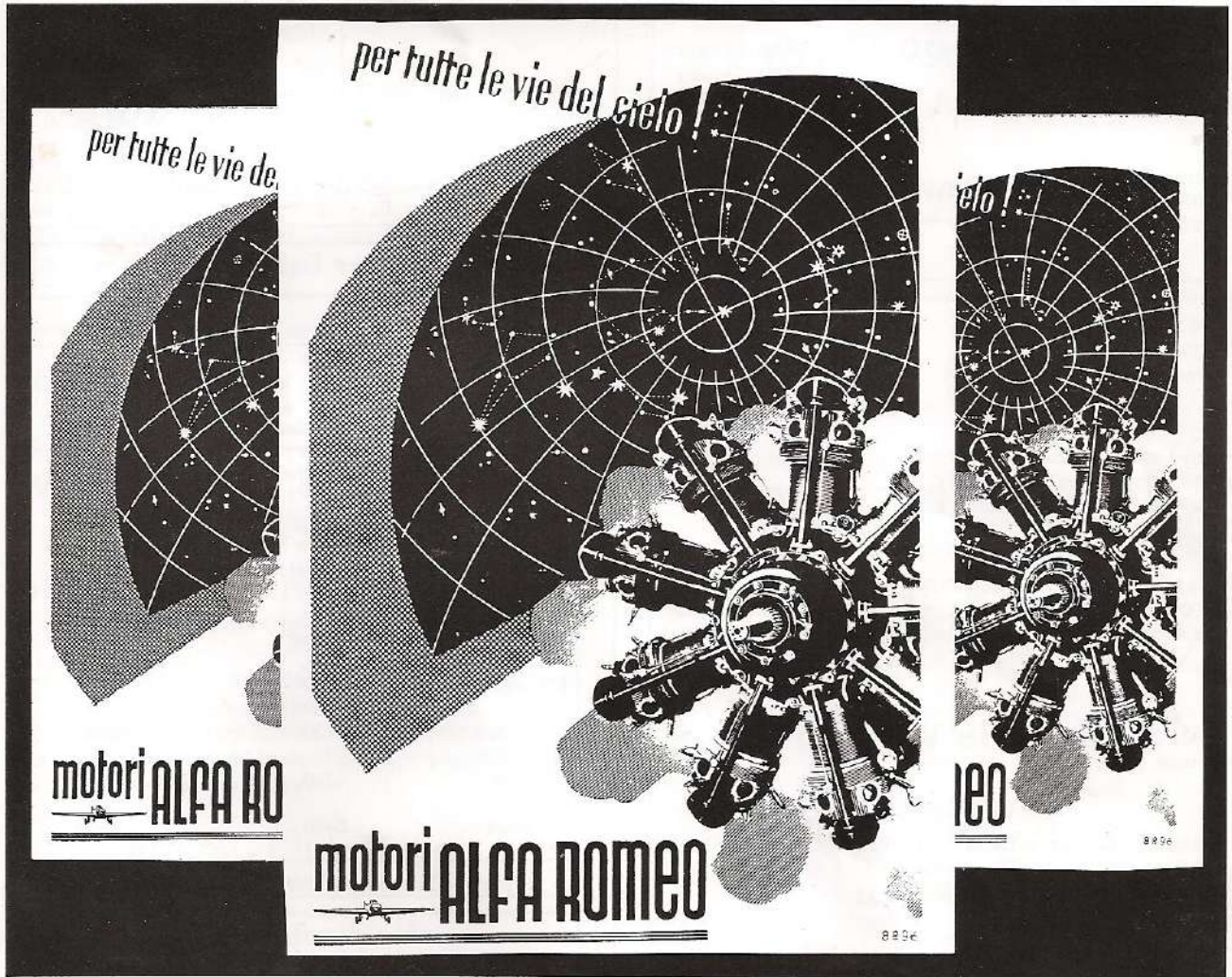


THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS CLUB OF SOUTHERN CALIFORNIA



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

the inside cover

general information

The **ALFACIONADA** is the monthly publication of the Alfa Romeo Owners Club of Southern California, a regional chapter of the Alfa Romeo Owners Club, Inc., a non-profit organization of Alfa Romeo enthusiasts. Publication is monthly and included as part of the membership fee paid to AROCSC, Inc. General meetings are held on the last Friday of every month at 7:30 PM, in Los Angeles (new meeting location currently being determined). General inquiries should be sent to AROSC, P. O. Box 3621, Granada Hills, CA 91394. Membership information is on the back cover.

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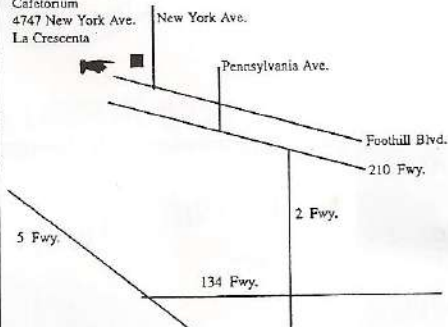
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general meeting location

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Cafetorium
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La Crescenta



newsletter information

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

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

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

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

the disclaimer

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

upcoming events

Friday Night NAV Rallies, 7 PM March 1 and April 5

Then, the first Friday night of each month. TSD (navigational) rallies put on by the Santa Monica Sports Car Club. Start is in Mission Hills, in the parking lot behind the Bank of America on the north east corner of Devoinshire and Sepulveda. Freeway close to the 405 and 118. If there are two or more AROSC teams, all teams are eligible for year-end competition points. The cost is only \$10 per team (discounts to SCCA members). Finish is at a pizza place. Trophies awarded at the end. Questions?? Contact Jay Negrin at (818) 894 3549 or Jeanne English at (310) 372 - 7168.

Drivers School, Willow Springs, March 2-3

Another chance to hit the track and go racing. Contact Charlie Thieriot at (310) 476-8812

Board of Directors Meeting, Tues. March 11

You haven't lived..... Contact Jay Negrin at (818) 894 3549

General Meeting, Friday, March 29

Meeting begins PROMPTLY at 7:30 pm. This month's featured speaker is noted automotive journalist and AROSC/AROC Borad member.

arosc galleria

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

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(1 of each color) for \$35

Sure to be collectors items. . . .(and if you believe that, we have a federal budget plan we would like to share with you. . . .).

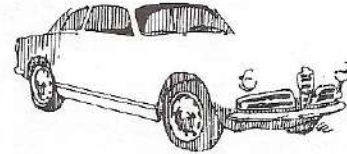
AROSC Club Mugs

Black and Gold \$5 ea. We are down to the last dozen, so act quickly (the next ones we do may be really frightening. . . .).

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

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to be announced

Jay Negrin

So, we are rumbling off into the new year. We are getting ourselves tuned up and ready for the excitement ahead. By the time you read this, we should have completed our first time trial of the new year. Some requested changes may have been implemented and others are being looked at seriously.

As you may have read elsewhere, I am writing another tour to the Wild Flowers. This year I am going to be going early in May, possibly the first weekend. The exact date has yet to be fixed, but it will appear in future issues of The Alfacionada. It will start in the north San Fernando Valley, closer to the desert don't you know. I expect that I will have you all, and you know who you are, on the road for several hours. There will be several stops along the way for people to stretch their legs and solve the problems of the world. The destination will be either the Poppy Reserve or one of the many fields in the area "littered" with California poppies and other wild flowers. The purpose of having a destination is to spread our blankets and ourselves on the ground and have a picnic lunch. If you don't prepare something ahead of time, there are two markets in walking distance of our jumping off point, so you can get something there in kit form or ready to eat.

