

NOVEMBER, VOL. XXXI, ISSUE XI
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THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



ALFA ROMEO
purezza di linea
perfezione di tecnica

FEATURING THE COLUMNS "TO BE ANNOUNCED" BY JAY NEGRIN, "PASSING THOUGHTS" BY PAT BRADEN LOCAL AND INTERNATIONAL COMPETITION NEWS BY STU SCHALLER, ALFOONERY, TECHNICAL, THE CLASSIFIEDS, AND MUCH, MUCH MORE....

the inside cover

general information

The *ALFACIONADA* is the monthly publication of the Alfa Romeo Owners of Southern California, a regional chapter of the Alfa Romeo Owners Club, Inc., a non-profit organization of Alfa Romeo enthusiasts. Publication is monthly and included as part of the membership fee paid to AROSC, Inc. Opinions expressed in the articles and columns in the *Alfacionada* are those of the authors and do not necessarily reflect those of the club. General meetings are held on a monthly basis, in the Los Angeles area. General inquiries should be addressed to AROSC, P. O. Box 3621, Granada Hills, CA 91394. Membership information can be found on page within the newsletter.

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general meeting location

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

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

newsletter information

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

Articles, photos, events, and classifieds submissions must be received by the 20th of the month prior to the following month's publication. Please include a SASE for the return of any submitted material.

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

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

the disclaimer

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

to be announced

Jay Negrin

We, the Alfa Romeo Owners of Southern California, can be an insular lot. We believe that we have the best Alfa organization around. I can't argue with that, as I think we do have a great club. I also think that with some judicious advertising, and some participation from more members, we could do more things of a varied nature, which would have a wider appeal to our membership as a whole. One suggestion that has come up lately, and repeatedly, is that our club participate more with other clubs. Those clubs may or may not be other Alfa clubs. They may or may not even be chapters of the national Alfa Romeo Owners Club. What is important, the argument goes, is that we appear at more functions. We allow ourselves more exposure to more people who may not even know of our existence. This last is so likely, that it is almost scary.

I could regale you again of the story, when I met an owner of a nice spider I met in a market parking lot. I asked her if she knew of the Alfa club. "No," she said. I asked her if she knew that Alfa was no longer selling cars in North America. Again, the answer was, "No." She explained that she bought the car because it was cute, and affordable. This may be a bit strange to someone who has this fetish about these semi-exotic, technically interesting, fun-to-drive, sports sedans, coupes, and spiders. But, believe me when I say that there are a lot of people out there who don't know how much they need the club. Hell, there are too many owners who don't even know that there IS a club to join. They need the technical information available to all of us. They need to know who gives good service, and who to stay away from. They will only get to know the extent of our activities, and how much fun they can have with like-minded Alfisti, once they find out about us.

All of us, as individuals, need to keep our eyes open for stray Alfas driving on the very streets we do; parking in the same lots we use; haunting the same gas stations where we all fill up with premium go-juice. Do not make the assumption that just because it is an Alfa, that the owner is the member of the club. Ask. Spend a few minutes to find out what else you may have in common, other than one of those funny little Italian cars. Refer the driver to our post office box if she, or he, wants more information. Maybe even slip them a membership application when they're not looking. These are all little things we can do to spread the word. These are singular, individual actions that can have a beneficial impact on all club members.

As a club we can make our presence known at non-club events. Swap meets, car shows, and vintage races are three types of automotive gatherings where unsuspecting Alfa owners may be found. We, as individuals and as a club, should be proud of the Alfa logo. We should be willing to present and display it where ever we are allowed. We should be looking for venues where Alfa

owners can be found in sizable numbers, so we can inform them about what they are missing out on. If that means cooperating with other Alfa, or even non-Alfa clubs, then so be it. We should have enough pride in what we drive and represent, that we will show off that we are members of a club worth belonging to. If we stagnate, or worse, try to live in the past, I think we doom ourselves to live in a atmosphere of diminishing luster. With fresh ideas, though, and new members willing to help create new and different events, we appeal to an even wider audience of Alfa owners. And this I believe will cause us to grow stronger, more prosperous, and become even more worthwhile.

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passing thoughts

Pat Braden

Notes on the Alfa Archive

I've been asked to write something about the Alfa archives. Some of this comes from remembering casual events which happened more than 30 years ago, so please excuse any errors of fact.

Prior to the war, Alfa Romeo kept all its master blueprints, photographs, build records, delivery receipts and other documentation in the offices of its plant on Portello road in Milan. The depression and political unrest in Europe during the 1930s severely affected Alfa's sales, and in 1936, it produced only ten cars (half of them 8C2900As, and the rest 6C2300s).

Alfa was partially sheltered from the financial woes of the 1930s since it had become a part of the state's IRI (Institute for Industrial Reconstruction). The fact that Alfa was part of the Italian bureaucracy kept it alive when, by rights, it should have closed up. In fact, according to Griff Borgeson, Romeo himself was opposed to continuing Alfa car production at one time, and the car line came very close to being shut down.

The war brought some prosperity to Alfa, bringing the company from 1000 employees in 1933 to over 9500 in 1943. Even during the war, Alfa kept planning on new post-war models, including the economical Gazelle, as well as the S-10 and S-11 luxury sedans. Blueprints of these prototype cars made it to the Alfa archives, and I have a personal suspicion that the Gazelle is still extant, possibly in the cache of cars which never quite made it to the museum.

Alfa was bombed twice, first lightly in September, 1943 and then catastrophically on the 20th of October, 1944. By that time, much of the company had moved into the mountains north of Milan, taking many racing and prototype cars with it. I suspect that all the blueprints and historically interesting artifacts ended up in caves, barns and basements while the war raged in its final throes. Northern Italy was hotly contested by the Germans, Fascists and Allies, and there were times, it seems, when Alfa employees working in their temporary offices never quite knew which faction would be controlling the countryside from day to day.

The Italians had several reasons to be mad at everyone: they hated the Germans for seducing Mussolini into a war, they hated Mussolini for losing and they hated Americans for the destruction they brought to Italy and the help they gave the Mafia in re-establishing itself after Mussolini had effectively wiped it out. In the south, the Neapolitans never forgave the American airman who dropped a bomb in the Vesuvius crater, and in the north, the October bombing of the Alfa factory was generally regarded as

unnecessary overkill, since the fall of Italy was a foregone conclusion by that time.

Queries to Alfa about the cars just after the war, especially from British and American enthusiasts, were rebuffed. My interest in Alfa began in about 1958, and I corresponded then with both Roy Slater and Peter Hull about sources of Alfa information. A favorite riposte to British queries was: "We're sorry, but your planes bombed all our records." That was most certainly not true, as it was the Americans, not the British, who led the October devastation.

Further, the records were very much intact, as I found out in the 1970s. At that time, Keith Hellon was making a living restoring cars, and was helping get an 8C2900 back together. The owner of the car wrote to Alfa, asking for any information the factory might still have about the 8C2900. About a month later, he received a complete set of blueprints for the car.

After the war, there must have been a pervading sense of new beginnings at Alfa. Surviving 158s were rolled out of their hiding places and proved unbeatable on the track. Pieces of pre-war 6C2500s were assembled as the first post-war cars. In contrast to the depression days pre-war, there was a sense of renewal, no doubt fueled by Marshall Plan monies which were responsible for the new 1900 series. Alfa was back in the car business in a big way.

It is in this context of forward-looking optimism that the decision to dispose of the pre-war archives was made within the company. Standing against this decision was Luigi Fusi, the draftsman who was responsible for putting Vittorio Jano's designs to paper. Fusi had a lot of difficulty making his point. Fortunately, he was assisted by Orazio Satta Puliga, a Director of Alfa Romeo and the father of the 1900, the Giulietta and its descendants.

When I visited him in 1966, Fusi recounted that, had it not been for Satta's enthusiasm and protection, the cars and files which now make up the Arese museum and archive would most certainly have been discarded in the scrap heap. Fusi was put in charge of the project which may, in a larger view, have been his capolavoro.

