

the inside cover

general information

The ALFACIONADA is the monthly publication of the Alfa Romeo Owners Club of Southern California, a regional chapter of the Alfa Romeo Owners Club, Inc., a non-profit organization of Alfa Romeo enthusiasts. Publication is monthly and included as part of the membership fee paid to AROSC, Inc. General meetings are held on the last Friday of every month at 7:30 PM, in the Los Angeles area. General inquiries should be sent to AROSC, P. O. Box 3621, Granada Hills, CA 91394. Membership information can be found on page 10.

the board of directors

Jay Negrin, President
10555 Marklen Ave.
Mission Hills, CA 91345
818-894-3549 eves
818-771-2641 FAX
(include cover sheet)
JMNEGRIN@AOL.COM

Charles Schwartz, Vice-President
11602 Hesby Street
Valley Village, CA 91601
818-760-0189 days
818-763-3903 eves
POTTREE@AOL.COM

Randall Higa, Secretary
6007 Eucalyptus Lane
Los Angeles, CA 90042
213-244-3661 days
213-344-8828 eves
213-244-8251 FAX
RHIGA@MX.PACENT.COM

Dirk Stoehr, Treasurer
4539 Jubilo Drive
Tarzana, CA 91356
213-385-1203 days
818-345-9841 eves
AQ196@LAFN.ORG.COM

Jerry Lomas, Membership
2116 Arlington Ave., Chateau II
Los Angeles, CA 90018
213-734-5852 days

Charles Thieriot, Competition
2500 Roscomere Road
Los Angeles, CA 90077
310-476-8812
310-771-2641 FAX
74143,1577@COMPUSERVE.COM

Dan Ritter, Concours
936 Monterey Blvd.
Hermosa Beach, CA 90254
818-997-2330 days
310-374-3153 eves
DRITTER@LAUSD.K12.CA.US

G. Patitz, Editor
18632 Cohasset Street
Reseda, CA 91335
ALFOONERY@AOL.COM
310-512-1174

Pat Braden, Member-at-Large
449 West Madison Ave.
Placentia, CA 92670
PBRADEN@EARTHLINK.NET

Larry Meyer, Member-at-Large
497 East California Blvd., #315
Pasadena, CA 91106
818-500-6424 days
818-440-1803 eves

general meeting location

General meetings are held at Glendale Federal Savings building, in Glendale. The address is 401 N. Brand Blvd, about 1/2 mile south of the 134 Freeway. We will start at 7:30, finish at 10:00, then for those so inclined adjourn to an Italian restaurant. The restaurant is one block north, on Brand Blvd.

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 classified submissions must be received by the end of the month prior to publication. Please include a SASE for the return of any submitted material.

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

Size	Half Year	Full Year
1/8 page	\$ 60	\$100
1/4 page	\$120	\$200
1/2 page	\$240	\$400
Full page	\$480	\$800

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

Do you want to believe that this year is almost half-way done. That means that there are a number of things that need looking into. One of the more difficult things to do, for me, is to announce that those of you out there in radio-land who have been needling me and other members of the board of directors about things that you would like to see done differently, well, now is your chance to change your words into deeds. Elections will be coming up in the very near future. If elections sneak up like tax time, you'll be asking where all the time went so quickly, sort of like the first part of the year. The future looks so vast and immense, until it becomes history, then we simply ask, "Is that all there was?" So if you are thinking that you would like to help the club develop new programs, or just that you can do a better job than those of us currently sitting on the board, sharpen your pencils, and write a short election bio on why you should be sitting in the big chair, making the big bucks.

Another item that may please some, and not others, is that we have found a "home" for our monthly meetings. That is the good news. The bad news is that it in Glendale, at the Glendale Federal Savings building. (The address and map will be included in newsletters from now on.) Check on the meeting dates, as they are not all on the last Friday of the month. The correct meeting dates are listed in the calendar of events. The meeting location is only bad news for those of you who are not situated too close to the far east end of the Valley. Apologies for that, but we are continuing to look for a meeting place on the west side of town. I know, after seeing a current phone/mailling list, that AROSC still has a large contingent in the 310 area code. Long Beach, West LA, and the south bay areas are all represented in that area code, so a west side meeting location, such as in the Culver City vicinity, may be appropriate, at least for a while. What does anyone out there think about having the meeting place move every so often? Maybe every six months or every year? Just a thought, so let us know if we are thinking "correctly"

**GET INVOLVED
IN YOUR CLUB**

SPERRY VALVE WORKS

Specializing in Alfa Romeo Cylinder Work



The complete Alfa head shop that offers:

High Quality Valve Job	Modified Spica Injection Pumps
Porting and Polishing	Engine Rebuild Parts
Oversized Valves	Aluminum Flywheels
High Performance Cams	Mag Plugs

New High Performance Products for the V6:

Non-Leak Belt Tensioners	Offset Cam Timing Keys
Belt Tensioner Bearings	Big Intake Runners
Haltech Fuel Injection	European Downpipes

Contact us direct or insist that your mechanic send your head to Sperry Valve Works for the best machine work possible. All our work is fully guaranteed!

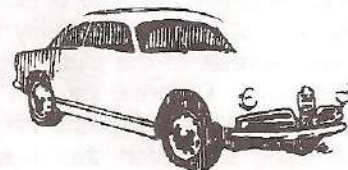
Call or write for free brochure (specify 4 cylinder or v6)

Video Tape Available
\$15 - refundable with order or contact your local club president for club copy.

Sperry Valve Works
2829 Gundry Ave.
Signal Hill, CA 90806
(310) 988 - 5960 FAX (310) 988 - 5962

RSR AUTOBODY

**Complete Restoration
Expert Collision Repair**



**8612 Darby Avenue
Northridge, CA 91325
(818) 993 - 4368**

Maurice Starrantino - Owner

Finally, the club needs a vision of where it is headed. The marketing committee was an effort to provide this. In retrospect, the marketing committee failed in two ways: the first was not getting an initial consensus among members of the board about the nature of the challenges facing the club. The second failure, related to the first, was an overoptimistic estimation of the board's willingness to implement solutions. After all, if you can't agree on the problem, you certainly can't agree on a solution. There are members of the board who see no immediate threat, and no need for immediate action.

I do, devoutly, disagree with that position. I believe that the AROC will not of its own inertia continue to exist indefinitely. It needs continued attention from its management and membership. I remain concerned that the club is responding appropriately to the changes in the US marketplace. Biting each others' backsides, however, won't do anything but divert the valuable energies which are so needed to build the AROC.