Later in May is the time we usually set aside for our spring cleaning swap meet. You know how it works. You do your spring cleaning, and present the rest of the club with the fruits of your labor. Your junkie becomes the treasures for some unsuspecting customers. Those unsuspecting individuals then wait for spring cleaning next year. Those same junkie items are released as special items that another new customer just can't do without. The point here, if there is one, is that each and every one of us has to do our part in this never-ending cycle of events. We all have to do the cleaning and the finding of parts which others absolutely, positively cannot live without. After locating these precious items your responsibility is to present them to the rest of us at said swap meet. We will be attempting to locate this swap meet in the southern section this time, as the last one was up in the Valley; equal representation or something like that. As space permits, we may also have an informal car show in conjunction with the May swap meet. Exact time and location will be announced as each become available.

I am still waiting for those phone calls to come flooding in and overwhelm my answering machine. The silence in response to our continued requests for more member involvement in ASOSC has been deafening. Come on, people! Involvement does not mean a year-long commitment or a mandatory position on the board. Involvement means showing that you care more about the club than just waiting for the Alfacionada to show up on your door step each month. You do care more about the club than that, don't you? How about writing a letter to the

editor of The Alfacionada to let the membership know how you feel on virtually any Alfa related topic?

Support the events we already have a stake in. Participate. Perhaps even, sponsor an event of your own for other members in the club to enjoy. There are many eager Alfisti out there waiting for someone else to put together some sort of activity that can be enjoyed by many more. How about being one of the "elite" who helps organize something for "every body else"? If you have a hand in putting such an event together, you will be the envy of the club and will have our undying gratitude. That may be laying it on a bit thick, but we do have operators standing by. . .



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passing thoughts

Pat Braden

Chipping Away at the Charter

Originally in the US, the only people who really knew about Alfas were the owners. I happen to know what I do about 6C and 8C cars because I've owned them. However, the skill to drive a car with no synchronizers, a multi-plate clutch which won't slip and an accelerator pedal positioned between brake and clutch is not one in frequent demand, so I don't count that knowledge as being especially valuable any more.

The first people to know about Giuliettas were the fortunate ones who owned -- and raced them. Some of the early owners of note include Dic Van der Feen, Bruce Young and Paul Tenney. Tenney's Giulietta was wonderfully fast, and his skills eventually got him in the pits at Sebring with such luminaries as Don Black and Carlo Chiti.

These early wizers in the US distributed their knowledge through a publication called the Alfa Owner. Then came along the Hull/Slater book and, a few years later, the first edition of Fusi. While perhaps indecipherable to many, Fusi provided the first authoritative catalog of Alfa models while Hull/Slater gave the outline life. Now, you don't have to belong to the club to learn all about Alfas.

You have to understand how fundamental to our club is the dissemination of information: the "reason for being," as the French would say. The early Alfa Owner was originally typewritten, then pasted up and sent off to a printer for offset duplication. A little later, the copy itself was composed by the printer, then redelivered to the editor as printer's galleys to be cut up, pasted down and sent back to the printer.

There has been a fortunate synergy between publishing technology and enthusiast organizations like the AROC. The tools which were once exclusively the domain of printers have, over the years, become increasingly accessible to amateurs. Many years ago, I wrote in the Owner about an emerging class of computer programs capable of laying out pages as an economical alternate to using traditional printers' galleys. I gave a desktop publishing seminar at one of our national conventions. The impact of this new technology has proved profound. Only a few of our chapter newsletters are not desktop published.

The design skills of the chapter Editors are inescapably exposed in their newsletters. I've watched as the artistic quality of newsletters change with the editors -- sometimes I have traced an evolution from awful to wonderful and occasionally, as a new editor takes over to learn the ropes, a sudden devolution to awful again. Good design makes reading so much easier. The AROC has been negligent by not mentoring the chapter editors in the

use of desktop publishing programs. By and large, those editors who chased the early desktop publishing programs were considered nerds, if not outright kooks, by those who knew nothing of the technology. A revolution in desktop publishing has matured with hardly a notice by our club leadership.

You've no doubt heard the complaint that the only thing AROC dues buy is a subscription to the Owner. The fact of the matter is that high-quality, desktop-published newsletters have made it easier for two chapters to break away from the AROC without significantly reducing their member benefits. The ARA magazine has proved consistently attractive enough to gather members from all over the US. Several chapter newsletters frequently compete with the Owner in content, and occasionally -- like Dana Loomis' January column in the Mid-Atlantic AROC newsletter -- surpass it.

We will not learn even from recent history, apparently. If the original charter of our club was to be the source of authoritative information for Alfa owners, then a medium of virtually instantaneous and interactive intercourse would seem to be a remarkable opportunity. Quite the contrary: I can tell you that the disdain which was dished to early desktop publishing advocates is now reheated for internet enthusiasts. Cyberpunks are an out-caste in our club, with a majority of our national board either disinterested in or actively opposed to involvement with the internet. A proposal to fund an internet presence was voted down by the board at the last national convention, subsequent feasibility investigations have been largely frustrated and a volunteer AROC web site has been officially curtailed as premature.

Like it or not, this is another baby that is going to be born. The intimacy and immediacy of the internet's Alfa Digest and several Alfa-related sites represents a daunting challenge to the club's charter as an exclusive and authoritative dispenser of Alfa wisdom. Jim Hayes describes the internet as the modern office water-cooler, around which we gather to gossip, solve problems, and gain perspective. On the Alfa Digest, I can converse with Alfisti all over the world, and enjoy the kind of banter that I have not had since the Saturday-morning beer sessions at the local import shop. And, I keep reminding myself, questions posed on the Alfa Digest are real-world. Official gurus are perhaps least qualified to estimate what's really bugging neophytes.

Our own club is too late to be a leader in this new medium. There is an official British AROC home page on the web. The people now involved in the internet sites are learning how to use the medium to attract enthusiasts at a time when the AROC is groping for effective ways to recruit members. Arguments that the AROC offers much more than a chat session on the internet are ingenuous. A glance backward at the desktop publishing phenomenon suggests how profoundly the charter of the AROC has been eroded by the technology it has chosen officially to ignore.

news & views

Stu Schaller

In my article on the 6c2500's, published in the January newsletter, I stated that motor avanzato referred to the fact that the motors were improved in 1948. The article was written some time ago, and I have since learned that the term refers to the fact that in 1948 the motors were moved forward 18 cm in the chassis. There is also a new international register for the 6c2300 and 6c2500 models, run by Mal Harris, 999 Third Ave, Suite 3210, Seattle, Washington.

I have also found two cars to add to the Alfa Specials article published a year ago. The first is called the Cisitalia-Abarth Giulietta; a strange looking coupe built around 1960, and the other is a replica of the 6c3000CM Supercortemaggiore "Disco" spider, built in Argentina in the 1960s, using a 6c2500 motor.

On January 1st, after 30 years, Gianni Agnelli stepped down as the Chairman of the Board of Fiat. It was long thought that a relative would replace him, but this was not the case. It was felt that more experience was needed, so Fiat's second in command, Cesare Romiti, a long time Fiat employee, who is 72, was temporarily given the position.

There is a new book called Alfa Romeo spiders Catalogue Raisonne 1910-1992, by Bruno Alfieri, which should be somewhat worthwhile, but rather expensive. The retail on the book is about \$60. Another superb, but even more pricey book, is the one on Michael Turner's paintings of the Monaco GP. Turner is considered one of the best automotive painters ever, and much of his Monaco stuff has Alfas in it. Phil Lampman should have these available shortly, at bargain prices.

For those of you who might be looking for a really neat tie, there is a new one by Dennis Simon, of the 50's Alfa Romeo Tipo 159 "Alfetta" GP cars. The price is around \$35.