I spent an afternoon with Fusi during my first trip to Arese, and he took me to the workshops where the initial batch of cars had been prepared for the museum. It was Fusi's intent to capture the complete history of Alfa for the museum, and those cars which could not be restored from Alfa's own collection, or traded for with enthusiasts, were simply manufactured. When all the parts were there, as in the case of the white 6C1750 Zagato, the car was simply assembled. When some parts were missing, they were manufactured anew as in the case of some critical pieces for the Tipo A. Sometimes, when a real part was no longer available and it was not feasible to cast one of iron or alloy it was fabricated from wood, as in the original case of the BiMotore's rear engine. And, in the case of the Ricotta "Egg," the car was simply constructed from

scratch, no doubt using the original drawings which had been saved during the war.

I recall dimly, during my visit with Fusi, of walking along several long rows of filing cabinets, a home for which had still not been found. These cabinets contained the basis of the archives, and I believe they contained virtually all the mechanical drawings and records of every Alfa produced since the beginnings in 1910. This explains the wonderfully detailed mechanical drawings which are included in Fusi's several books on Alfa. Had I wanted, I could have examined the archives with Fusi, but clearly there were more exciting prospects awaiting in the museum and its shops.

I don't want to be too dramatic about this. Alfa's own records are notoriously inaccurate for very good reasons: the Italian tax structure. For that reason, Fusi kept his own records of the pre-war cars, and it is his figures which appear in the appendix of his book "All the Cars." In contrast, the post war figures are almost entirely Alfa's and are quite suspect, especially in regards to serial numbers. If you try to determine total cars produced by subtracting the first serial number in the series from the last, you'll get a value which has very little to do with actual production.

The afternoon with Fusi was memorable, to say the least. We walked everywhere, including the "back shop," where I watched a few craftsman rebuilding cars for display, and talked of the mechanical details of cars Fusi himself had helped design. The visit was capped with a meeting with Satta himself, during which I could not manage to utter more than a halting greeting.

My next visit to the museum came some 14 years later during the European introduction of the Milano. I managed to get the factory, through Craig Morningstar, to agree that I would have access to the archives for research on the Giulia book I was writing. The museum at Arese had now been completed and my reception was quite different from the one with Fusi. The curator who greeted me was somewhat condescending and managed to "test" me on my knowledge of the badge. Having passed that initial test, I was assigned to a docent, whose job apparently, was to walk me quickly through the exhibits. It was not long before I was giving him the tour, providing details which he may not have known, and he finally left me to myself for the remainder of the morning, free to walk among the cars and enjoy them at my leisure.

I had imagined the archives to be essentially the same as I had seen with Fusi. When I referred to the archives as being Luigi Fusi's, I was quickly and pointedly corrected. They were not Fusi's but Alfa's I was reminded. Pure revisionism: they would not have existed were it not for Fusi's personal commitment and the support of Satta.

That afternoon I was introduced to the archivist, a young lady who sat behind a table which kept anyone from getting into the rows of files which must have existed just out of sight. "Tell me what you want and I'll get it for you," she offered. No, it would not be possible for me to walk

among the files: she would be happy to get whatever I requested.

And, she was. The problem was that the request had to be specific. "Give me everything" wouldn't do. In order for me to see whatever the archives contained, then, I would already have to know everything they contained. I was reduced to fishing blindly. Bureaucracy had worked its magic.

The archivist was as pleasant and helpful as circumstances allowed. If I asked for a photograph, she would disappear and, about a minute later, either return with the photograph or a promise to have it printed and delivered to me later. From this, I realized that all the photographs in the archives have been copied and the negatives were being used to make duplicates. The photographs came from Alfa's own archives, as well as the works of several automotive photographers who contributed to the collection.

In addition, there were brochures, ads, race reports and collections of publications about Alfas as well as, undoubtedly, all the blueprints and sales receipts from Job 1. Some 80 photographs had been promised to me when I left, two days later. Knowing Italian bureaucracy, I doubted that I would ever see them. About a month and a half later, a large package containing virtually all of them arrived in the mail.

Fast forward a few years. Alfa is in the "bubble" where 2600 Touring spiders are bringing \$35,000 to \$40,000 and some of the cars Fusi drew for Jano are bringing over a million dollars. Pressure on the archives is heavy: owners want to know if Nuvolari really drove their 6C2500 sedan, or sat in their 1900 coupe.



In this atmosphere, knowledge is money. If your Alfa could be documented from the archives, it would undoubtedly be worth twice its normal value. Now, the Alfa fraternity in Italy is fairly close-knit, and there are a few people who do, in fact, have unlimited access to the archives. I have been told that some of these individuals will document cars at the archives...for a price. This is a defensible ploy: if I can give you a piece of paper which makes your car worth \$20,000 more, surely my efforts and the piece of paper have value?

A corollary of this is that it is desirable to limit normal access to the archives, and I think this trend has been evident for several years. Visits to the museum can still be unguided if you happen to hit it just right, but I'm told that information from the archives has pretty much dried up unless you know whom to pay off. In fact, there have been rumors of closure of both the archives and the museum. My best sources indicate that a place is being sought in down-town Milan for a museum/archive, and that Arese's future is closely tied to Fiat's needs for production capacity. Though Arese is still being touted as a state-of-the-art facility, it is growing old.

One part of the archives especially concerns me. Included with all the papers is a largely undocumented collection of cars which are intended for the museum but are awaiting restoration. I suspect that the Gazelle is one of these cars. A few years ago, a complete Type 158/9 Alfetta was discovered among those cars: it is now running happily in England. The last time I was at the archives, I insisted on seeing those cars awaiting restoration in the Filiale. "You wouldn't want to see them: they're all so dusty," was the final response. Just like the rows of filing cabinets of the archives, if you don't know what's there in the first place, you'll never know what you're missing.

The fact of the matter is that many of those cars, dusty or not, are well known to a small group of enthusiasts in Italy and are not about to be crushed or sold off for junk. If the time ever comes, I'm assured, the cars will quietly be moved to the garages of several members of the group.

As for the paperwork -- photos, drawings and documentation -- they have become the source documents of the Alfa legend and are thus very safe from destruction. Fusi's dream, once opposed by virtually every manager at Alfa save Satta, has become official.

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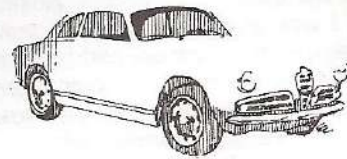
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Maurice Starrantino - Owner

The Day After Thanksgiving Day Wine Tour

FRIDAY/SATURDAY, NOVEMBER 29/30, 1996

GENERAL INFORMATION

- The day after Thanksgiving is becoming one of the more popular days to visit the Santa Inez Valley.
- Mary and I and friends have done it for the past seven years.
- Frequent sightings of winery owners such as Brooks Firestone, Davy Crockett (Fess Parker) have been made in the past.
- The weather has cooperated in the past providing beautiful, cool, fall days, just perfect for Alfa driving in the country.
- Friday has a structured itinerary. We will only visit wineries on Friday that can accommodate groups as large as ours.
- Saturday your on your own.....On Saturday it is open to our own creativity in order to allow visits to the smaller wineries that can not accommodate large groups.

ARRANGEMENTS

- Private Wine Tasting, reserved picnic area at Rancho Sisquoc Winery. There is plenty of parking and beautiful grounds.
- Group rate is \$81 per couple at the Danish Country Inn in Solvang
- There is a 50% deposit required by October 28th for each room reserved (holiday weekend, one night).
- Wine and munchies in the evening, complimentary breakfast, and all located in Solvang.

FOR MORE INFORMATION

Call Paul or Mary Blankenship at 1-818-883-0266



adventures in the smog trade

Chas. Schwartz

As it must for all of us, registration renewal time rolled around for my GTV6, and 1996 was my year for smog certification. Since this car had passed three previous smog checks since I've owned it with flying colors, I didn't think very much about it beyond something else to add to my "to-do" list. But with the new regulations that went into effect on July 1, I was in for some surprises and also a "learning experience."