In Memorial - Tom Tomkins

Founder of the AROC of Central California chapter and Alfa Romeo Library, former national board member, and dedicated Alfisti, died Saturday, May 18th. He is survived by his wife Anita. He will be sorely missed by friends, family, and the Alfa community in general.



alfa romeo owners of southern california
- membership application -

Membership dues for 1 year to the Alfa Romeo Owners of Southern California (AROSC) and the national organization, the Alfa Romeo Owners Club (AROC).....\$55
Member of another AROC chapter wishing to add AROSC affiliation.....\$22
Make checks payable to AROC. Please fill the following and mail with check to -

**ALFA ROMEO OWNERS CLUB, MEMBERSHIP FOR AROSC,
2468 GUM TREE LANE, FALLBROOK, CA 92028**

NAME _____ SPOUSE _____

STREET _____ CITY _____ STATE _____ ZIP CODE _____

HOME PHONE () _____ WORK PHONE () _____

AROC MEMBERSHIP NO. _____ ALFA(S) OWN _____

CHECK ENCLOSED IN THE AMOUNT OF \$ _____ FOR _____

news & views

Stu Schaller

Dante Giacosa, perhaps the most important figure in the history of FIAT, passed away recently. In the last few years, we have managed to lose a lot of information forever, as no one spent the time talking to the people who knew the facts. Sad.

I recently received a letter in regard to prices charged for doing mechanical work in various countries in Europe. Based on what I was told, almost no one over here could afford to even think about, much less actually own an Alfa! It is not unusual for someone over there to spend over \$10,000 for a complete motor rebuild on a 60's or earlier Alfa!

I've finally sold my 2600 sprint. I'm tired of doing "running restorations", and have decided that the only way I'll ever own an older car again is to buy one that has been properly restored. I guess I'm just getting old, but I've gotten to the point that I rather have a car that I know will get me to where I'm going to and back.

Notize, the newsletter of the Minnesota chapter, continues to be one of the best. In the April issue, there is an excellent editorial on Italian design, and the issue contains information on the Alfa kitchen stove (circa 1946), and a currently available complete kitchen, in fly yellow, designed by Pininfarina, and made by Snaidero (who has an LA showroom; phone 310-657-5497). Their chapter's newsletter also has a number of good tech tips; the latest issue suggested spending some time to clean the leaves out of your Milano's heater, and to make sure that your Milano's fuel lines are securely attached to the inner panel after doing an oil change. There have been some fires caused by heaters filled with leaves and by fuel lines coming loose and touching exhaust headers.

The March 18th issue of *Autoweek* shows a barchetta built by Sbarro of Switzerland called the Issima, using two V-6 Alfa motors made into a V-12. The car also uses suspension components from an Alfa 155 Group One Touring car. The car is very interesting looking, as it combines modern styling with some "retro" elements; the nose design is similar to the SZ/TZs.

The May issue of *Classic & Sportscar* has a 1900 super berlina on offer at 9500 pounds, and an excellent Duetto 1300 at 8950 pounds.


No new Alfa books this month, but BBR has just come out with a hand made, absolutely superb, 1/43rd scale

model of the "Crema Nivea" sponsored 1951 Carrera Panamerica 6c2500. As with all 1/43rd limited series hand made, it's expensive, at around \$200.

Dave Mericle has just gotten a rusty but complete 102 berlina. Only a half-dozen of these rather outrageous looking sedans are known left in the whole world, and it's nice that someone would spend the time and money to save another.

I recently came upon two interesting items; the first, a copy of the program for the 1951 Watkins Glen race. In it is an ad for Alfa Romeo. It shows that F.T. Griswold was the "direct factory distributor", and at that time, were not in New York, but were in Wayne, Pa. It also says that the "official sales representative" was Alec Ulmann, working from his office on Madison Avenue, in New York.

The second item was a 1949 6c2500 price list. The Freccia d'Oro was the cheapest model, at \$6330 FOB Milan. The most expensive models were the SS coupe and convertible, both at \$7735. Another \$225 was charged for a packing box, and shipping and customs fee added around \$2000 to the price. In 1949, a typical Ford or Chevy cost \$1500, and a Cadillac limousine was around \$4500...



ADVANCED
ENGINE
MANAGEMENT

CARBURETION
 FUEL INJECTION
 IGNITION SYSTEMS
 EMISSIONS CONTROL SYSTEMS

CHASSIS DYNAMOMETER

ENGINE ANALYSIS EQUIPMENT
 EXPERTISE IN:
 WEBER-HOLLEY-CARTER-MIKUNI
 OEM & AFTERMARKET FUEL INJECTION SYSTEMS
 PERFORMANCE IGNITION SYSTEMS

The most precise tuning of your engine control systems available. Equiped to maximize performance on any type of vehicle. We specialize in high performance applications.

TO MAINTAIN OUR HIGH LEVEL OF SERVICE WE REQUIRE THE FOLLOWING:

- AN APPOINTMENT	- CHARGING/STARTING /COOLING SYSTEMS IN WORKING ORDER
- GOOD DRIVE WHEEL TIRES	- NO AIR COOLED ENGINES UNLESS PRIOR ARRANGEMENT
- 1/2 TANK GAS OR MORE	

15606 S. BROADWAY CENTER,
 GARDENA, CA 90248
 (310) 327 - 9336 FAX (310) 327 - 8520

letters to the editor

For some time now I have viewed with dismay the misinformation and irrational rantings which have been appearing in "The Alfacionada" periodically. On the premise that demagogues thrive on enlarged controversy and have no interest in reality, I have until now refrained from commenting to you. However, the "News & Views" column appearing in the April 1996 issue of "The Alfacionada" under Stu Schaller's byline does such a gross disservice to the members of the Alfa Romeo Owners of Southern California that I feel obligated to comment.

IF there were anything approaching the truth in Mr. Schaller's diatribe, every prudent SoCal member should head to the Post Office as rapidly as possible to post a Certified letter resigning from the SoCal Chapter of AROC. Fortunately, as appears to be the unfortunate norm with Mr. Schaller's writing, his statements in this column are 180 degrees out from reality.

Rather than addressing each of the numerous falsehoods in Mr. Schaller's various writings, which

Alfa Only

Service and Repair for

Alfa's Only!

Parts New and Used

(213) 662 - 3916

3422 Glendale Blvd.
Los Angeles, CA

1/2 Mi. South of Glendale
in Atwater Village

would use space in "The Alfacionada" better devoted to other material, I will limit my comments to the subject which should be of most concern to each member of SoCal. I refer, of course, to his statement that "I checked with the Secretary of State and this Chapter is not registered as a corporation in the state of California." Incorporation of SoCal to protect each of the members against any possible lawsuits arising from any of the Chapter activities is vital, and failure to do so would represent a major dereliction of duty by the SoCal officers and Board.