There have been quite a few interesting Alfa miniatures issued in the last few months. Some of the better ones are the 1950 Alfa race car transporter, the pre-war version of the Alfa 158 (which is quite different than the post-war version), and the 1938 Tipo 308 GP car, all by ABC (Carlo Brianza), CP 40, Tradate (VA), 20049 Italy. These models are all hand-made, and rather expensive.

Alfa prices are still down, but have climbed considerably in the last year. An 8c2300; the car that took third at Le Mans in 1933, rebodied by Viotti in 1936, sold for around \$700,000 in London on December 4th.

In regard to the rumors about a real C-52 Disco having been discovered in the midwest; Don Black, who is the man who would know, says it is possible that an incomplete, but real C-52 came over here years ago.

Don says that the story of him pushing 4 or 5 incomplete C-52s into the river is untrue, but that he did push 2 6c2500 rolling chassis and a French DB/Panhard sports racer into the Huron river many years ago, when he worked for Tom Payne.

I have now received the price for one of the year old Alfa 155 TS Group 2 Touring cars, as raced in last years Italian series, from Mario Sipsz, head of Nordauto; 200 million lire; around \$120,000. As the cars cost triple that to build, it's a real bargain. Spare parts will run you another 50 million lire, around \$35,000 more, but Mr. Sipsz says that "he will work out a good price on a new engine during the year".

One last item: Inadvertently, Dave Miricle's Giulia berlina register was left off my list of registers and clubs published in the November newsletter. It is:

Dave Miricle;
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Santa Ana, Ca, 92703.
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PREPARING YOUR ALFA FOR A CONCOURS

BY PAT HAYES

Tips & Techniques

Engine

Cleaning: The basic cleaning process I use goes like this: Remove the air cleaner and spark plug wires. Wrap the carbs (or throttle throats, if fuel injected), distributor, coil, generator/alternator (if accessible), and any miscellaneous electrical stuff that looks susceptible to water in plastic bags. Spray all oily or greasy spots with a little GUNK engine cleaner. Don't forget to check from the underside as well as the top. I buy GUNK in the quart cans and put it in one of those \$1.99 plastic spray bottles drug stores sell - not only is it cheaper, but the spray is easier to control than the aerosol. Give the GUNK a few minutes to work while you get the garden hose and fill a Jet-X sprayer with dish washing liquid. Using the Jet-X (or a high pressure nozzle), soap down the entire engine compartment with lots of suds. Once again, work from the underside as well as the top. Use a paintbrush to work the suds into crevices. Then rinse down very thoroughly. Remove the plastic bags, dry off the critical parts (use one of those squeeze bulbs sold in parts stores as battery fillers (or a cooking bayster) to suck the water out of the spark plug wells), replace the plug wires, start the engine and let it idle until fully warm to evaporate all the water. If you have compressed air available, you can speed the process (and help prevent water spots) by blowing off the engine with an air hose while it is running. When the engine is warming, clean and wax the air filter housing. Once the engine is dry, lightly lube the throttle linkages and replace the air cleaner. The reason for using dishwasher liquid (which you will discover, is one of my favorite cleaners) is that it is very good at cutting grease, contains anti-spotting compounds, and provided it is the kind made for hand-washing dishes, it is very mild and unlikely to damage paint, rubber, wiring, etc. I personally use lemon scented Joy because I like the smell, but Ivory, for example, is just as effective.

Detailing: Start by doing any touch-up that is necessary. There are a lot of black painted parts under an Alfa's hood. There are also usually some highly visible cadmium-plated fasteners that have been chipped during maintenance. To touch up cad plated parts, get a can of Rustoleum "metallic gold (comes in aerosol only)," spray a little into the cap of the can, and dab it on with a Q-tip. Wax the painted metal parts on the engine, the firewall and the sides of the engine compartment. Don't forget the

underside of the hood. A general purpose wax like Meguiars Cleaner Wax works best for this purpose. You can also use a little wax on cadmium plated parts (i.e. oil filler cap on some Alfas). DO NOT USE METAL POLISH ON CAD PLATE - you will rub the plating right off. Armor-All all the hoses, grommets, and other rubber or plastic parts in the engine compartment. Check that all the wiring is clean and routed neatly.

Underside

Cleaning: This is the messiest and nastiest job of the lot. If you make it through this, you are a definite entry in the concours, because it is all downhill from here. You will find there is no way to do this but to end up lying in a puddle of dirty water in your driveway. So get your grubbies on and prepare to explain to your neighbors that you are "practicing in case you ever commit a crime and need to use the insanity defense (*for example on said neighbor....Ed.*) Make sure the exhaust system is cool. Start by using a little GUNK on any greasy parts of the transmission, differential, etc. (you can do this while you are doing the engine - just don't forget to hose it off). A word of caution - if you have an Alfetta based car (i.e. Alfetta Sports Sedan/Coupe, GTV6, Milano), do not get GUNK all over the rear brakes when spraying the transaxle. Next step is to fill the trusty Jet-X with dish washing liquid, suds up one area at a time, work the suds in well with a medium bristle brush (it helps to have a big one for the flat areas as well as a little one for nooks and crannies), rinse well and move to the next area. Don't forget the wheel wells. Also don't forget any spots that are not visible but are an easy reach for a judge's finger. Most Alfa fenders have a little lip on the inside of the wheel arch. Ditto a lip at the front and rear of the body sheet metal, up under the bumper. Once you are done, take the car for a spin around the block and let the wind dry off the worst of the wetness.

Detailing: Be sure the underside is completely dry. If you know anybody in the local repair shop, go down and see if they will rent you time on a garage hoist. If not, equip yourself with a good set of jack stands or wooden blocks so you can work under the car. I prefer to lift one end at a time rather than putting the whole car up on stands, but it is your choice. First thing to do is to kneel down and peer under the car, pretending to be an eagle-eyed judge. What is the first thing that catches your eye? Plan on spending a lot of time on it. I can almost guarantee its going to be the exhaust system. Paint it. I find the Rustoleum aluminum finish, applied by a brush right out of the can, works best for everything from the front pipe back. For the manifold and front pipe, use an extreme temperature paint like Zynolite 1000F Hi-Temp (aerosol only - spray into the cap if you want to use a brush). Whatever paint you use on your exhaust system, don't expect it to last forever - there is nothing that can handle the temperature extremes and expansion/contraction for an unlimited time. Wax all the smooth black painted metal parts using the same wax you used for the engine compartment. Also wax any conspicuous areas of body-colored sheet metal. The cast metal suspension members are usually also painted

black. Waxing these is a little tougher because of the rough surface. If you are really getting into this, go ahead and do it. If you are crazy like me, just give them a wipe with a rag soaked in Armor-All. You will be amazed how they shine. It is important to note some people don't recommend using Armor-All on painted surfaces, but I have never had a problem. Just remember you are going to have to clean it really well if you need to repaint. While the Armor-All is out, get all the rubber and plastic under the car. There is a lot of it! If this step takes you less than fifteen minutes, go back and look again. Got the brake hoses? The boots on the steering rack? Alfetta driveshaft boots and couplings? Battery cable? Weather cover over the backup light switch? Roll bar and shock attachment points? If you did not remove the wheels to clean them, do not forget a little Armor-All on the inside sidewalls of the tires. If you have undercoated areas (e.g. wheel wells), a little Armor-All will also add a luster. Use a paintbrush to work it into tricky areas like the folds of the steering rack bellows and the drive shaft CV joint boots on an Alfetta.