I'm the first to admit that unlike most Club members, I'm no mechanical genius. Hell, I'm not even an engineer, which places me in the decided minority of Alfa owners. In other words, raw meat.

The first big surprise was that it was hard to find a smog check station willing to run the test. In all, in early August I visited seven places with the Smog Check sign before I found one that would actually test my car. This should have been a tip-off that things had changed... but, as I said, I am sometimes a little slow on the draw.

The excuses ranged from "technician's on vacation" to two places claiming their equipment was broken to one holdup artist who asked for an astronomical amount of money when he saw the Alfa. Finally, I found someone who said yes. He wanted to know if the car was Italian, but another man who worked at the shop came running and ogled the car during the procedure, singing its praises to the man doing the test in what I took to be Lebanese.

Again, my previous smog check experiences with my three Alfas (and some other nameplates) were very cut and dried: roll in, run test, pay money, get certificate. Never having had any problems, I just never paid much attention to the particulars.

The first thing I learned this summer was that a PASS on the "visual" inspection (accounting for most of the elements of the check) merely certifies that you haven't removed anything from the car -- not that the parts in question are working. Since the GTV6 is box stock, that portion was a snap. And with a "modern" FI car, what could be the problem?

The new regs call for tailpipe emission testing at idle and also at 2500 RMP. The first attempt failed to deliver any results at all. A second try, and a sample was actually measured. But since July, the analysis of the exhaust gases is not actually run at the smog station. Instead, the station's test machine modems the sample reading to Sacramento, where the Bureau of Air Resources computer does the deed and modems back the results. Ain't technology grand? This is supposedly so that the smog check station can't fudge the readings. Also, it insures that you have one and only one chance to run the test, because as of July 1, re-testing by an independent station is not permitted.

Here is where opinions begin to diverge. Some say this new policy helps insure unscrupulous mechanics won't give you a false failed reading in order to sell you costly and needless repairs. Others think it is a way to insure the State of California makes more money, by forcing those who don't pass to have the state itself run (and charge for) any subsequent test. The truth probably lies somewhere in the middle, but no matter what the real reason, it adds up to extra inconvenience.

Well, Sacramento sent back the bad news modern speed. Tailpipe emissions so bad I was dubbed a Gross Polluter. Now, I've been called a lot of things in my life, but that was a new one on me. The car had been running fine and even getting great gas mileage (calculated at 29 mpg on a run up to Morro Bay and back at enthusiastic speeds just a week before the test). However, the result was hydrocarbons at idle 1540 ppm compared to an allowed maximum of 120 and 327 @ 2500 RPM v 150 permitted. CO was good enough to pass at both engine speeds (0.54 and 0.44).

No smog certificate for me -- plus, as an old tree-hugger myself, I was insulted. There was no way to even know if the technician who ran the test did it properly, such as having someone else run the test again, since Sacramento already had a result on my car and wouldn't accept another set of data. Yet I was branded. And, had more things to add to my to-dolist, including finding out what, if anything, was wrong, getting it fixed, and making an appointment for a retest at a State of California Referee Station. Prior to my adventures in the smog trade, I would have thought this office had something to do with the Boxing Commission, but what did I know?

It didn't take long for the news (aka rumors) to begin flooding in: a failed Gross Polluter would be confiscated and crushed; 46% (by another report, 30%) of all cars tested after July 1, 1996 failed; I would be ticketed (or possibly executed) if the car wasn't fixed and retested before the sticker expired; getting an appointment for a retest at a State Referee Station would take at least one and a half months, but more likely as long as seven; appealing to the DMV would be a fruitless and time-consuming waste of a whole day.

Figuring I had nothing to lose, I sent in my registration form and fee and started investigating the possible cause for the all-new, all-dismal HC results.

Now, the nearby Alfa shop I've patronized for years has passed through many hands in recent years, with each new owner just a little less knowledgeable than the previous one. A discussion with the present owner turned up such an extensive list of theories that even I immediately knew he didn't have a clue. So, I beat a hasty retreat to someone I could verify had more current Alfa experience.

As it happened, I had a spare set of new ignition wires decorating the garage, so I threw them in the car and visited a respected shop 14 times farther from home than

my usual mechanic. I suspected ignition and, well, the wires on the car were getting rather elderly at that.

Investigation proved the wires on the car were, indeed, past their prime, so the new set was installed. At the same time, the mechanic's sharp eye noticed the vacuum hose coming off the plenum was dangling uselessly in mid-air, having popped off a not-great splice a previous owner had made over the driver's side fender. With these simple fixes, things went from bad (or gross) to worse (or grosser). HC levels were pretty much unaffected, but now CO levels were also way off the acceptable charts.

A little more prodding and poking revealed the oxygen sensor, which had passed the state's scrupulous inspection, was seriously dead. In other words, their PASS indicated merely that it was there. This was getting to be a little more complicated than a maladjustment or a popped-off vacuum hose, but I'm a good citizen who breathes more than he drives, so I wanted to be in compliance, almost no matter the cost (that is, as long as it was less than a couple of tanks of gas). And since I'd recently had the car painted, reupholstered, and put on new factory wheels and P4000s, I wasn't eager to send it to the crusher just yet. Besides, with only 116K miles on the clock, this car is barely run in (for an Alfa owned by a cheapskate).

It took quite a while to get hold of a replacement sensor considering I didn't want to pay retail, but it was found, installed, and -- lo and behold -- emissions were reduced by half. Close, but still far from the cigar I needed.

Meanwhile, the DMV mailed me a nice note thanking me for my money but reminding me I needed a smog certificate to complete registration. By now, expiration was all but upon me.

My second mechanic assured me the engine was tuned properly, all systems functioning, valves in good shape, and the catalytic converter working. The fault, dear Brutus, is not in our stars, but in our driver's side cam, which had worn exhaust lobes, causing a couple of the exhaust valves to open too late and close too early, something like the DMV itself. A new cam, \$225, and a costly job seemed in my future. Ever resourceful (and cheap), I reasoned that if one cam was okay, I didn't need to replace the other with a brand new one. I have some connections, after all, and could probably come up with a used part for less.

The Alfa Parts Exchange in Hayward had just what I was looking for at \$75 plus shipping. Through the Alfa Digest on the Internet, I found a couple of boy racers sitting on stock V6 cams after replacing them with hotter models (this is where I learned that a lot of people are recommending 164S cams for all V6s, while others report mixed results on 2.5 cars and big improvements on the 3 liter motion). Piece of cake, and a set could be had for about \$100.

Thinking I might save something on shipping if I could find a cam closer to home, I put in a call to a Well Known Club

Time Trial Official, Alfa maven, and -- you guessed it -- engineer. Could he think of some local time trailer tripping over extra stock cams while zooming around the track cackling at the boosted performance of a hot set?

His take was that the cam hypothesis was ridiculous -- Alfa cams don't wear out, and what's more, if they did, they couldn't possibly cause my emissions problem as described. Hoping against hope for a cheaper solution, this was thin music to my ears. If the cam wasn't the culprit, what was?

A little more investigation turned up more experts who disagreed in the most strenuous (and sometimes uncharitable) tones with the diagnosis of camus wreckus. Time for another opinion.

Meanwhile back at the ranch, the registration had one day left. I called the 800 number in Sacramento to schedule a retest at a State station, figuring that by the time I got through to them (estimated dial-in time: one week) and got an appointment, I would be retired and my to-do list would be that much the shorter.

The horror stories about scheduling a state check proved false. It actually took only about ten minutes to get through on the clogged phone lines. The operator I spoke to was amazing. Not only did he have a pleasant, cooperative manner, but had all the information you could possibly want right at his fingertips and the stentorian tones of a high-priced radio announcer. He disabused me of a lot of the notions I'd picked up through the news media and other rumor mongers. There is no mandatory crushing going on (though there is a bill weakly moving through the state legislature, it doesn't appear to have much of a chance to pass, or to stand up to an unfair-taking suit). An appointment was scheduled only two weeks ahead. And since the delay was mostly the state's, the DMV would be happy to give me an extension of my registration -- gratis.