Before I continue, it is probably appropriate to provide you with the perspective from which I am speaking, since you may not know me. I joined SoCal AROC in August of 1965 and was active in the club during the 60's, 70's, and 80's. I served on the SoCal Board for 14 years and on the National AROC Board for eight years, including two terms as National President in the late 70's. When the SoCal Time Trial Program started in the early 70's, I was a worker and an original member of the Competition Committee, although my contributions were certainly minor when compared with those of people like John Samson, Phyllis Gaylard, Alan Ward, Charlie Thieriot, etc. When we (SoCal) hosted the AROC National Convention in 1982 I was, with the late Jack Becronis, co-chair of the SoCal Convention Committee.

In recent years I have been a passive member, rather than an active one, due to a combination of factors such as a 70-80 hour workweek, the relocation of the General Meetings, and an attempt at time with my family. As with other members, my lack of participation in club activities does not necessarily mean lack of interest in the club or lack of knowledge of what is happening. I am so appalled by some of the things which have been happening in SoCal that I feel an obligation to provide the members with a touch of reality and some background to help explain why Mr. Schaller's writings are such a disservice to the membership of SoCal.

When I joined SoCal in 1965, I was told that SoCal had been founded in 1961 by an attorney from Tustin. With his legal background, he insisted upon SoCal registering as a California nonprofit corporation. The primary reason for incorporation is that if a legal judgement is rendered against a club such as SoCal, each and every member of that group can be held liable for payment of the judgement if the club is not incorporated.

From my recollection of what I was told some 30 years ago, the wisdom of incorporating was proven

in 1964. A friend of a member participated in one of the SoCal rallies, driving his own car. During the rally he strayed off the course and was involved in a fatal accident while driving on a road which was not part of the course. Some time later, an attorney for the estate of the deceased came sniffing around, licking his chops at the thought that among the membership of SoCal there were bound to be enough members with enough assets to make litigation a very profitable prospect. When he discovered that SoCal was incorporated and that the maximum possible judgement would be limited to the funds in SoCal's treasury, he vanished.

Some years ago I prepared the "AROSC Directors Handbook" for the Board. This manual is designed so that each person can see his or her responsibilities and so that all Directors can see the tasks which need to be performed at any point throughout the year. One of the tasks listed is to file the form with the California Secretary of State which is needed to maintain SoCal's nonprofit corporate status. A copy of the handbook was given to each Director for transmittal to his or her successor. In a telephone discussion this week, Charlie Thieriot confirmed to me that the SoCal Board still has the handbooks.

In addition, the National AROC Legal Advisor sends a letter to every Chapter each year, asking for written certification that the Chapter has filed the paperwork necessary to maintain nonprofit corporate status in its home state. Failure to provide this certification will result in loss of Chapter status and termination of the dues split for that Chapter. (Note that the National and the members of other Chapters are already protected - the only purpose of requiring Chapter incorporation is to protect the members of that Chapter.) The National Legal Advisor has regularly received that certification from the officers of SoCal. On the phone this week, Charlie Thieriot also stated to me that SoCal currently has nonprofit corporation status and that this has been true for as long as he can remember.

Given the history of nonsensical diatribes which have appeared in "The Alfacionada" and having seen copies of correspondence which others have had with Mr. Schaller, I am not surprised that he did not bother to concern himself with reality. However, I am profoundly dismayed that the Editor continues to print material which is not only a gross disservice to the members of SoCal but which clearly has not had even a casual check for factual accuracy.

As anyone can confirm who takes the time to look up the phone number of the L. A. office of the California

Secretary of State and telephone that office, it takes only about 40 to 50 seconds for them to confirm that Alfa Romeo Owners of Southern California is a nonprofit corporation in California. Call the office - I did! I'll even save you the time of looking up the number - it is (213) 897-3062. Also, given his track record, the falsehood of Mr. Schaller's statement could and should have been confirmed by the Editor with nothing more than a conversation with an officer of the SoCal Chapter, as discussed above.

Having been close to the operation of SoCal AROC and other clubs over several decades, I am well aware that the Editor's job is the most time consuming (and also potentially the most demanding and frustrating) position in any club, if it is done properly. In some respects the Editor has gone well beyond the call of duty in making "The Alfacionada" better than a number of other newsletters, and those efforts deserve major praise from the membership.

This, however, does not justify the publication of factually erroneous articles from Mr. Schaller or any other person, particularly when the information could quickly and easily be checked, and especially when the material is a disservice to the members of SoCal. I trust that the Editor will set the record straight in "The Alfacionada" with the prompt publication of this letter. I also trust that all future expressions of opinion by Mr. Schaller, or any other contributor, will be checked for factual accuracy prior to publication. In my opinion, anything less will be a failure to fulfill the responsibility inherent in the position of Editor. Fabricated demagoguery does not belong in "The Alfacionada", especially when it attempts to hide behind a pretense of honest opinion.

Tom Suter <etsuter@deltanet.com>

Ed. - Like Mr. Schaller, you are entitled to your opinion.

Stop the current trend of discarding important vintage bodywork!

[Image] A gorgeous picture!
Alfa Romeo 8C 2300 with
Viotti bodywork as new in 1935
This body has recently been scrapped

One of the most beautiful bodies ever - has been scrapped!

Classic & Sportscar reports (April 1996) that one of the most beautiful automobile bodies ever built, the dramatic Viotti coupe of 1935 for a 1933 Alfa Romeo 8C 2300 chassis has been discarded! Apparently the car's early history as a racer (3rd at Le Mans in 1933) was too tempting for the new owner, also claiming the Voitti body was in particularly bad shape. Pictures from the Brooks auction where it was sold for GBP 441,500 (c. US\$ 670,000) late 1995 show it clearly was not beyond salvage. It will now receive a replica of the Le Mans tourer body.

And it is not the only one!

This is not the only case in recent years. We have seen many Alfas go that way, including a Pininfarina drophead and a Castagna tourer. This trend is apparent among Bugattistes too. A Type 43 has recently been "relieved" of its Figoni & Falaschi cabriolet to make place for a replica of its first standard Bugatti body.

There is a trend today of rebodding vintage saloons into more fashionable sports replicas. Thereby an important part of our automotive history is also severely damaged!

Stop this!

There seems to be some misconception on the vintage car scene that replicas of the first, factory, often "standard" bodies are more interesting and "original" than original body work later fitted to the chassis - often only a few years later.

There seems to be a discrimination of the coach designers against the Marques; a disregarding of the coach designers role in automotive history.

This is a trend to be deplored!

I hereby protest against this.

Jacob Munkhammar, Norway
member of Bugatti Owners' Club

Join this protest!

You may join this protest by signing a petition. Send your name, country, e-mail (if applicable), car clubs (if applicable), and comments (optional) to:

Jacob Munkhammar, studpost
135, 7034 Trondheim, Norway,
or e-mail jacob@stud.unit.no

(Or ask for more information at the same addresses.)