Wheels

Start by removing the worst of the brake dust buildup, using a special purpose product like Eagle One Special Finish Wheel Cleaner. Use a paintbrush to work the cleaner into all the crevices, and then rinse off immediately. If the wheel is off the car, wash the brake dust off the caliper as well. But never use anything stronger than soapy water on or near the caliper. Now soap the wheel thoroughly, inside and out, using a brush once again. I find the soap they sell to use in Jet-X sprayers works well for this when diluted with water, but I do not use it for other washing because it seems to spot very easily. Rinse well. Once the wheel is dry (you can speed this by blowing air with a hose if you have one, or if the wheel is off the car you can use the time to detail the suspension parts and wheel well per **UNDERSIDE** above, wax any painted metal (just wipe with a cloth if unpainted or clear finished alloy), and Armor-All the tire sidewall. I have found some tires do not seem to absorb Armor-All evenly - you end up with a patchy finish. If you have this problem, try using plain old black boot polish instead. Brush it on and buff it out like you would on your shoes.

Bodywork

Washing: Use a good quality wash concentrate designed specifically for washing cars, and lots of water. If you do not have car wash liquid, use (wait for it) a dish washing liquid like Joy or Ivory - never use any harsh detergent. Before washing, remove any tar spots using a little kerosene (this works just as well as any of the commercial tar removers). Also, I have found that the best way to Armor-All the exterior rubber and plastic is to do it the night before I wash the car. This way, I can apply it generously without worrying too much about it slopping over, leave it to soak in overnight, and then wash off the excess in the morning. Once again, use a paintbrush to work the Armor-All into complex areas such as the black plastic grill on Alfettas. Start your wash by opening the doors and washing the edges of the doors themselves

and the door posts. Do not use a sponge on the bodywork (it will just collect grit). Do use a terry towel that you can toss into the clothes washer once in a while. Dry the car in the shade, using lots of towels and clothes in preference to a chamois (same reason - they go in the washer too). To help prevent water spots, use an air hose if you have one to blow the water out of nooks and crannies around the grill, door handles, air vents, etc., etc. Do not forget the doors, hood, and trunk lid and wipe the edges dry.

Waxing: This is a highly individualistic thing. What it really comes down to is: The more elbow-grease invested, the better the shine. For cars that have only light oxidation, the easiest and quickest is a combination cleaner/wax, like Meguiars Cleaner Wax. Heavily oxidized cars will need a straight cleaner first (i.e. Meguiars Heavy-Duty Car Cleaner), followed by a wax. For the ultimate finish, use a sealer glaze like Meguiars #7 Sealer & Reseal Glaze, topped by a pure carnuba like Harly Wax. Sealer glaze by itself gives the best finish, but provides no long term protection to the paint. What all this comes down to is each car is different and requires something other don't. I have three cars, and use different waxes for each one. If you have something that works for your car, go ahead and use it. If not, start with my recommendations and build on them. One word on the so-called "lifetime" finishes, professionally applied: I know of only one that works. This particular one has just one drawback - it requires you apply a "renewer" every six months or 5000 miles, and, you guessed it, applying the renewer is just as much work as waxing the car.

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Concours Judging Form

Event: _____ Date: _____

Car Model: _____ Year: _____ Owner: _____

| Item | Category | Basic Points | Deductions | Total Deductions |
|-------|--|--------------|------------|------------------|
| I. | Engine Compartment | | | |
| | Overall appearance (paint/plating/rubber/leaks/electrical/cooling system) | 25 | _____ | _____ |
| | Cleanliness | 10 | _____ | _____ |
| | Authenticity | 10 | _____ | _____ |
| II. | Paint and Finish | | | |
| | (paint quality/chips/scratches/runs) | 25 | _____ | _____ |
| | Cleanliness | 10 | _____ | _____ |
| | Authenticity | 10 | _____ | _____ |
| III. | Undercarriage and Coachwork Fit | | | |
| | (wheels/tires/wheel wells/ exhaust/differential/ rust/door and panel fit/proper trim and badges) | 25 | _____ | _____ |
| | Cleanliness | 10 | _____ | _____ |
| | Authenticity | 10 | _____ | _____ |
| IV. | Interior | | | |
| | (seats/upholstery/carpet/headliner/trim/dash/radio and speaker(s) installation) | 25 | _____ | _____ |
| | Cleanliness | 10 | _____ | _____ |
| | Authenticity | 10 | _____ | _____ |
| V. | Trunk and Glass | | | |
| | (trunk mat/spare tire/windshield pitting) | 25 | _____ | _____ |
| | Cleanliness | 10 | _____ | _____ |
| | Authenticity | 10 | _____ | _____ |
| VI. | Operational Functions | | | |
| | Engine hard to start/smoke/roughness/headlights/ tail lights/backup lights/turn signals/horn/highbeam/ wipers (<i>deduct 1 point for each failed item</i>) | 10 | _____ | _____ |
| VII. | Vehicle Age | | | |
| | + 1/2 point per year (<i>10 points maximum</i>) | _____ | _____ | _____ |
| VIII. | Functional Equipment | | | |
| | (tool kit/fire extinguisher/flares/rally equip./roll bar/ competition seat belts/owners manual/first aid kit) + 1 point each (<i>5 points maximum</i>) | _____ | _____ | _____ |
| IX. | Totals | | | |
| | Maximum Basic Score 200 points | 200 00 | | |
| | Less Deductions | - | _____ | _____ |
| | Total | | _____ | _____ |
| | Plus Vehicle Age Points (Sec. VII.) | + | _____ | _____ |
| | Plus Functional Points (Sec. VIII.) | + | _____ | _____ |
| X. | Total Score | | _____ | _____ |

XI. Comments

Alfa Romeo Owners of Southern California
P.O. Box 3621, Granada Hills, CA 91394



Concours Entry Form

Instructions

ENTRANT INFORMATION

Entrant Name: _____ Phone _____ - _____
Street Address: _____ Unit #: _____
City: _____ State: _____ Zip Code: _____

ENTRY INFORMATION

Manufacturer: _____ Model: _____ Year: _____
Body Style: _____ Exterior Color: _____ Interior Color: _____

IMPORTANT - PLEASE READ

I understand that my entry fee is not refundable. I further understand that this event is governed by the AROSC Concours Competition Code and that in the event of any dispute, the decision of the Concours Board is final.

RELEASE OF LIABILITY

I, the undersigned, desiring to enter and participate in the above listed event, do hereby release the Alfa Romeo Owners Club and the Alfa Romeo Owners of Southern California; these organizations' respective members, officers, directors, or chair persons; and any sponsor of the event; the owners and management of the site; the event officials; and any individuals assisting in the event; jointly and severally from any and all liability arising out of my participation in said event.

SIGNATURE

Entrant: _____ Date: _____

Entry Fee (Full amount must accompany this entry form):

Number of cars entered: _____ X fee per car \$ _____ = \$ _____ (Total)

Make checks payable to AROSC and mail to AROSC, Concours Chairman, P. O. Box 3621, Granada Hills, CA 91394

CLOSING DATE

THE ALFA ROMEO
2600 SERIES
BY STU SCHALLER

In an attempt to re-enter the luxury car market in 1962, Alfa built a new 6 cylinder motor, displacing 2584cc, and installed it in a slightly modified version of their 102 2-litre series cars. The new model, known as the 2600, would be constructed in 3 versions. The berlina, of which 2,038 were built, had 2 downdraft carbs. The 2+2 spider, of which 2,255 were made, used 3 2bbl sidedraft carbs, as did the 6,999 coupes.

These cars were not quick on acceleration but could reach over 120, even in the berlina version. In 1963, a Zagato bodied prototype was built. The Zagato version, a 2+2 coupe reached production in 1965, and 105 units were constructed.

Another variation, a luxury berlina, was built by O.S.I., but being a very expensive automobile, only 54 were built. There were also a few "one-off" 2600's, including an exquisite coupe and spider by Pininfarina. Wheelbases are 2.72 meters for the berlina, 2.58 meters for the sprint coupe, and 2.5 meters for the spyder and Zagato versions.