As for the state being dead set against older or enthusiast cars, well, it didn't seem that way to me. Scheduling the state inspection required me to give my tag number and the make of car. When I told him it was an Alfa, his response was a genuine-sounding, "Oh, nice!"

The major problem with this system of re-testing at a state referee station is that there are relatively few of them, and our frugal state government seems to like to locate them in areas of cheaper real estate -- in other words, at the very edges of population density. Working from a computer map in Sacramento, we tried to locate a station close to my home. Evidently, the maps are none too detailed, as they had trouble locating Los Angeles. The closest station turned out to be in Chatsworth, about a 50 mile round trip from my place. How much extra air pollution do you suppose these miles might add? The state has no inspection stations in the heart of populated areas, and in all we could locate only four anywhere near LA. From what I was told, the Chatsworth location is the only one in the City of LA, though there are stations in Inglewood, Torrance, and what they described as the

Inglewood, Torrance, and what they described as the nearby towns of Oxnard, Perris, and San Bernardino. Note only three of the stations suggested are even in Los Angeles County, which is the largest county in the nation, as well as the most populous in the state.

There is a maximum amount motorists are required to spend to bring an older car into compliance, and you can in fact even apply for a two year waiver during which time you can fix the car or retire it. Mr. Good Citizen wanted the car fixed, wanted to pass, and wanted more than anything to be removed from the noxious list of Gross Polluters. Hey, I don't even have Webers! There is no REASON for this!

The amount you have to spend to bring a car into compliance, of course, varies with the age of the car. My GTV6 is an 84, and that vintage brings a repair cap of, I believe, \$89. In for a penny, in for a pound (I have had three Alfas, so I am somewhat used to this reasoning) -- I'd already spend much more than that and was still Gross. And, I have people I care for around here who are habitual breathers. Thus, onward...

With hours left on the August sticker, I trudged down to the DMV in Van Nuys, ready to spend the day. I packed a nice lunch and brought along Remembrance of Things Past. In fact, it took just 45 minutes, the clerk was quite friendly and cooperative, and gave me a month's extension and a nifty red sticker to post in the rear hatch.

The DMV clerk also handed me a brochure titled "How Can We Serve You Better" including a customer service survey and a place to add comments about any problems or suggestions in dealing with the DMV. Nobody mentioned crushing. On the other hand, I didn't get the impression they'd read Remembrance of Things Past, either.

Now all I had to do was fix the car. And so, off to another, possibly wiser head 28 times farther than I had originally intended to go for this work, but near a nice bakery I know.

Agreement: while the V6 cams do wear, that wear couldn't cause the emission problem. And even though the car had supposedly been scoped, it turned out the timing was advanced beyond reason, the fuel screw was tightened down all the way, and the air was pouring in at an alarming rate as a one dollar O ring had failed, encouraging someone well-meaning but none-too-bright to set everything in line with the misadjusted air!

Side note: with all this going on, didn't the idiot driver notice anything? No! The car started and ran great, gas mileage was excellent. The only tip-off was the low idle speed endemic to the car since I bought it five and a half years ago. Chalk up another point for Alfas, and don't let anyone give you any of that finicky Italian sports car jive. This car wants to run and play. Even when under the weather, it won't complain much.

Replacing the O ring and tuning everything properly

revealed that the engine's emissions were factory spec -- just what they were the day it rolled out of Arese in 1984... this, as measured at the lambda point just aft of the manifolds and forward of the cat (those Italians think of everything but cupholders, huh?). But tailpipe emissions were still lousy. So the supposedly good cat was obviously a rather sneaky baaad kitty.

Boy, was I surprised. Okay, engineers, stop snickering at me: I've never had a cat-equipped car that was worth keeping long enough to discover the cat wears out after a while. In fact, I thought it was a crime to change it (I was half right: it's a crime to remove it). Alfa warrants the catalytic converter for 50K miles. My sentiment was that it should last pretty much forever, like the Coliseum in Rome. The deal was I met the Italians in the middle and had a new one bolted (not welded as I'd thought) on. It appears the cat used on the V6s is about the same size as the ones used on 747s, so it's not cheap, but installation doesn't cost much and I'm going off the pasta and water diet in January.

Sporting a new O ring, O2 sensor, ignition wires, and catalytic converter, the car was finally ready for the referee appointment to roll around. Knowing it would pass, I felt much better -- poorer, but better.

The Referee station wasn't too difficult to find, once I figured out that when Sacramento says West of De Soto they really mean East of De Soto... because what they really mean is that you cannot see the place unless you are heading West. But, I did find it only to discover that the State Referee Station is not a state office after all, but

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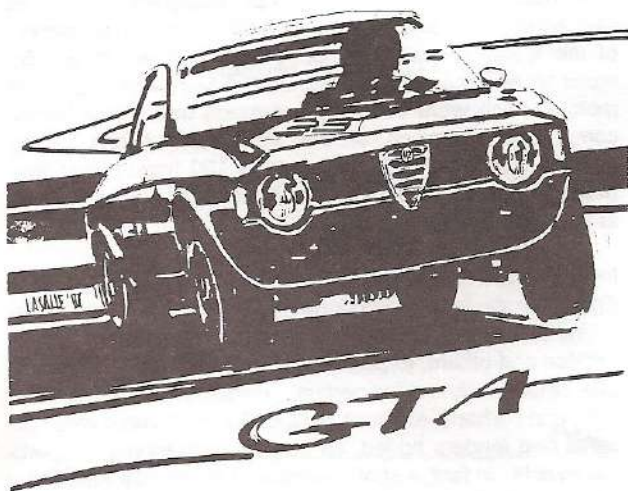
a private business contracted to the state, and a shiny new one, at that.

They have all the equipment needed for a complete emissions retest: they take all credit and debit cards, cash, checks, and probably wampum. I didn't offer an IOU, but I doubt they would have refused it. For \$37.75 a head, they check the cars of people who have just had them fixed, and they do it all day long (but I think they take the day off on Tuesdays and Thursdays and if I had their cashflow, so would I). It so is crowded I even ran into another Alfa Club member there! They don't have to scare up any customers so it's a cinch their advertising costs are low. A test takes about 7 minutes from what I could tell; in other words, it seemed to me they are making about \$5.40 a minute in a no risk situation with a small, airless waiting room full of people clutching renewal forms and checkbooks.

Considering the nature of their business, the guys at the State Referee Station were remarkably pleasant, if underdressed. Usually people who extort money from you at this rate wear an expensive suit, or at least long pants.

The car did pass the test (if I thought it would flunk after all this, I would hardly have been there, and neither would anyone else). As I was waiting to get my paperwork, I made a mental note to find out how to get my son-in-law in on this racket.

Moral: Any street Alfa -- yes, even an older, carbureted one -- is basically a cool and clean running car when it's in tune and everything's working right. Certainly any FI Alfa should pass even the post-July, 1996 smog check with room to spare. From my perspective, it's a good thing they caught me, because I didn't know anything was wrong and wouldn't have fixed it otherwise. Most of what you hear about the new smog regs is either exaggerated or just plain wrong. And when you're a Gross Polluter, you can learn there's room for great improvement on both sides of the smog check issue.



letters to the editor

To the Editor,

I picked up a copy of the May issue of "The Alfacionada" at the national convention at Pheonix. A nicely published newsletter, the negative bias of the editorial content was somewhat depressing. It sounds as if the national board of directors do not want to play "Braden Ball" so Pat is going home. Pat states that the response to his marketing plan was lukewarm, what did he expect? I know my boss would send me packing if I responded to the task of creating a plan and left out the essential components of cost and schedule. How can any grandiose plan be considered with a half a job done, no cost analysis. Come on Pat, you should have known better. As for resignation, it would seem to me that Pat and the other committee members have an ethical responsibility to the national AROC members that elected them, to work on the board no matter what obstructions are encountered. Now that the "marketing committee" ceases to exist, it's back to square one. Pat, what does emnarrassment have to do with getting the job done?