The list will, when it is long enough, be sent to all car club and

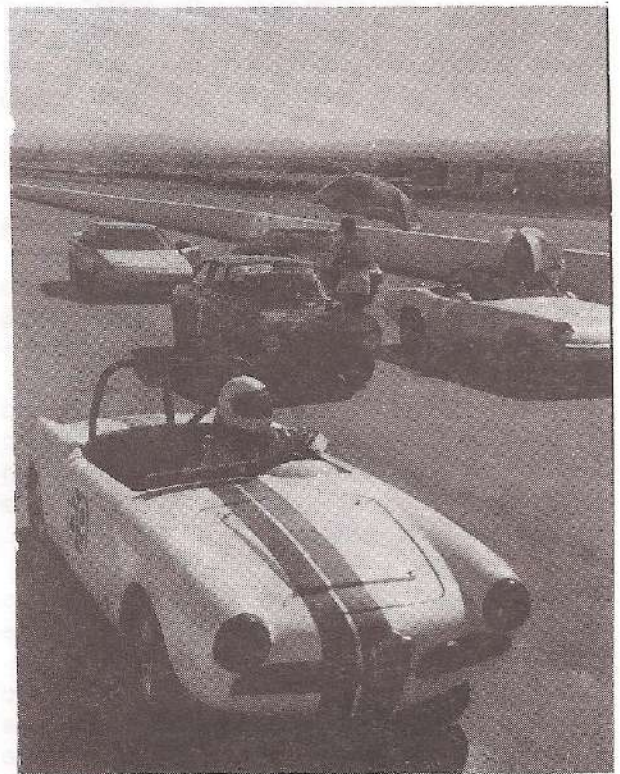
other magazines where this protest has been published, as well as to other significant classic car magazines and car clubs and institutions. Let's help build opinion against this trend!

If you have the possibility, also visit this petition's Internet Home Page at:

<http://www.stud.ntnu.no/~jacob/BILsidor/Bugatti/Protest.html>
Jean Skeels
Pine Forge Press
2455 Teller Road, Newbury Park, CA 91320
805-499-4224; 499-7881(fax)
jean@pfp.sagepub.com

letters to the editor

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



the history of the marque Stu Schaller

CHAPTER TWO

As mentioned in last month's article, in addition to the 24 H.P. and 20/30 H.P. models, two other series of A.L.F.A. models, one initially called the 12 H.P., later the 15 H.P., and eventually, the 15/20 H.P., along with a 40/60 H.P. model were being produced in small quantities during the period before and just after WWI.

The side valve 4 cylinder 4084cc 24 H.P. and 20/30 H.P. cars were built in 5 series, A through E; the first four series using the 24 H.P. title. As mentioned in the previous article, the only real difference in the cars is that the 20/30 had a chain, rather than gear driven valve actuation system in the motor. A total of only 680 24 H.P. and 20/30 H.P. cars were produced, covering the period of 1910 through 1920. Two racing versions of the 24 H.P. car were built in 1911; one of the cars having lead the Targa Florio for two of three laps before retiring.

The 12, 15 and 15/20 H.P. cars were really nothing more than a smaller engined version of the 24 and 20/30's. Built in 3 series, with a side valve 4 cylinder motor of 2413cc, most of these cars, unlike their larger brothers, were built before WWI. Only around 330 of these smaller engined cars were built, including a few racing versions; one of which won the 950 mile long first regularity test for touring cars in Modena, Italy in April 1911.

The 4 cylinder 40/60 H.P. was first produced in 1913, and in a total of three series, in only two years. It was a much more sporting vehicle than the other models. It had a displacement of 6082cc, with separate intake and exhaust cams in block, driving overhead valves by a pushrod and rocker system. This model was significantly more expensive than the others, and only 27 cars were built. Modified versions of the 40/60 had considerable success in competition, taking 1st and 2nd in their class at the Parma-Berceto hillclimb in 1913, and 3rd and 4th overall in the 1914 Targa Florio, against true racing cars.

Perhaps the most famous of the 40/60 H.P. cars is the one which was built by Count Ricotti. Looking like a large streamlined egg on wheels, with an engine-turned aluminum body by Castagna, this car created problems for its occupants, trapping exhaust gasses inside the coachwork. As a result, the top half of the body was lopped off, making the car look even

funnier; like a bathtub on wheels with a large windscreen at the front! A replica of the original coupe version exists today, in Alfa's museum, in Arese, near Milan, Italy.

In 1921, an advanced version of the 20/30 H.P., called the 20/30 ES Sport, was developed. It was essentially a modernized version of the earlier car, with increased engine displacement; to 4250cc. An electric starting and lighting system was added; most of the earlier cars having hand-crank starting, and lighting by gas burning lamps.

The 20/30 ES Sports were also very successful in racing events. Production of this model lasted only two years, with 124 cars having been made. Only one is known to exist today, in Alfa's museum, having been acquired from an Australian in the early 80's.

Lancia

Alfa Romeo

FIAT

Santo's Italian Car Service

Santo Rimicci
8816 Amigo Ave.
Northridge, CA 91324

Telephone
(818) 701 - 1614

Monday thru Friday 8 to 6, Saturday 9 to 3

Alfoonery



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

The T - Shirt now available with the infamous Alfoonery logo on the front and one of two designs on the back -

*Alfa Bits - The Breakfast of Champions
or
Oil Stains of the Great Italian Marques*

*Amaze your fellow Alfisti with your questionable taste...
\$12.95 each plus \$2 postage. Available in large and X-large. Specify which design on back. Send check or money order to:*

*Alfoonery the T - Shirt
18632 Cohasset Street
Reseda, CA 91335 - 2737*

Please allow 3 - 4 weeks for delivery.

international competition
Stu Schaller

The ITC Group One Touring Car season started on April 14th, at Hockenheim, Germany with the Alfas of Larini, Nannini, and Fisichella qualifying 1st, 2nd, and 3rd. Danner was 6th, Bartels 14th, Modena 15th, Tarquini 17th, and Watt 25th. Giudici was not able to complete his deal to buy a car, so there was no ninth Alfa entered.

Unfortunately, the entire team suffered severe tire wear, and the best an Alfa could finish all weekend was a 7th in the first of the two rounds, by Fisichella. Reuter's Opel wound up winning the first round, and Magnussen's Mercedes the second. After the first two rounds, Mercedes leads, with 35 points, followed by Opel, with 32, and Alfa is last, with 25.

Immediately after the races, Giorgio Pianta, the head of Alfa Corse commented "I am not too disheartened, and I do not know if the problem is with the tires or our suspension setup. We will work hard to solve the problem before the next rounds of the championship".

