW	133	RP						7
Kincaid	, Alisa Sonett, Saab	24	RP						9
Murph	, Gary GT, Opel	21	RP						10
Stowe	, Wayne SL2 Sedan, Saturn	99	RP						13

# Alfoonery



## the back page

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--January Annual Meeting --  
New Officers and awards Presentation  
The date: Friday, Jan 26, 1996  
Note early time: 7:30 pm - 9:30 pm, then adjourning to a pizzeria  
Other program: TBA  
Note special location: Clark Community Center  
4747 New York Avenue  
La Crescenta (Glendale)  
Directions: Clark Community Center is located just above Foothill Blvd., near the Pennsylvania exit from the 210 Freeway; close to the 134 and 2 freeways