Oh the Internet, the hula hoop of the '90's. Computer literacy has little to do with the use of the Internet as a communication tool for the AROC. What good is the tool unless 100% of the membership has access to it? With 30 Alfa-orienated web pages, which ones are worth reading? I have visited some of the sites recommended in Pat's column and found the same old tired blabber. Let's improve the "Owner."

Finally, why worry about the lack of new members? If the club is worth belonging to, people will come. Yes, there will be no new Alfas in the USA, however, marque clubs for other orphans have survived. Look at the likes of the MG club, the Studebaker Drivers' Club, on so on. What is a preferred club? Five hundred knowledgeable or 5000 who are mute. "passing Thoughts" should be retitled "Whine and Gee's."

Bill Nagy
AROC San Diego, CA

There are two points worth addressing here; the issue regarding the validity of the Internet and whether the club (both at the national and local levels) should pursue an inclusive or promotional approach toward membership. The first issue is relatively simple - the Internet is not going to go away. Like any new form of technology, it will elicit its fair share of Luddites (i.e. the introduction of the phone, automobile, computer, etc.). True, rapid expansion has resulted in numerous side effects including a profusion of "blabber" and fear..... Yet this shake out phase will eventually give way to a more stable environment. Whether people wish to take advantage of this new form of communication is another story.....

As to the other point regarding membership - Jay Negrin, our president, has done an excellent job of discussing this issue in his last two columns. It must be pointed out, though, for every example of a successful organization such as the MG club, there exists others that are quickly fading from view (i.e. FIAT, Lancia).....Ed.

To the Alfa Owner and AROSC membership,

There has been much ado lately regarding the status of our chapter and our relationship with the National organization. I do not understand most of the broohah, as we are both trying to do the same thing. We are both looking for ways to maintain interest, and increase membership in, a club dedicated to an newly-orphaned marque. We may have different ways of going about this, but remember that the national club has to represent a much wider area than do we. On a local level we have the luxury of not needing to spread ourselves too thin. We can focus our attentions on finding Alfa Romeo owners whose interests more nearly coincide with those of the majority of the chapter, not the national club.

The national has to concern itself with the general view of things, the "big picture", if you like. They cannot know what works for each of the chapters, and perhaps they should not. They should rely on the local organizations to find out what works for each of them/us, and support us in our recruitment efforts. Our responsibility to the national organization would be to report back to them, to let them know what works for us. It is just possible that there is another chapter looking for a method for bolstering their membership. If something that we have tried works for them, whether it worked for us or not, then we all end up as winners.

This is all part of a co-operative effort. We, the local chapters, have to pull together, to help each other, to make us all successful. I have stressed that in my monthly column, and it was the platform upon which I ran for club office last year. I still believe that the chapters have to maintain their own strength and retain their local character. Co-operation with other neighboring clubs can increase attendance and interest in many local events. It would also be possible to put on a larger event than one chapter could not to sponsor by itself. The spirit of co-operation, rather than animosity, must pervade the chapters, as well as the national organization. With co-operation and effective communication, stronger, more effective chapters and a more responsive national organization will be the natural result.

Jay Negrin - President

letters to the editor

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

the history of the marque Stu Schaller

In a "letter to the editor" which appeared last month, John Hertzman made a number of comments about the first article in this series. John is absolutely correct in regard to the details he presents. The problem is, that the amount of information John presented was beyond the scope of this series of articles. It is my intention only to present a basic history of Alfa Romeo. For further details, one should consult books such as Hull and Slater and Fusi's "Alfa Bible".

Chapter Nine

Produced in 1931 through 1934, the 8c2300's were immensely successful, both as competition vehicles, and, in relationship to the marketplace of the time, a commercial venture. Using a twin overhead cam supercharged motor initially producing 142 horsepower 24 series 1, 68 series 2, and 96 series 3 cars produced. I can find no information as to how many of these 188 cars were built with the short (2.75), or the long (3.1) meter wheelbase chassis.

The short, or Corto version, when ordered by the customer for use as a competition car in 1931 or 1932, was built with a higher compression motor than standard, and with some other minor changes. The 1931 version was rated at 155 horsepower. By late 1932, 180 horsepower could be obtained. All of these racing cars were called 8c2300 Spider Corsa, and were transformations of standard, short chassis cars. It is not known for certain how many cars of the short chassis 8c2300's were converted to Spider Corsa versions. Another additional 9 cars, all with special 2/4 seat tourer coachwork, were built specifically for the 24 hours of Le Mans races during 1931 through 1934. All of these cars used the long, or "Lungo" version chassis. As with the Spider Corsas, horsepower increased throughout the years, finally reaching 180, in 1934.

The 8c2300 Monza was a car designed and built specifically for Grand Prix racing, using a narrower version of the Corto chassis, shortened even further, to a 2.65 meter wheelbase. These cars, built in 1931 and 1932, had motors which were basically not much more than higher compression versions of the street and sports racing engines. By late 1932, as much as 190 horsepower was being produced. A total of 10 cars, but with spares to build at least 2 or 3 more, were made.

In 1933 and 1934, at least 6 cars, after being turned over to Enzo Ferrari, who's "Scuderia" had become Alfas official racing team, had the motors enlarged. Some were bored to 2556cc and others, to perhaps as large as a full 3 liters; no one seems to know for certain. Horsepower was at least 200, and perhaps, as much as 230. Some of these cars had lights and fenders added, so they could compete in sports car events. In fact, a sports version of the Monza took first
(Continued on page 15)



AROSC Board of Directors Ballot for 1996/1997

The following ballad pertains to the election of the nine Board of Directors for the 1996/1997 fiscal year. Please put a check in front of your choices and place in the ballot box at the November general meeting on Friday, November 29th, at the Veterans' Memorial Park, the Kaizuka Room, in Culver City (see newsletter for directions). Should you not be able to attend, fold the ballot over, affix a stamp, and mail by the general meeting date.

Your AROC membership number _____

_____ Pat Braden

_____ Randall Higa

_____ Jerry Lomas

_____ Jay Negrin

_____ G.Patitz

_____ Dan Ritter

_____ Charles Schwartz

_____ Dirk Stoehr

_____ Charles Thieriot

_____ (write-in)

EVER DREAM OF DRIVING YOUR CAR ON THE "BIG TRACK" - AROSC TIME TRIAL PROGRAM MAKES IT A REALITY

For over twenty (yes, twenty) years, the AROSC has sponsored time trials. More recent additions to the program are a well known driving school and wheel-to-wheel racing. Many enthusiastic spectators have become even more enthusiastic participants thanks to the unique program offered by AROSC. All events are open to any make car, including small formula cars, vintage sports cars, late model sports sedans, pick-up trucks and everything else in-between.

Running in time trials gives the driver the opportunity to learn the track and perfect his or her driving skills while competing against the clock, rather than wheel-to-wheel racing. There is no passing allowed in turns. There are numerous classes based on the potential performance of the car. An average event will typically draw as many as 100 cars spread over 14 competition classes. A car can be run in a time trial with only the addition of five-point harness (competition), seatbelts and a fire extinguisher. Open cars do require roll bars. Complete information on safety requirements are available from the club.

Events are two days, Saturday and Sunday. Each class gets three or four 45-minute practice sessions on Saturday. On Sunday each group gets one or two practice sessions and five timed runs. Times are published and awards presented at the close of the event. The events also include a race group. The racers practice together and then run a qualifying race on Saturday and a final race on Sunday. No one can say whether the drivers or the spectators enjoy the races more.