Alfa does not have any cars competing in the Group Two British series, so there is no need to report on it. I haven't seen any results as yet in regard to the Group Two series that Alfa are competing in; the Italian, Spanish, and German.

Dino Crescentini, a long time Alfa club member, and at who's shop we have had a number of swap meets, ran a Camaro in the Long Beach GP Trans-Am event. He started 15th, and finished in the same place, after suffering transmission problems. The following weekend, at Phoenix, Dino started 12th and finished 9th, winning the Raybestos "Rising Star of the Race" Award.

arosc galleria

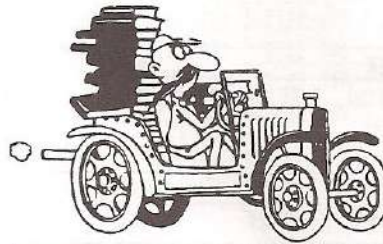
While Supplies Last (or until we get rid of the nasty little things.....):

100% Cotton AROSC T - Shirts
 in racing colors (red, white, or green)

1 for \$13 or 2 for \$25, or the Italian set
 (1 of each color) for \$35

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

moment that Alfa-Romeo was really born; and that is how the "new" cars would be badged.



Southern California Chapter
 Society of Automotive Historians, Inc.
 presents its

**14th Annual Automotive
 LITERATURE FAIRE & EXCHANGE**

July 14, 1996
 PASADENA CITY COLLEGE
 Colorado Boulevard at Hill Avenue

**LITERATURE
 FAIRE &
 EXCHANGE**



SUNDAY, July 14, 1996 ☆ PASADENA CITY COLLEGE
 Half-mile south of the Foothill (210) Freeway - Take the Hill Avenue off-ramp to Colorado Boulevard

☆ **FREE ADMISSION** ☆ 6 a.m. to 3 p.m. ☆ **FREE PARKING** ☆
 Restricted to automotive literature, memorabilia & small collectables.
 No dirty or clean parts allowed! Vendor spaces (20 x 20 feet) are \$25 each.
 Darwyn Lumley, 1225 Naples Ave, Placentia CA 92670
 Phone (714) 524-3119 Fax (714) 961-8140

THE LARGEST EVENT OF ITS KIND ON THE WEST COAST
 Note: Vendor spaces sold out by June 1st last year; send your reservation early!

**Alfa Romeo Parts
 & Accessories**

Free Catalog



centerline
 products

P. O. Box 1466, Boulder, Colorado 80306
 (303) 447 - 0239

AROC Time Trials, Buttonwillow Raceway Park - April 7, 1996

Official Time Trial Results

CLASS B			Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
POS #	DRIVER	MAKE					
1 123	ERICKSON, RUBE	SPIDER	2:14.888	2:15.062	2:14.961	2:14.719	2:12.754

CLASS C			Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
POS #	DRIVER	MAKE					
1 37	MANCHESTER, TERRY	GTU	2:13.188	2:22.385	2:12.364	2:11.403	2:10.956
2 50	BROWN, ALEX	GTU 2000	2:13.465	2:12.704	2:13.393	2:12.855	2:12.146
3 71	THOMPSON, RICHARD	GTU-6	2:22.878	2:22.311	2:21.057	2:19.629	2:16.448
4 76	BURGOON, DAVID	GTU	2:19.335	2:20.129	2:19.277	2:18.199	2:16.537
5 96	STORY, SCOTT	GTU	2:19.551	2:18.729	2:20.498	2:18.329	2:18.359
6 501	RINALDI, PAT	GTU 2000	2:38.041	2:40.741	2:49.633	2:37.807	2:43.403

CLASS D			Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
POS #	DRIVER	MAKE					
1 83	BENDER, DOUGLAS	GTU	2:35.918	2:34.414	2:33.217	2:32.440	2:30.016
2 84	RUSSELL, ART	GTU	2:35.729	2:33.259	2:32.985	2:31.233	2:31.041

CLASS E			Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
POS #	DRIVER	MAKE					
1 56	BRYANT IV, JOSEPH	GRADUATE	2:27.091	2:25.402	2:25.146	2:23.424	2:24.584

CLASS M			Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
POS #	DRIVER	MAKE					
1 6	CHMIELEWSKI, BRIAN	CORVETTE	2:05.152	2:08.211	2:04.686	2:07.029	2:05.797
2 57	MELLO, WAYNE	944 TURBO	2:12.335	2:11.509	2:10.209	2:08.237	2:45.105
3 17	AIZIN, ALBERT	SUPRA	2:14.506	2:12.960	2:12.840	2:12.103	2:11.730
4 66	LOVENSON, ROBERT	CORV ZR	2:12.293	4:29.451	2:13.118	2:13.900	
5 328	STILLMAN, DENISE	FER 328	2:24.238	2:24.123	2:23.833	2:25.792	2:23.555
6 53	MOORE, ROGER	TESTAROSA	2:37.148	2:38.648	2:39.510	2:36.456	2:31.487

CLASS N			Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
POS #	DRIVER	MAKE					
1 33	OTA, DOUG	BMW M3	2:07.354	2:07.182	2:06.843	2:04.922	2:06.847
2 69	SIMMONS, KIT	BMW M3	2:08.235	2:12.291	2:30.122	2:08.021	4:13.790
3 105	SCRAGG, CARL	RX-7	2:09.419	2:10.530	2:13.041	2:12.542	2:13.756
4 49	PAGE, JOHN	SUPRA	2:15.845	2:15.632	2:17.246	2:16.600	2:17.027
5 111	DALBERG, JON	RX-7	2:31.780	2:27.540	2:29.539	2:25.113	2:54.626
6 97	RADIN, JEFF	MR2 TURBO	2:29.066	2:28.075	2:28.369	2:26.388	2:25.711

CLASS O			Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
POS #	DRIVER	MAKE					
1 100	LONGACRE, DAN	MGB RODSTR	2:10.705	2:08.309	2:08.597	2:09.292	2:09.438
2 46	HEDMAN, TED	DAT 510	2:14.130	2:12.404	2:11.867	2:11.431	2:11.024
3 8	SANTOS, ALAN	RX-7	2:17.980	2:15.968	2:13.806	2:11.697	2:12.897
4 80	RODRIGUEZ, CARLOS	RX-3	2:15.630	2:13.594	2:13.509	2:26.623	2:12.899
5 271	CHAN, VICTOR	ESPRIT	2:14.868	2:23.738	2:16.181	2:15.633	2:19.343
6 285	BULLUM, MOOSE	SYCLONE PU	2:16.956	2:16.838	2:15.334	2:15.886	2:15.461