To some, the 2600's are the last of the "real" Alfas; carrying on their tradition of building 6 and 8 cylinder grand touring vehicles, rather than nimble, 4 cylinder sports cars. At the end of the 2600 production run in 1969, this model became the last straight 6 cylinder car Alfa would ever build.

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- Current AROC member with no chapter affiliation.....\$12
- Member of another AROC chapter wishing to add AROSC affiliation.....\$22
- Subscription for the AROSC newsletter, ALFACIONADA, for 1 year (membership not included).....\$20

Make checks payable to AROC. Please fill the following and mail with check to -
AROSC Membership
P. O. Box 3621, Granada Hills, CA 91394

NAME _____ AROC Membership No. _____

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international competition

Stu Schaller

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

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

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

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

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

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

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

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

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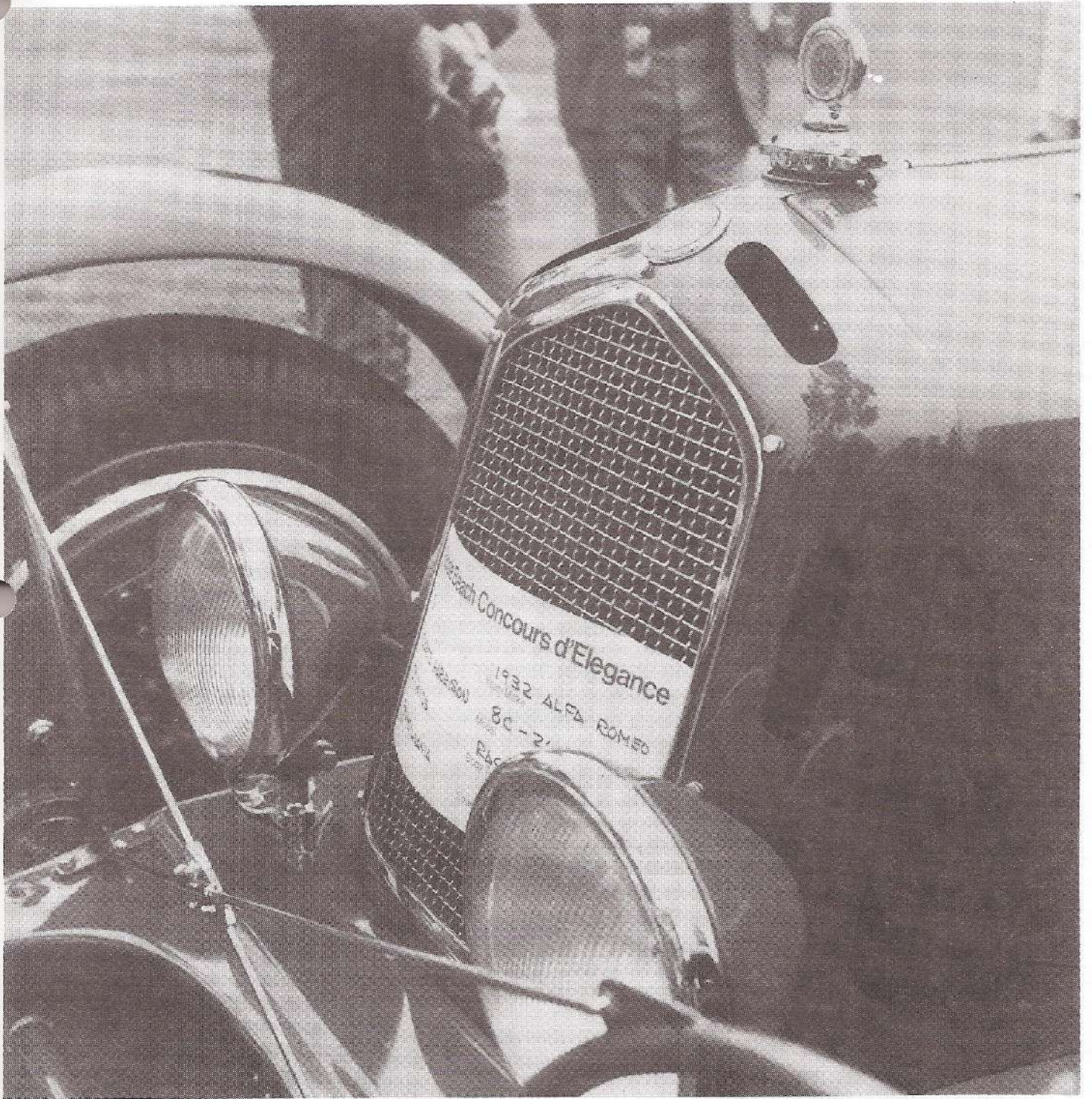
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Photograph courtesy of Doug Robertson.

SOME MORE THOUGHTS ON OTTO ZIPPER

The following is a tribute to Otto Zipper (pictured on page 16 of the February 1996 issue of the Alfacionada) originally published following his death. Both he and Max Hoffman were the major forces in the early importation of Alfa Romeos in North America. Like those individuals profiled in Griffith Borgeson's "The Alfa Romeo Tradition (Automobile Quarterly, Inc., The Kutztown Publishing Company, Inc., c. 1990)," were instrumental figures in the success of the marque. Ed.

In Memorial: Otto Zipper

By Chris Bowles

He would greet you with a smile and a warm handshake whenever he saw you. This man would always warm of the heart and quick with the "how are you?" I have fond memories of Otto and the marque he loved so well.

Otto and the Alfas go a long way back. I can remember seeing Otto cruising down the Pacific Coast Highway in his green 6C2500 enjoying the thrill of driving a real car. This is my first encounter with Otto Zipper.

It was a short time later that the Alfa Romeo Owners of Southern California had their annual meeting in El Segundo and Otto was the guest speaker. That evening he spoke to us of his fond remembrances of the trials and tribulations of racing an Alfa 33. He and Milt Minter were the speakers that night and had brought along his Tipo 33. He was gracious enough to let me photograph him and his car before he left to go home.

Then there was the time when the Alfa Pacifica convention was in Los Angeles and we all went down to the Queen Mary for the dinner. Otto was again the host and gift purveyor for the evening. He was congenial to all and always took the time to talk to most people no matter who they were.

The next day we all gathered at the Briggs Cunningham Museum to see and participate in a concours. The museum brought out Otto's restored 6C2500 and the Tipo 33 that was kept on display. Otto climbed into the driver's seat, and with the touch of a switch, the engine roared to life. Here, I am sure, is where Otto felt at home. Within moments, the engine was drowning out all other sounds

with its 500 horsepower, as zoomed around the parking lot. I remember when Otto climbed out of the car, with a smile of satisfaction and he love on his face.

Otto loved the Tipo 33. When they had the salute to Alfa Romeo at the second annual Monterey Historic Races, Otto brought his Tipo 33 to the event to be the pace car. I saw a very distinguished gentleman in blue overalls climb into the bright red car to lead the field. I know that was a great day in the life of Otto Zipper. There again was a smile of love on his face that only comes from the heart. This was Otto's day with his car.

The last time I saw Otto was at the Crane School Concours in Santa Barbara. He had brought his Astro Daimler, the only known surviving example in the world, and was showing the car with the kind of gusto any lover of fine automobiles would. He was surrounded by a crowd as he explained to Phil Hill the fine points of the car. It had been the life long dream, as I understood, to find such an Astro Daimler. The cars were scrapped during World War II and only a couple survived. This car was one of them and it was in original condition. I am sure that this day was again a proud one for Otto.