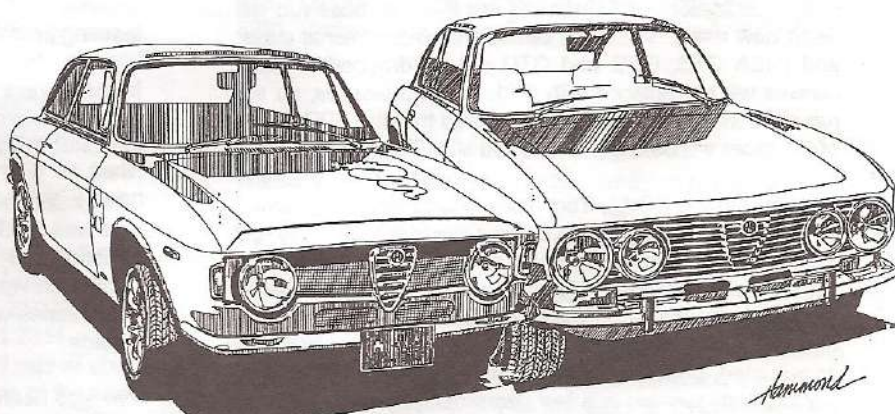
For those who want to sample the experience before committing themselves, there is an introductory group. For a small fee a driver can attend some basic "chalk talk", take a couple of rides with experienced drivers, and participate in four lead-follow sessions on the track. The introductory group requires only stock seat belts and a helmet.

The AROSC program is unique in that it provides ongoing quality training. Novices attend classroom sessions taught by experienced drivers. The instructors are always available to ride or drive with anyone who would like some pointers.

AROSC also holds two weekend driving schools each year at the Streets of Willow Springs. The instructors include professional race drivers and many others who teach in the "big name" schools. The course consists of classroom, skid pad, various slalom course type exercises and time on the track. The beginning level class emphasizes basic car control and driving skills. The intermediate and advanced classes learn to drive on a race track and how to drive in a race. Drivers use their own cars in the school.

Of course there is one more important feature of every AROSC event...DINNER. Time trial weekends and schools generate great camaraderie and the club encourages socializing and bench racing by organizing informal dinners at each event.

For more information call John Cote at (714) 495-8523 or Charlie Thieriot at (310) 476-8812. The mailing list is separate from the club mailing list. To get on the mailing list, call Paul Hightower at (818) 368-1880. His answering machine will answer with the voice of his cat. Leave your name, address, phone number, and say you want to be on the time trial mailing list.



More About Time Trials

- Drive your car at speed on the track at Willow Springs, Button Willow, Laguna Seca, Las Vegas and other professional road courses.
- Events are two days, Saturday and Sunday, with typically four 45-minute practice sessions on Saturday, two on Sunday, and five timed laps.
- Professional instruction available at no additional cost.
- Events are open to all makes of cars. Competition is usually divided into 14 classes. Drivers compete for best time in class. Results and awards are presented at the end of the event.
- Closed cars can compete with only the addition of five-point (competition) seat belts and a fire extinguisher. Open cars require roll bars.
- Introductory group offers "chalk talk", rides and four lead-follow sessions on the track. No special equipment is required. Very reasonable price.
- Wheel-to-wheel racing for experienced drivers is in its fifth season. Any time trial participant can "graduate" to the race group.
- Saturday night dinner with copious bench racing and general camaraderie are just some of the benefits of participation.

international competition
Stu Schaller

New rumors have surfaced about the SCCA, IMSA, and the Automobile Club of Le Mans are getting together, to form a new organization. If the rumors are true, all races run will be to new rules. WSC will become an International class, and IMSA GTS, GTO and GTU will be dropped. These classes will be replaced with GT1, 2 and 3 classes, as are run at Le Mans. It's also been rumored that the BPR series of GT races will be expanded to run all 3 GT classes.

This year in the SCCA, Tom Zat's Nissan twin-turbo sprint-speciale "replicars" are very competitive in the S2 class, but Tom's has suffered nothing but bad luck so far. One car was partially destroyed when Tom's transporter was hit on the way to a race, and nothing has been done to rebuild it, due to pending litigation. A new car was hurriedly constructed, but is suffering teething problems. The other car currently running is a few years old, and is getting a bit tired, in spite of constant "upgrades". Currently Mark Knepper is 9th and Wade Mueller is 18th in drivers points, but only Knepper showed up at Elkhart Lake, on August 17th. He finished 11th. At Watkins Glen, on August 24th,

both cars were DNFs. SSZ cars are currently in last place (7th) in team points. Expect better results soon, and a much better season next year.

In SCCA Trans-Am, local driver and ex-Alfa racer Dino Crescentini is in 17th in drivers points, out of 65 drivers. Not too shabby! Dino finished 22nd out of 25 entries at Elkhart Lake, after crashing. At Dallas, Dino dropped out with transmission problems, once again finishing 22nd.

In FIA Group One Touring Cars on September 1st at the Nurburgring, Nannini's Alfa won, and lead every lap of both rounds! In round 15, Alfa finished 1st, 5th, 6th, 13th, 14th, 15th, and 18th, out of 29 cars entered. The other Alfas were DNFs. In round 16, Alfa finished 1st, 4th, 10th, and 14th, with the other cars as DNFs.

Alfa is now in 2nd place in team points; Opel leads with 242, Alfa has 186, and Mercedes has 179. Reuter's Opel still leads in drivers points, with Schneider's Mercedes 2nd. Nannini's Alfa is 5th, with Fisichella's Alfa 9th. No other Alfa drivers are in the top 10.

In formula 3, the cars with the Alfa version of the FIAT "corporate" 2 liter twin-spark racing motor continue to do well. Dallara, who build the chassis for most of these cars, is also now doing chassis for the IRL, along with still doing chassis for small displacement sports-racers that run in various European series.

In the various FIA Group 2 Touring Car series Alfa is starting to show improved results. They were doing reasonably well in Italy, with one win, plus a number of 2nds, 3rds, and 4ths, but now also have had a number of finishes in the top ten in Germany, France, and Spain. This is all with cars that are at least one year old, and in most cases, two or three years old!

The North American FIA Group 2 Touring Car series wound up it's 1996 season at Laguna Seca, on September 8th. Honda won the team points championship, with 298. Dodge was 2nd, with 271. Ford finished with 136 points, and Toyota was last, with 86. Dave Jolly's Pontiac Sunbird showed up for the first time at Laguna Seca, but suffed teething problems.

In the driver's championship, Pobst's Honda won, with 282 points, Dobson's Dodge was 2nd with 241 points, and Donohue's Dodge was 3rd, with 221 points.

The independent's challenge (privateer's championship) was won by Steve Petty's BMW, with Darren Law's BMW in second, and Ed DeLong's BMW third. The 1997 series begins on April 13th, at Long Beach. All 16 round of the 1997 series will be run in conjunction with CART/Indy Car rounds.

I've also heard about the possibility of a "spec-racer" series for 1997, using Alfa 2.5 liter V6 motors. Details will be forthcoming soon, if this is actually more than just a rumor.

news

Stu Schaller

As mentioned last month, FIAT's market penetration is up, but their profits are down slightly. The current European market leader is Opel/Vauxhall (GM), with 12.4%. Ford is second, with 11.4%. Renault, at 9.7% is in third, ahead of FIAT, by 2/10 of a percent.

FIAT (and Alfa) are back with a vengeance in England. Their sales are up 18.6% in the first half of 1996, compared to 1995. Lancia is now gone from the English market, but Alfa's sales are up an astounding 88.4%, comparing 1996 to last year. I have been told by people in the know that Alfa and FIAT will be back in the North American market. It is just not known how soon before the year 2000 it will be. Although Alfa is slowly "pasing out" the Arese facility, the rumors of it soon being torn down are not true.

The new FIAT Multipla, based on the Brava/Bravo/Marea/Marea "weekend" (1.6 to 2 liter small 2-door coupes, 4-door sedans and a 4-door wagon) platform is scheduled for European introduction in early 1999. The Multipla will be only 4 meters long, but will have substantial cargo capacity. It can still be made to conform to US laws, but it would be slightly more difficult to do so with the coupes, sedans, and wagon.