AROC Time Trials, Buttonwillow Raceway Park - April 7, 1996

Official Time Trial Results

7	230	PEDERSEN, CHRIS	911SC	2:19.285	2:19.376	2:18.855	2:19.285	2:32.087
8	735	SEHO, KENNETH	RX-7	2:24.017	2:24.254	2:23.631	2:20.978	2:22.125
9	18	TOLLE, MIKE	911	2:23.076	2:23.335	2:22.771	2:23.920	2:23.827
10	86	ALANIZ, JOE	CELICA	2:26.117	2:27.608	2:35.346	2:35.384	2:30.030
11	81	TURNER, JOHN	240Z	2:34.453	2:33.268	2:32.039	2:30.180	
12	68	PRECARIO, RICH	MIATA	2:40.687	2:41.519	2:37.776	2:34.526	2:32.798

CLASS P				Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
POS #	DRIVER	MAKE						
1	125	FITZPATRICK, MICHAEL	CRX	2:19.167	2:17.492	2:16.573	2:14.746	2:15.915
2	67	PARCON, JAY	COROLLA	2:15.416	2:16.673	2:16.267	2:14.994	2:15.599
3	103	CAPILI, ROBERT	STARLET	2:16.667	2:17.137	2:17.025	2:16.606	2:16.704
4	61	HAMILTON, CATHY	MR-2	2:29.252	2:18.332	2:24.844	2:20.756	2:16.702
5	88	MORALES, DIEGO	MX-3	2:17.883	2:17.719	2:21.766	2:18.878	2:17.082
6	63	GONZAGA, RAYMOND	STARLET	2:19.759	2:17.327	2:42.116	2:20.108	2:18.482
7	77	ROCES, TONY	TOY GTS	2:22.471	2:24.218	2:23.823	2:20.436	2:19.425
8	74	DELA CUESTA, RICKV	COROLLA	2:24.996	2:25.143	2:23.376	2:21.810	
9	152	FITZPATRICK, DENNIS	CRX	2:24.358	2:41.825	2:23.610	2:22.525	2:25.392
10	198	ARRIOLA, ALFREDO	DAT 1600	2:48.781	2:29.200	2:23.766	2:53.070	
11	94	ARRIOLA, RAMON	RX-7	2:26.361	2:27.413	2:39.462	2:26.960	2:25.890
12	58	TALLMAN, BRETT	RABBIT CAB	2:42.845	2:40.139	2:41.710	2:40.487	2:39.623
13	98	CUISON, ROSITO	DAT 1600					

CLASS ??				Lap # 1	Lap # 2	Lap # 3	Lap # 4	Lap # 5
POS #	DRIVER	MAKE						

Fastest time by CHMIELEWSKI, BRIAN car # 6, CORVETTE Class 0 time of 2:04.686
 R&D Engineering Timing and Scoring system
 Time printed 00:03:33

10 Lap Race

NO.	NAME	CAR	CLASS
11	Ellis, Paul	427 Cobra	M
69	Longracie, Dan	MGB	O
19	Hamilton, Steve	MR2	P
30	Dedman, Chuck	Jensen Healey	O
78	Shindler, Philip	240Z	N
135	Lee, Joseph	RX7	N

spidertops

Joe Senesac *

What's it take to replace a convertible top on a round-tail Spider? Here's how I accomplished it:

RECONDITIONING OF OLD TOP BOWS

Luckily enough, I had two sets of bows. First, I completely removed the set I was to use from the car. As a number of pieces were very rusty, I bead blasted all the pieces after full disassembly. Then, all pieces were painted to keep the rust from happening again (Krylon black). The front section, the piece that is above the windshield was especially rusty, and a coat of Wurth black paint would be a good choice. Check to make sure all the threads are good, using taps and dies. Reassemble the bows completely, making sure all pieces are free to move. Attach all the side weatherstrip pieces to the top pieces prior to assembly. This was originally done using rivets, but can be just as easily done with small screws of the proper length. The weatherstrip has little sheet metal strips that fit inside them to give good attachment points for the screws.

An especially important piece to ensure is free is the front (above windshield) attachment point on the front side window pieces. This piece will move freely if working correctly, but could cause the shoulder bolt here to break if it seizes up. These pieces are held on by a small circlip on the back, and will pull right out if the circlip is removed. I treated the "shaft" of mine with anti-seize lubricant, and then reassembled. It really helped, and I doubt it will ever seize up now.

TOP ATTACHMENT (FRONT ABOVE WINDSHIELD)

After full painting and reconditioning of this section, I attached the front "pocket" of the top to this section. Using contact cement here and later for points needing glue, I glued this section to the front piece. Ensure that the piece is in the very middle of the top "pocket" (equal amounts of material to either side). Next, using a probe, I figured out where all the holes for sheet metal screws were. Here is the tough part. Using slightly larger than original sheet metal screws, I attached the front plastic strip which holds on the weatherstripping. This took the most time and fussing (about 2 hours). It is important to get the weatherstripping aligned correctly so that it will seal tightly to the top of the windshield.

Next, I attached the handle and the attachment guides (the chrome pieces) using their original screws. Note that the attachment guides are free to "float" slightly. Next, I trimmed off the excess top material. I test attached the end product to the windshield, which worked just fine.

TOP ATTACHMENT (REAR)

This is done by crimping the rear top "pocket" under the rear upholstery piece. Remove the rear upholstery piece, if you haven't already, by removing the bolts that hold it on underneath near the top. Ensure that all the holes have good threads and are sound. Fit the rear top pocket under the upholstery piece, and refit the upholstery piece. Beginning at the sides of the car, reattach the bolts one by one. After each bolt, pull the top pocket material as far down as possible (it wants to creep up with each bolt attached). Monitor outside the car at the rear to ensure that the top is tight against the body, and well aligned (in the middle, easiest done by monitoring the distance between the window and the chrome top boot hooks). Continue until all the screws are attached, and a nice tight fit is obtained. This may require the use of needle nose pliers to pull the top "pocket" down at the end, as it will like to creep up.

SIDE TOP INSTALLATION.

After making sure that the two sections attached so far have good alignment, glue the side sections to the rear side window bow part. Pull this piece nice and tight while gluing. This will require removal of the weatherstrip piece here, which will be reattached after the gluing is complete. Ensure a good fit with the bottom corner here and the body of the car (near the velcro strips on the upholstery piece).

TOP CABLES.

If the top cables need to be replaced (mine did), a good length of "aircraft" type cable will work well. Aluminum "ferrules" of a similar type to those used for garage door cables (but much smaller) will be needed, as will a crimping tool. Pulling back the top material (may require remove of the front corner shoulder bolts), attach the front of the cable over the big "rivet" with the ferrule right behind the rivet. The cable wraps around this rivet. Pull the cables through the top using the strings supplied. Route the cables down through the hole in the stud, over which a nut will fit to hold tight. Be carefully with this nut, as the stud can break if frozen slightly. The rear side bow piece has holes above and below the stud for the cable to fit through. Pulling the cable tight,

tighten the nut. The cables should be taught enough to prevent flapping of the top when driving.