It is a tragedy that the world had lost a good man - one who loved the automobile. He died in his sleep on the day before the Daytona Nduro in Florida. He was there to supervise the oldest car in the pack. It went on to take second place overall behind a Porsche that dominated the field. The car was given a black stripe in salute to its sponsor - fitting tribute to the man who loved the automobile.



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l'Alfa la ha sciolta 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

Willow Springs Raceway
 Official Time Trials Results for February 10 - 11, 1996

Alfacionada

| CLASS B | | | | Lap # 1 | Lap # 2 | Lap # 3 | Lap # 4 | Lap # 5 |
|---------|----------------|----------|--|----------|----------|----------|----------|----------|
| POS # | DRIVER | MAKE | | | | | | |
| 1 13 | WARD, ALAN | GTV 2000 | | 1:40.493 | 1:40.434 | 1:40.335 | 1:40.647 | 1:41.238 |
| 2 123 | ERICKSON, RUBE | SPIDER | | 1:48.748 | 1:47.754 | 1:47.305 | 1:47.122 | 1:47.073 |

| CLASS C | | | | Lap # 1 | Lap # 2 | Lap # 3 | Lap # 4 | Lap # 5 |
|---------|-------------------|-------|--|----------|----------|----------|----------|----------|
| POS # | DRIVER | MAKE | | | | | | |
| 1 50 | BROWN, ALEX | GTV | | 1:45.648 | 1:43.228 | 1:42.757 | 1:42.598 | 1:42.616 |
| 2 71 | THOMPSON, RICHARD | GTV-6 | | 1:47.932 | 1:44.937 | 1:44.332 | 1:44.804 | 1:44.480 |
| 3 10 | STORY, SCOTT | GTV | | 1:52.174 | 1:52.431 | 1:51.310 | 1:51.401 | 1:50.574 |
| 4 501 | RINALDI, PAT | GTV | | 1:58.062 | 1:57.882 | 1:58.029 | 1:57.842 | 1:56.946 |

| CLASS D | | | | Lap # 1 | Lap # 2 | Lap # 3 | Lap # 4 | Lap # 5 |
|---------|----------------|-----------|--|----------|----------|----------|----------|----------|
| POS # | DRIVER | MAKE | | | | | | |
| 1 17 | HIGA, RANDALL | GTV | | 1:50.658 | 1:47.715 | 1:48.296 | 1:47.837 | 1:47.714 |
| 2 155 | WOOLERY, GERRY | GTV | | 1:48.195 | 1:48.029 | 1:48.491 | 1:48.786 | 1:48.569 |
| 3 38 | DALBERG, JON | GTV-6 | | 1:57.005 | 1:55.618 | 1:55.965 | 1:56.796 | 1:53.940 |
| 4 55 | THOMPSON, JOHN | GTV | | 1:57.944 | 1:58.412 | 1:58.145 | 1:57.467 | 1:55.974 |
| 5 219 | RITTER, DAN | GUILLET T | | 1:58.337 | 2:00.396 | 1:59.575 | 1:58.025 | 1:56.207 |
| 6 63 | JOHNSON, STEVE | GTV-6 | | 2:08.617 | 2:09.002 | 2:09.813 | 2:08.392 | 2:06.465 |

| CLASS F | | | | Lap # 1 | Lap # 2 | Lap # 3 | Lap # 4 | Lap # 5 |
|---------|--------|------|--|---------|---------|---------|---------|---------|
| POS # | DRIVER | MAKE | | | | | | |

| CLASS M | | | | Lap # 1 | Lap # 2 | Lap # 3 | Lap # 4 | Lap # 5 |
|---------|-----------------------|------------|--|----------|----------|----------|----------|----------|
| POS # | DRIVER | MAKE | | | | | | |
| 1 53 | HAYASHI, DOUG | NSX | | 1:38.978 | 1:38.382 | 1:36.875 | 1:35.900 | 1:36.051 |
| 2 76 | WILSEY, RITA | CORVETTE | | 1:38.985 | 1:38.160 | 1:38.478 | 1:37.865 | 1:38.768 |
| 3 48 | CURRIER, DAVID | CORVETTE | | 1:39.645 | 1:39.560 | 1:40.450 | 1:39.794 | 1:38.559 |
| 4 21 | MELLO, WAYNE | 944 TURB | | 1:43.122 | 1:41.749 | 1:41.579 | 1:40.760 | 1:40.063 |
| 5 26 | PAGE, JOHN F. | SUPRA TUR | | 1:40.939 | 1:40.723 | 1:40.310 | 1:43.095 | 1:42.597 |
| 6 74 | QUAID, JOEL | 348TS FERR | | 1:45.553 | 1:44.039 | 1:44.929 | 1:44.095 | 1:44.744 |
| 7 41 | LOVENSON, ROBERT | CORY ZR | | 1:46.014 | 1:46.408 | 1:45.762 | 1:47.886 | 1:50.617 |
| 8 44 | MICHAELIAN Jr., HARRY | CHALLNGR | | 1:49.744 | 1:48.316 | 1:48.977 | 1:48.770 | 1:48.369 |
| 9 65 | TREJO, AUTHUR | 308 GTSi | | 1:52.471 | 1:52.361 | 1:50.478 | 1:50.867 | 1:50.684 |
| 10 40 | MILLER, NEIL | 914-6 POR | | 1:50.697 | 1:51.232 | 1:51.342 | 1:51.454 | 1:50.689 |
| 11 328 | STILLMAN, DENISE | 328 FERRI | | 1:59.403 | 1:57.220 | 1:57.057 | 1:57.258 | 1:56.343 |
| 12 58 | TOPOREK, JERRY | CHARGER | | 1:57.511 | 1:57.091 | 2:02.087 | 2:09.851 | |

| CLASS N | | | | Lap # 1 | Lap # 2 | Lap # 3 | Lap # 4 | Lap # 5 |
|---------|-------------------|----------|--|----------|----------|----------|----------|----------|
| POS # | DRIVER | MAKE | | | | | | |
| 1 29 | OTA, DOUG | BMW M3 | | 1:40.284 | 1:38.226 | 1:39.099 | 1:38.913 | 1:38.518 |
| 2 99 | KRUEGER, DANNY | RX-7 | | 1:42.066 | 1:40.100 | 1:40.869 | 1:40.606 | 1:39.227 |
| 3 49 | ACKERT, TODD | 240Z | | 1:43.139 | 1:42.606 | 1:47.935 | | |
| 4 78 | SHINDLER, PHILIP | 240Z | | 1:43.293 | 1:43.641 | 1:42.764 | 1:43.329 | 1:43.141 |
| 5 111 | RICHARDSON, GLENN | BMW M3 | | 1:44.720 | 1:43.545 | 1:43.768 | 1:46.380 | 1:47.220 |
| 6 429 | RAMAN, SAROJA | MUST COB | | 1:55.485 | 1:54.318 | 1:53.585 | 1:52.600 | 1:52.570 |

| CLASS O | | | | Lap # 1 | Lap # 2 | Lap # 3 | Lap # 4 | Lap # 5 |
|---------|---------------|---------|--|----------|----------|----------|----------|----------|
| POS # | DRIVER | MAKE | | | | | | |
| 1 73 | PARCON, JAY | COROLLA | | 1:43.564 | 1:44.045 | 1:43.568 | 1:45.706 | 1:44.815 |
| 2 46 | HEDMAN, TED | DAT 510 | | 1:45.219 | 1:44.382 | 1:44.052 | 1:43.780 | 1:43.602 |
| 3 735 | SEHO, KENNETH | RX-7 | | 1:51.037 | 1:50.420 | 1:50.646 | 1:51.947 | 1:52.021 |