Alfa has nothing at the moment that will conform to US laws, but the 155 replacement, the "new" Giulietta (which will be a world class, BMW 3 series beater), can be made to conform, as it still is in the prototype stage of development. With Concours Italiano being devoted to Alfa in 1998, and to FIAT/etceterini in 1999, think of the possibilities! I've even already approached Steve Earle about making 1998 an Alfa year the Monterey races, and he says it is quite possible, especially if FIAT and Alfa come back by then.

As far as Alfa people, I've approached Fusi (the head of the museum, who was an assistant to Jano), Busso (an engineer that goes back to the 30s), and Sanesi (one of the factory drivers in the 50s). They didn't turn me down....

One thing really needed to get this project off the ground is for the AROC and the ARA to reconcile. I can help in doing this too, or at least try...

For those of you that might be going to Italy for the Mille Miglia next May, you might think about going a bit early. The Villa d'Este Concours will be held on April 13th, and during the weeked of April 11th through the 14th, there will be an International 6c2500 meeting at the hotel. For further information, contact Angelo Tito Anselmi (writer of the 6c2500 book), at: Via Matteo Bandello 19, 21023 Milan, Italy, phone 39.02. 800.7108, fax 39.02.481.7351. Dott. Anselmi has already negotiated a very specail rate of about \$700 for the weekend at the hotel, which is one of the finest in the world, with rates normally triple that...

passing gas

Stu Schaller

Note - The following is an editorial by longtime Italian automotive historian Stu Schaller and does not necessarily reflect the opinions of the rest of the membership.

I've been asked by Charlie Thieriot and others to come back to the club's board of directors. Technically, I can not be on the board, as I'm not a member of the national club. In spite of this long standing national rule, I've been on the local board before, even during times I wasn't a national member!

There are some people who insist that I rejoin national, or I shouldn't be allowed to be on this chapter's board. Others don't seem to care if I rejoin national or not, they simply feel this chapter needs as much help as it can get!

If I'm allowed to run for president of this chapter, and I should be elected, there will be a problem between this chapter and national, as it "violates the rules". In addition, Joel Edinburgh, the national president, seems not to have the ability to simply "agree to disagree" with my views on what the national club should be doing. I want to see the AROC actually do something with the money it has in it's treasury, to benefit the members. National simply seems to want to "hoard" funds and isolate the knowledge that exists within the "Walls of AROC". As Pat Braden said in a recent column, the AROC wants to retain it's "exclusivity".

In my opinion, the marques Alfa, Lancia, Abarth, and Fiat, at least here in the US, can not survive, much less thrive, with this attitude. In addition, based on conversations I've had with people "in the know" at FIAT and Alfa, both here and in Italy, it's 90% certain that they are coming back to the US; it's just not sure when!

I would like to know what YOU, the local members think about all this. I would also like to hear from people in other chapters who may read this. I want to help, but am not willing to rejoin an organization that violated an agreement made with me, much less, pay to do so! Please call me at 818-772-1333, fax me at 818-831-2199, or drop me a line at 8821 Lindley, Northridge, Ca 91325. After all, it's YOUR club...

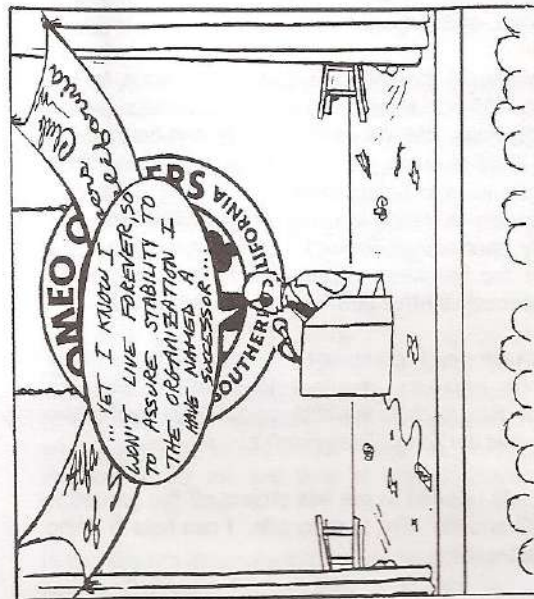
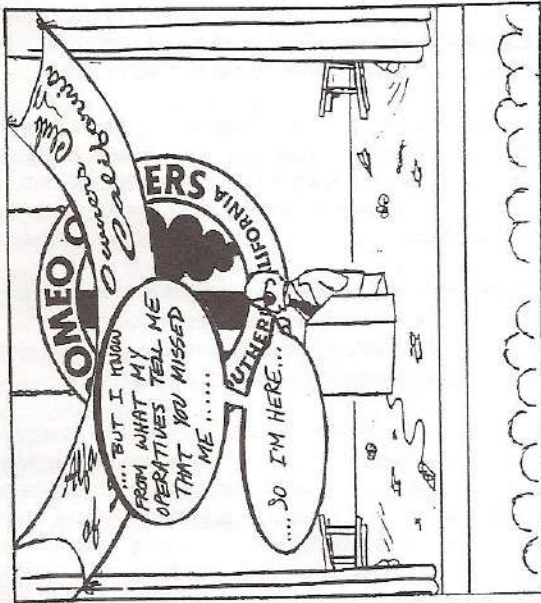
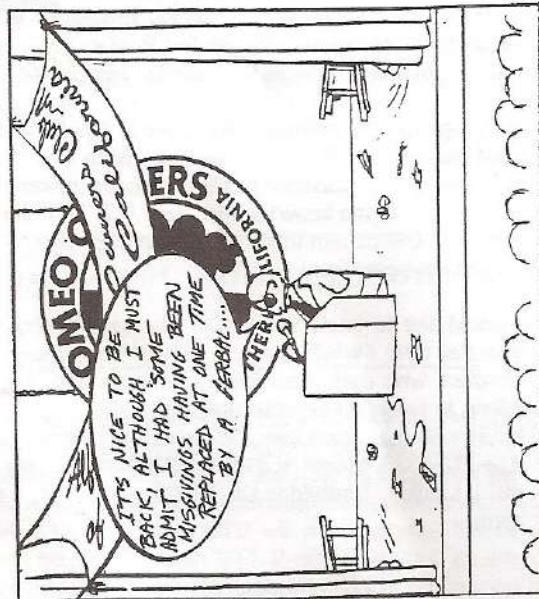
History of the Marque *continued from page 12*

overall in the 1934 Mille Miglia, driven by Varzi.

Over the years, some 8c2300's (both long and short chassis) have been turned into Monza and Tipo B (P3) replicas. A number of coupes and long wheelbase touring cars have also been turned in to sports racing spiders. I personally disagree with this practice, and would prefer to see the cars restored as they came from the factory.

Alfoonery

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- Nov 1 Santa Monica Sports Car Club Rally
Call 818-894-3549
- Nov 9 - 10 AROSC Time Trials, Willow Springs
Call 818-783-5747
- Nov 22 AROSC General Meeting
Call 818-894-3549
- Nov 29 - 30 AROSC Wine Tour
Call Paul or Mary Blankenship at
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- Dec 7 AROSC Christmas Party
- Jan 31 AROSC Annual Awards Meeting
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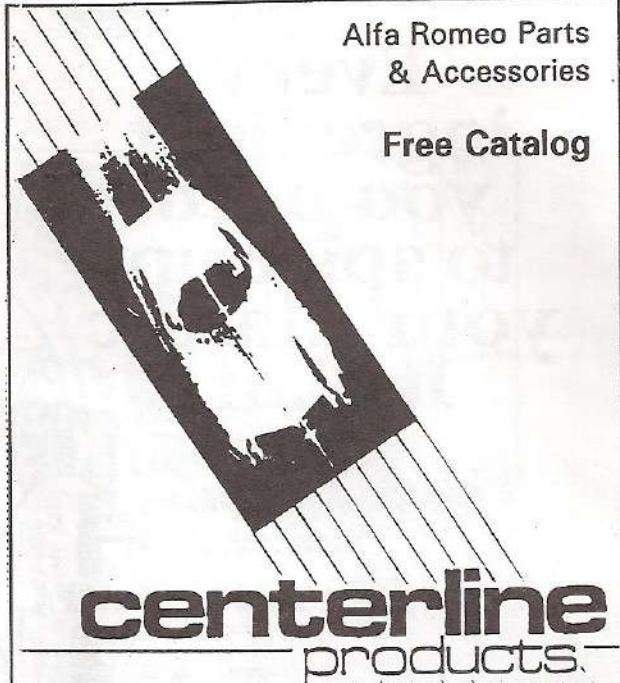
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The back page

northern california

1959 Giulietta Spider Normale Beautiful red/black, 750 series. Euro model w/Italian instruments, 1750 cams. Club concours awards, bare metal respray, mostly new chrome, near new top. \$12,000 Bob 510-835-4924