Hopefully, at this point, you are done and have a nice, tightly installed top. With the work I spent on the bows, the bows move easily and freely without any lubrication. I was scared of doing it myself to begin with, but am very happy with the end result. It just requires a lot of patience. It took me probably 6 hours total to do.

PARTS?

This is an example of what parts to consider replacing, where to buy them and how much they might cost.

Top from Caribou. Very high quality. Stitching was excellent, material very good. Back window very clear. Price was excellent too, \$219 (most other places charge \$400++ for canvas tops).

Weatherstripping from International Auto Parts. Very good quality. Rear weatherstrip contains correct "bend" for top rear corner of window, unlike most other places. Price - about \$15/piece (7 total, 6 side window pieces, 1 long front piece).

* Joe Senesac, Osso di Seppia - Alfa Romeo Round-tail Registry and writer for ARA's Overheard Cams.

Every ingredient you need to spice up your classic Italian.



Add zip to your Alfa Romeo with our endless buffet of high-quality parts. From gourmet performance racing to everyday bread-and-butter driving, we've got your flavor—at low prices. And our experienced sales-people (all Alfa owners) are always ready to lend advice. Now, *that's* Italian!

1-800-225-ALFA

FAX (818) 956-5160



Prompt Worldwide Shipping (most within 24 hours)



6644 San Fernando Road, Glendale, CA 91201 (818) 956-7933

alfa romeo owners of southern california - membership application -

Membership dues for 1 year to the Alfa Romeo Owners of Southern California (AROSC) and the national organization, the Alfa Romeo Owners Club (AROC).....\$55
 Member of another AROC chapter wishing to add AROSC affiliation.....\$22
 Make checks payable to AROC. Please fill the following and mail with check to -

**ALFA ROMEO OWNERS CLUB, MEMBERSHIP FOR AROSC,
2468 GUM TREE LANE, FALLBROOK, CA 92028**

NAME _____ SPOUSE _____

STREET _____ CITY _____ STATE _____ ZIP CODE _____

HOME PHONE () _____ WORK PHONE () _____

AROC MEMBERSHIP NO. _____ ALFA(S) OWN _____

CHECK ENCLOSED IN THE AMOUNT OF \$ _____ FOR _____

Monterey Historic Races XXIII

August 16, 17, & 18

featuring the marque of BMW

ticket deadline for all events is 7/31/96!

Concours Italiano - Friday, August 16, 9 AM to 4:30 PM

Quail Lodge Resort, Carmel Valley, CA

featuring Carrozzeria Bertone (more than 400 cars and motorcycles)

spectator fee: \$30 per person, includes program.

no. Of people _____ amount \$ _____

parking: \$15 per car. Reserved area for alfa romeos only. _____

Monterey Historic Races, August 16, 17, & 18, track opens at 7 AM

Friday, august 16 only; \$30 per person, no. Of people _____ amount \$ _____

Saturday, august 17 only, \$30 per person _____

Sunday, august 18, only, \$30 per person _____

2 days, Saturday & Sunday, \$50 per person _____

3 days, Friday, Saturday, & Sunday, \$75 per person _____

1 corral pass per car, good for all days _____

ARA Hosted Cocktail Party, Friday, August 16

no. of people attending _____

ARA Dinner Party, Saturday, August 17

Carmel Mission Inn, \$30 per person includes tax & gratuity. Select from the following menu:

Roast sirloin no. Of people _____ total \$ _____

Chicken picatta no. Of people _____ total \$ _____

Steamed vegetable plate no. Of people _____ total \$ _____

Total amount enclosed check no. _____ total \$ _____

Carmel Mission Inn, 3665 Rio Street, Carmel, CA (800-348-9090) Deadline 7/15/96

Guaranteed room w/credit card. mention ARA block of rooms. Confirmation no. _____

name _____ phone/fax _____

address _____

please make check payable to Lynne Fitzsimmons, 30 Steuben Bay, Alameda, CA 94502. Be sure to include a self-addressed, stamped envelope. Tickets will be sent 7 to 10 days prior to the event dates.

408 624 1841 alef

Confirmation # 660726
660724-

Monterey Historics XXII

4th Semi-Annual Monterey Invitational

Moonlight Madness Concours de Elegance

Holy Camshafts! What's this doing here.....see what happens when *Mr. Editor* isn't paying attention.....

Well, the Monterey Historic Races at Laguna Seca are almost upon us - August 16, 17, & 18. That same weekend will also be the world's most famous concours at Pebble Beach, the Rick Cole & Christey's Classic Car Auctions, and the Concours Italiano. That one weekend will witness thousands of classic sports cars enthusiasts from around the world. Some will bring their cars - Alfas, Aston Martins, Bugattis, Ferraris, Lamborghinis, Bizzarinis, German things, and dozens of other marques. Others will bring just a common interest in exotic sports cars. As these few lines indicate, there isn't anything like the Historics at Monterey.

I have been going for over some fifteen years now and I have always found something different, something interesting, or exciting that has made the pilgrimage worthwhile. There is never a shortage of classic race or sports cars to glaze over - an open paddock, the numerous marque corrals, and large automotive vending area (i.e. Alfa Ricambi, Beverly Hills Auto accessories, Western Miniatures, Style Auto, to name but a few) The sharing of auto experiences with fellow Alfisti, some of which I only see there once a year. There really hasn't been one thing that stands out above the rest. When I look back, I look back at the collective whole - there just isn't anything like a weekend at the Historics. So if you have never attended, you need to make the effort to try to go at least once to see what all the talk is about.

So forget all that! For those who have shown the wisdom (and funding....) to attend, we once more will be holding the 4th Annual Moonlight Madness Concours de Elegance Friday night at the Days Inn following the Alfa Ricambi/ARA Cocktail Party. Start time is around 9 PM or whenever the judges are sufficiently bribed (or is that primed.....). Awards will be given in several categories including *Most Outrageous* (someone a couple years back placed several white powder brick like things marked 1 kilo in the back of their GTV), *Most Original, Least Original* (duct tape counts), *Cleanest, Dirtiest, Best Attempt to Influence an Official* (the six pack of Beck's in the front seat of the '84 GTV6 last time was greatly appreciated), *Most Miles Driven to the Event, Least Miles Driven to the Event* (the last winner drove a whopping 1/2 mile....), and any other weird things we can come up with at the last minute to off some of these nifty awards. Judging of course will be done by flashlight. **So for the less calibrated - anything goes.**

So make a point of attending and checking out (literally) the darker side of Alfas.....