Willow Springs Raceway
 Official Time Trials Results for February 10 - 11, 1996

Alfacionada

131 De ANDA, CESAR 911SC : 1:55.830 : 1:56.156 : 1:56.769 : 1:56.600 : 1:56.962

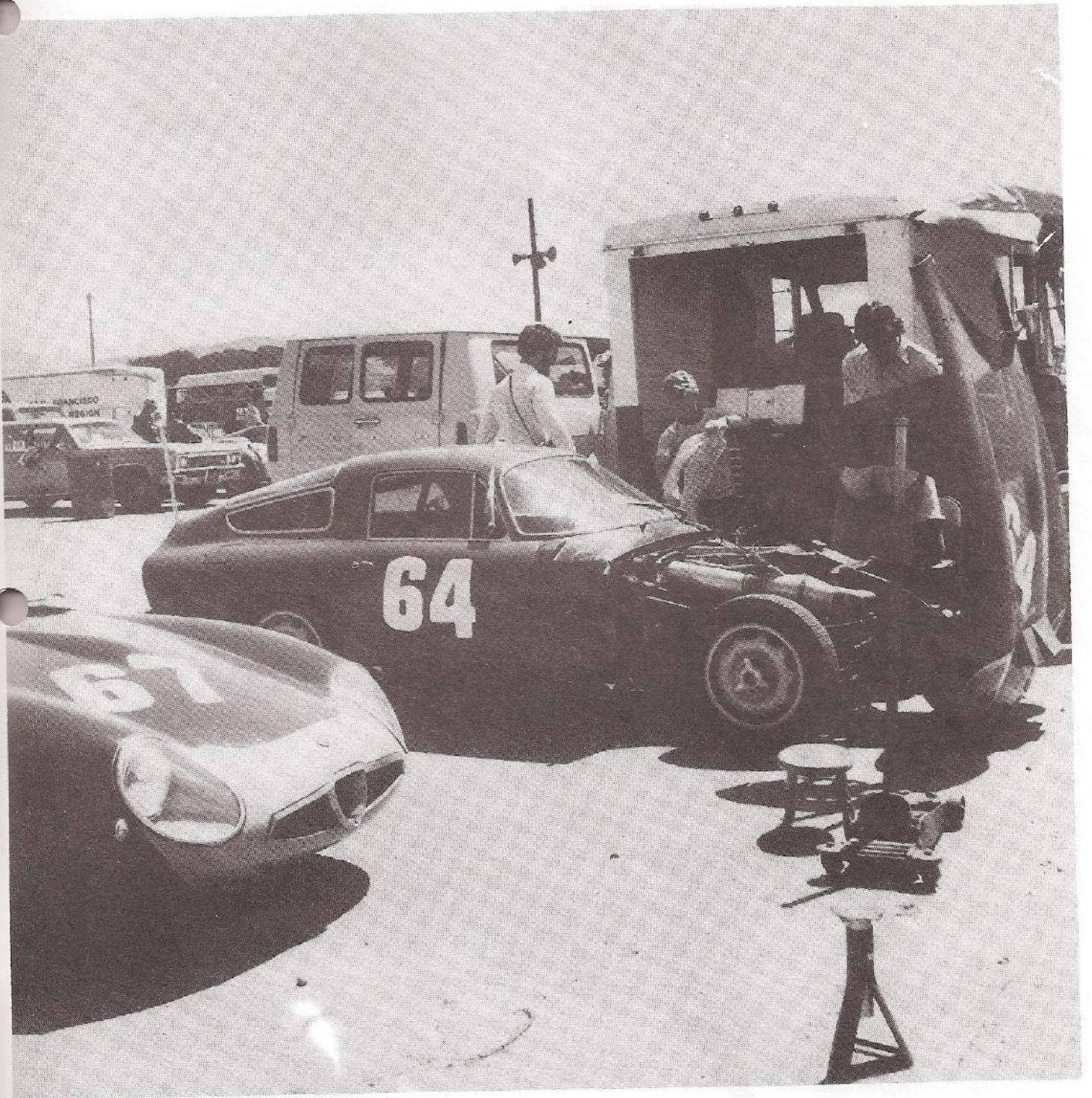
| CLASS P | | | Lap # 1 | Lap # 2 | Lap # 3 | Lap # 4 | Lap # 5 |
|---------|-----------------------|-----------|----------|----------|----------|----------|----------|
| POS # | DRIVER | MAKE | | | | | |
| 1 | 84 RODRIGUEZ, CARLOS | RX-3 | 1:41.124 | 1:41.399 | 1:41.347 | 1:41.428 | 1:41.454 |
| 2 | 23 DELA CUESTA, RICKY | COROLLA | 1:49.661 | 1:52.981 | 1:47.999 | 1:47.700 | 1:47.085 |
| 3 | 27 KINCAID, ALISA | MR-2 | 1:49.541 | 1:48.802 | 1:48.276 | 1:49.016 | 1:48.488 |
| 4 | 98 GIBSON, ROSITO | DAT 1600 | 1:55.272 | 1:53.312 | 1:52.085 | | |
| 5 | 31 RUBINZEC, TOM | RX-7 | 1:52.984 | 1:53.086 | 1:54.927 | 1:55.933 | 2:09.208 |
| 6 | 211 RUBINZEC, JULIET | RX-7 | 1:54.880 | 2:10.121 | 2:12.457 | 2:01.999 | 2:16.511 |
| 7 | 34 ARRIOLA, RAMON | RX-7 | 1:55.378 | 1:56.710 | 1:55.448 | 1:55.370 | 1:57.374 |
| 8 | 7 WAT, RICHARD | BMW 325iS | 2:06.088 | 2:02.837 | 1:59.308 | 1:58.175 | 1:55.638 |
| 9 | 81 HAMILTON, FRED | REGAL | 2:08.230 | 2:11.879 | 2:10.291 | 2:09.350 | 2:06.944 |

| CLASS M | | | Lap # 1 | Lap # 2 | Lap # 3 | Lap # 4 | Lap # 5 |
|---------|------------------|-----------|----------|----------|----------|----------|----------|
| POS # | DRIVER | MAKE | | | | | |
| 1 | 5 LETTRELL, JEFF | DB-2 SWFT | 1:42.367 | 1:26.447 | 1:25.757 | 1:25.258 | 1:25.092 |

| CLASS T | | | Lap # 1 | Lap # 2 | Lap # 3 | Lap # 4 | Lap # 5 |
|---------|--------|------|---------|---------|---------|---------|---------|
| POS # | DRIVER | MAKE | | | | | |

Fastest Time by LETTRELL, JEFF car # 5, DB-2 SWFT Class P time of 1:25.092

| Car# | Class | Name | Car | Place in Class |
|------|-------|-----------------|------------------|----------------|
| 5 | M | Jeff Lettrell | Aston Martin DB2 | 1st |
| 11 | M | Paul Ellis | Mustang | 1st |
| 43 | M | Paul Hightower | Datson 240Z | 1st |
| 66 | M | Jacky Ching | BMW M3 | 2nd |
| 111 | M | Glen Richardson | BMW M3 | 3rd |
| 30 | M | Chuck Dedman | Jensen Healey | 1st |
| 138 | M | Joseph Igg | Mazda RX7 | 2nd |
| 22 | M | John Purdy | Datson 240Z | 3rd |
| 27 | M | Glen Bjornman | Toyota MR2 | 1st |
| 61 | M | Cathy Hamilton | Toyota MR2 | 2nd |
| 18 | M | Steve Hamilton | Toyota MR2 | 3rd |
| 12 | M | Larry Kincaid | Toyota Celica | 4th |
| 14 | M | Peter Welsh | BMW 2002 | 5th |



Photograph courtesy of Doug Robertson.