1965 Giulia SS Classic eligible for vintage racing & concours. unrestored. Recent re-pa int. Has all glass & chrom (off car). Needs re-upholstering, re-assembly (drive train installed). Washington state title. Fax for pictures. \$12,000 714-843-5851

***1967 Duetto Ivory/blk. Rebuilt eng., including crank, pistons, liners, etc. Still running in new cooling system, heater, brakes, etc. Very clean & complete. \$7,500 Gary 510-943-6916

1967 GTV Red. Front clip-mid fender forward (?). Very good condition (?). Louis 707-745-4125

1969 Boattail Silver/blk. Rebuilt eng. & Spica pump. Very recently rebuilt tranny w/lightened gears. Completely redone brake system, cooling system (heater really works!), fuel system, etc. New Pirellis. \$7,900 Gary 510-943-69 16

1969 GTV Solid 2000 eng. Very little rust. New Upholstery. \$2,950 John 510-549-3974

1972 Berlina Same owner last 24 yrs. 100% original. All receipts. A real beauty. Perfect example of this classic style. 70k mi. \$4,100 Daniel 415-355-0914

1974 Spider Less than 5k mi on rebuilt eng. by Italian Performance. Top in good cond., int/dashboard in good cond., seats good but not perfect. Body is somewhat rough, ori. bumpers/Alfa grill, minor rust below doors. 6 1/2" wheels with poor rubber. Tom 415-348-6703 Net address: toms@brg.com

1974 GTV Red. Project car. 100k mi. Offers. Frank 510-527-1098 eves. 415-989-9614 days

1974 Spider New paint, dash, windshield, seats, bumper. Lots of restoration done. Includes bra & car cover. Euro tail lights. 90k mi. \$4,500/obo Cindy 510-562-6713 eves. 510-705-4971 days

1977 Alfetta GT Blk/blk. 138k mi. Good condition. Call for more info. Jeff/John 408-929-8215

1984 Spider Veloce Cream, 58k mi. Excel cond. inside & out. New top, water pump, brakes. Maintained w/loving care! Complete w/bra, sheepskin seat covers & am/fm radio cassette. \$5,000 Bill 408-974-6470

1986 Alfa Milano Sedan Platinum. Immaculate cond. & loaded! \$5,500/obo Ellen 510-638-6413

1987 Milano "Platinum" 2.5 eng. w/suede int. Approx. 140k mi. (speedo broke) w/working air cond. Sony radio/tape deck, power seats, fancy wheels. Body good w/2 minor scrapes. Mechanically pretty good. Tom 415-348-6703 Net Address: toms@brg.com

1991 Spider Mint cond. New canvas top. All factory service. 50k mi. Call for price Ed 510-254-1530

1974 Berlina 4-Dr Sedan Original owner. Runs great. Ori. paint. Good to excellent conditoin. \$1,600 Harley 408-356-7256

Miscellaneous for Sale: Montreal parts: 2 engines; 1 trans; 2 ing. boxes RH drive distr & cam, oil cooler, radiator, cams, crank, body sheet metal, doors, trim pcs., etc. Many nos parts; liner set, hoses, filters, lite lenses. Leave msg: 415-948-1288

CarDiscs are here! Owners manuals, sales brochures, maintenance manuals, technical bulitens & lots more. All on CD-Rom. From Giulia to 164 disc s are available. Club member discount available. Call Steve 408-955-0615 f or info & prices

Wanted: Red, ori. carpet for 1982 Boloco. Must be in good to excellent cond. Also, looking for one Still-Auto wheel, Penta style. Sammy 510-420-0964

And check out www.OverheardCams.org

southern california

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

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

Clutch pressure plate and disc, used, will fit 1900, 102, or 106 series Alfa, or Ferrari 250, **Engine main bearing for 106 series** Alfa: 1 set 10 over and 1 set 20 over, **Engine rod bearings for 1900 or 102 series** Alfa in std size. One & one-half sets can be used in a 106 series Alfa, best offer for any item or all. Stu Schaller, 8821 Lindley, Northridge, CA, 91325 818-772-1333, FAX 818-831-2199

Alfa Parts. GTA grill (new) \$150, Giulia Super front and rear seats recovered in red w/ black carpet set \$500, 105 series spare tire well excellent for rust repair \$50, Ingram Dyno-Graph (new) \$150, Giulia TI or Super front and rear bumpers (used/good cond.) \$125 each, front springs \$100, 105 series 1600 head w Sperry valve job (new springs) \$450. Fred 714-893-3727

1976 Alfetta Club Race Car & Trailer Light weight, roll cage, new race preped engine. Resale Red.

1974 GTV Parts New old stock front bumper, wheels and more. Jerry Lomas 213-734-5852

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

1991 164L 5 speed, 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.

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

1986 GTV6 Black w/ black leather, sunroof, new P6's, 88K original mi. Exceptional mech. Cond. Good body/interior. \$4950.

Tonneau Cover for Late Model Spider. As new (orig. \$500), asking \$75. Dwight (818)445-3435.

1973 Spider Straight, runs well, new transmission, good cond. Needs a good home as it takes up space. Maurizo (310) 595 - 7281

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

1979 Sports Sedan Rusty Red/Tan Velour; 58k miles; 5 Speed. Runs good. Needs rear brake calipers (leaking) and drive shaft couplings. Diro Alfa Romeo. Harbor City (310)539-5582

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

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

november arosc events



Driven to be Different

AROSC Board Meeting, Thursday, November 7th

More fun than a poke in the eye with a sharp stick.....For more information call Jay Negrin at 818-894-3549.

AROSC Time Trials, Willow Springs, Nov 9 - 10th

For more information call 818-783-5747 for more information.

AROSC Wine Tour, Nov 29 - 30th

For more information call Paul or Mary Blankenship at 818-883-0266

AROSC General Meeting, Friday, November 22nd

WHAT!!! A November meeting??!!

Yes, we are doing that this year. In the past we have said that Thanksgiving will interfere with the meeting, but we will hold the meeting a week before the festivities, to eliminate any conflict. We will have no guest speaker, though. But, we will have entertainment. There is going to be a "White Turkey" sale, although I understand that this is more of an auction than a sale. The tradition of this event pre-dates my participation in the club, but Charlie Thieriot has repeatedly said that these are a lot of fun, and the club just might make a couple of bucks out of the deal as well. If the members are happy, and the club can make some pin money, then I guess it is a good thing. Smaller items can be brought into the room for the sale. Pictures of larger items, such as fenders, engines or whole cars will be accepted so people won't feel as though they are bidding on a "pig in a poke". Bring your sense of adventure, and a willingness to part with some cash.

Location is the Veterans' Memorial Park, the Kaizuka Room, in Culver City. The Park is located on the southwest corner of Culver Blvd and Overland Ave, about a mile or so from the 405 and the 10 freeways. There are offramps from both the San Diego Fwy (1405) and the Santa Monica Freeway (110) respectively, for each of those streets. Parking is available. Meetings start promptly at 8:00, and finish at 10:00. For more information call Jay Negrin at 818-894-3549.

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