4th Semi-Annual Monterey Invitational

Moonlight Madness Concours de Elegance

Please fill out the following and place on your windshield when you park in the Alfa parking at the Days Inn at Monterey for the *ARA/Alfa Ricambi Social and Moonlight Madness Concours de Elegance* on August 18th.

NAME _____ MEMBERSHIP NO _____

ADDRESS (CITY/STATE/ZIP) _____

CAR _____ MODEL _____ YEAR _____

MILES DRIVEN TO EVENT _____ ODOMETER READING _____

FAVORITE 16th CENTURY PHILOSOPHER (FRENCH ONLY) _____

WHY MY CAR SHOULD WIN AN AWARD (make it good.....) _____

calendar

June ?	AROSC Time Trails
June 2	Formula 1, Barcelona, Spain
June 3	Santa Monica Sports Car Club Rally call 818-894-3549
June 9	Group 1 International Touring Car race, Helsinki, Finland
June 9	IMSA Sports Car Races, Watkins Glen, NY
June 16	Formula 1, Montreal, Canada
June 12-16	ALFA CALIENTE, the AROC National Convention, Phoenix, AZ.
June 26	Group 1 German Touring Car race, Norisring
June 21	AROSC General Meeting
June 30	Formula 1, France
July 5	Santa Monica Sports Car Club Rally call 818-894-3549
July 7	Group 1 International Touring Car race, Donington, England
July 14	IMSA Sports Car Races, Sears Point, CA
July 14	Formula 1, Great Britain
July 21	Group 1 International Touring Car race, Spa, Belgium
July 26	AROSC General Meeting
July 28	Formula 1, Germany
Aug 2	Santa Monica Sports Car Club Rally call 818-894-3549
Aug 8	Group 1 German Touring Car race, Diepholtz
Aug 11	Formula 1, Hungary
Aug 25	IMSA Sports Car Races, Mosport, Canada
Aug 25	Formula 1, Belgium
Aug 30	AROSC General Meeting
Sep 6	Santa Monica Sports Car Club Rally call 818-894-3549
Sep 8	Formula 1, Italy
Sep 9	Group 1 International Touring Car race, Rio, Brazil
Sep 15	Group 1 German Touring Car race, Nurburgring
Sep 20	AROSC General Meeting
Sep 21	AROSC Time Trials
Sep 22	Formula 1, Portugal
Sep 29	Group 1 International Touring Car race, Magny-Cours, France
Oct 4	Santa Monica Sports Car Club Rally call 818-894-3549
Oct. 6	Newport Beach Concourse D'Elegance
Oct 12-13	AROSC Drivers School
Oct 13	Group 1 German Touring Car race, Hockenheim
Oct 25	AROSC General Meeting
Oct ?	AROSC Concours (Location TBD)
Nov 1	Santa Monica Sports Car Club Rally call 818-894-3549
Nov ?	AROSC Swap Meet, Location TBA
Nov ?	AROSC Wine Tour
Nov 9-10	AROSC Time Trials, Willow Springs
Nov 29	AROSC General Meeting
Dec ?	AROSC Christmas Party

Super
EUROPEAN AUTOMOTIVE

✓ One of the oldest, most experienced Alfa shops in LA

✓ Easy to get to - near Universal Studios

✓ Complete Alfa repair

For an estimate, call Steve:
(818) 762-4376 or (818) 762-7188
4741 Lankershim Blvd. North Hollywood

Interested in the Alfa Romeo Owners of Southern California club but are not quite ready to make the plunge (and a check for \$45 plus for membership....)?

Subscribe to

THE ALFACIONADA

THE JOURNAL OF THE ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

For \$22 a year you now afford to keep informed.

Make check payable to "AROSC" and send to

ALFACIONADA Subscription
P. O. Box 3621
Granada Hills, CA 91394

Alfooner



The back page

2600 PARTS FOR SALE

- 1) 165 x 400mm tire, mounted & balanced, 2 years old, never used
 - 2) Engine main bearings for 2600 (very rare!)
 - 3) Rod bearings for 1900, 102s, or 2600s
 - 4) Nos front w/s rubber for 2600 sprint
 - 5) Solex 44PHH carb rebuild kits
 - 6) 2600 brake master rebuild kit
 - 7) Nos 60's Alfa factory o/s mirror
 - 8) 2600 hubcap, vg condition
 - 9) 2600 sprint tail light lens
 - 10) Used disk & pressure plate for 1900, 102, 106, or 250 Ferrari; can be rebuilt.
 - 11) 1984-1996 102/2600 newsletters & registers
 - 12) 1900, Giulietta, 102 & 106 factory sales literature
- Stu Schaller
818-772-1333

PARTS FOR SALE

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

1976 Alfetta Club Race Car & Trailer

Light weight, roll cage, new race preped engine. Resale Red.

1974 GTV Parts

New old stock front bumper, wheels and more.
Jerry Lomas
213-734-5852

Free to a good home

Alfetta Sedan Shells (two).
Pat Braden
714-993-4378

Old 2000 Series Ashtray

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

1991 Alfa 164L

5 speed, white with charcoal gray leather interior, one owner from new, 54K miles. \$9500
Tim Clackett
(310)372-5851

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.



1900 super

non più esclusiva per uso, per due per tre
Alfa lo è scelta ai grandi numeri, alla serie



per molti anni dominatrice delle piste
con i suoi prototipi
ora dominatrice delle strade
con la 1900 super

alfa romeo

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

may arosc events

AROSC Board Meeting, Tuesday, June 11th

When the current levels of self abuse you are suffering just isn't enough.....For more information call Jay Negrin at 818-894-3549.

AROSC General Meeting, Friday, June 28th

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

Alfa Caliente - AROC National Convention, Wednesday - Sunday, June 12th - 16th

Phoenix, Arizona - This is the 1996 Alfa Romeo Owners' Club national convention. In addition to club business, there will be fun and competition events for all. Remember that this is Phoenix in the summer, so bring your sun blocker (spf 2,000 should be OK) and your appetite for anything Alfa. This is going to be as close as the national convention is going to get for a while, so come on over. Even if you have to fly and rent a car, it's just across the border. Hope to see you there.

TIME TRIAL AND RACE - Saturday & Sunday, June 29th - 30th

It's Willow Springs. The "tour" returns to our home track. It's been almost two months since our last event at Button Willow, so you this is the perfect "fix" for your need for speed. Miss this one and you'll have to wait until September to scratch that itch. Spectators are also welcome at these events, and at only \$5 per day (Saturday or Sunday), how can you afford not to come out and watch the others play. Need an entry form or more information, call Paul Hightower at (818)368-1880.

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



Bulk Rate
 US Postage
 PAID
 Del Mar, CA
 Permit No.
 53

Dan Ritter
 936 Monterey Blvd
 Hermosa Beach CA 90254-4207