calendar

- Mar 1 Santa Monica Sports Car Club Rally call 818-894-3549
- Mar 2-3 AROSC Drivers School, Willow Springs**
- Mar 10 Group 1 International Touring Car race, Fuji, Japan (Tenative)
- Mar 29 AROSC General Meeting**
- Apr 1 Santa Monica Sports Car Club Rally call 818-894-3549
- Apr 6-7 AROSC Time Trials, Button Willow**
- Apr 21 IMSA Sports Car Races, Road Atlanta, GA
- Apr 21 SCCA Trans-Am, Phoenix, AZ
- Apr 26 AROSC General Meeting**
- Apr 27 Group 1 German Touring Car race, Hockenheim
- Apr 28 Wildflowers Tour**
- May 7 AROSC Swap Meet, Location TBA**
- May 7 California Mille call 415-357-1900
- May 7 Santa Monica Sports Car Club Rally call 818-894-3549
- May 9 IMSA Sports Car Races, World Speedway, TX
- May 9-12 Mile Miglia Retro, Italy, call 415-357-1900
- May 12 Group 1 German Touring Car race, Nurburgring
- May 19 AROSC Concours (Location TBD)**
- May 25 AROSC Swap Meet (Location TBD)**
- May 25 Group 1 International Touring Car race, Mugello, Italy
- May 31 AROSC General Meeting**
- June 7 AROSC Time Trails, Location TBA**
- June 7 Santa Monica Sports Car Club Rally call 818-894-3549
- June 8 SCCA Trans-Am, Detroit, MI
- June 8 Group 1 International Touring Car race, Helsinki, Finland
- June 8 IMSA Sports Car Races, Watkins Glen, NY
- June 13-15 ALFA CALIENTE, the AROSC National Convention, Phoenix, AZ.**
- June 25 Group 1 German Touring Car race, Norisring
- June 28 AROSC General Meeting**
- June 28 SCCA Trans-Am, Cleveland, OH
- July 5 Santa Monica Sports Car Club Rally call 818-894-3549
- July 7 Group 1 International Touring Car race, Donington, England
- July 14 IMSA Sports Car Races, Sears Point, CA
- July 21 Group 1 International Touring Car race, Spa, Belgium
- July 25 AROSC General Meeting**
- Aug 2 Santa Monica Sports Car Club Rally call 818-894-3549
- Aug 4 SCCA Trans-Am, Trois Rivières, Canada
- Aug 4 Group 1 German Touring Car race, Diepholz
- Aug 11 SCCA Trans-Am, Watkins Glen, NY
- Aug 17 SCCA Trans-Am, Road America, WI

- Aug 25 IMSA Sports Car Races, Mosport, Canada
- Sep 6 Santa Monica Sports Car Club Rally call 818-894-3549
- Sept 9 Group 1 International Touring Car race, Rio, Brazil
- Sept 15 Group 1 German Touring Car race, Nurburgring
- Sept 21 AROSC Time Trials (Location TBD)**
- Sept 27 AROSC General Meeting**
- Sept 29 Group 1 International Touring Car race, Magny-Cours, France
- Oct 4 Santa Monica Sports Car Club Rally call 818-894-3549
- Oct 12-13 AROSC Drivers School, Willow Springs**
- 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**
- Dec ? AROSC Christmas Party**

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| 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!

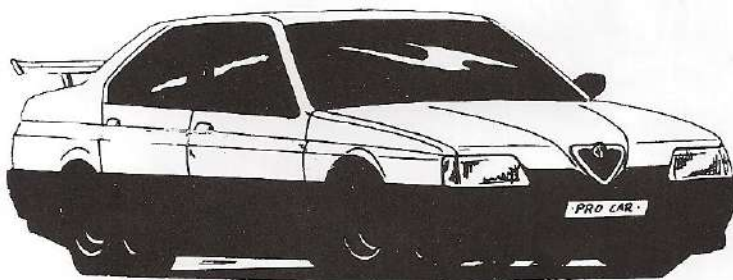
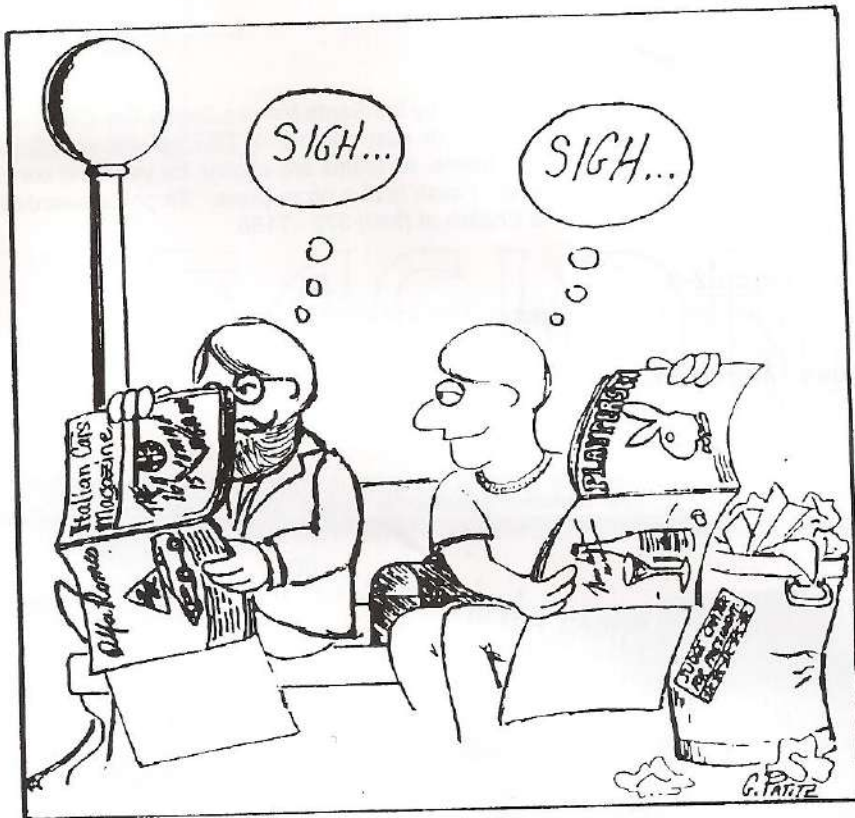
Call or write for free brochure (specify 4 cylinder or v6)

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

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Alfoonery



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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

1962 2600 Sprint

\$5500 OBO
Stu Schaller
818-772-1333

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

Wanted

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

Old 2000 Series

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

Remember -
Classifieds are
free to
members

letters to the editor

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

Write to us. Discourse is good.

march arosc events

**Friday Night NAV Rallies,
7 PM March 1 and April 5**

Then, the first Friday night of each month. TSD (navigational) rallies put on by the Santa Monica Sports Car Club. Start is in Mission Hills, in the parking lot behind the Bank of America on the north east corner of Devoinshire and Sepulveda. Freeway close to the 405 and 118. If there are two or more AROSC teams, all teams are eligible for year-end competition points. The cost is only \$10 per team (discounts to SCCA members). Finish is at a pizza place. Trophies awarded at the end. Questions?? Contact Jay Negrin at (818) 894 3549 or Jeanne English at (310) 372 - 7168.

Drivers School, Willow Springs, March 2-3

Another chance to hit the track and go racing. Contact Charlie Thieriot at (310) 476-8812

Board of Directors Meeting, Tues. March 11

You haven't lived..... Contact Jay Negrin at (818) 894 3549

General Meeting, Friday, March 29

Meeting begins **PROMPTLY** at 7:30 pm. This month's featured speaker is noted Alfisti, automotive journalist and AROSC/AROC Board member. Location is the Clark Community Center, 4747 New York Ave., La Crescenta (see pg. 3 for map).

The Alfacionada
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