

Newsletter of the
**Alfa Romeo Owners
of Southern California**

April 1997

Yaccione



**Come to Pomona with us on May 18th !
AROSC Concours *plus* VARA Racing**

Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Kaizuki Room at Veterans' Memorial Park in Culver City. In November the meeting will be held on the last Friday if there are two Fridays after Thanksgiving, otherwise it will be on the Friday prior to Thanksgiving. A holiday party is held in December in lieu of the General Meeting that month.

Numerous special meetings and events are also held throughout the year. Check the Calendar information on the outside back cover for an overview of the year and review *Alfacionada* for details of events planned for the near future.

AROSC Mailing Address

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Membership Information

See the inside back cover of *Alfacionada*.

Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive before the 20th of the month to permit publication in the next month's issue. Please send only prints; no slides are desired unless submitted by professional photographers. **Photos and manuscripts cannot be returned unless accompanied by a self-addressed envelope with sufficient postage.**

General Information

Alfacionada is the monthly publication of the *Alfa Romeo Owners of Southern California*, a Chapter of the *Alfa Romeo Owners, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscriptions to this newsletter are included as part of the annual AROSC membership fees.

Classified Advertising

Classified (non-commercial) ads are available as a free service to members and for a nominal charge of \$10.00 per insertion to non-members. Ad content must be *Alfa*-related.

Commercial Advertising Rates

Full page \$500 per year
1/2 page \$275 per year
1/4 page \$150 per year
Business card \$100 per year

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What's Coming?

Near-term events for AROSC Alfisti

- April 25 AROSC General Meeting. 8:00 pm in Culver City. Details on page 2.
- April 26-27 AROSC Time Trial at Laguna Seca. Call Charlie Thieriot or Phyllis Gaylard for details.
- May 2 SMSCC First Friday rally. 7:00 pm, *B of A* at Sepulveda & Devonshire in Mission Hills. Call Jay Negrin for details.
- May 11 AROSC Swap Meet at Tustin Alfa. Details elsewhere in this *Alfacionada*.
- May 13 AROSC Board of Directors meeting. Call a Director for time & place details.
- May 18 AROSC Concours at the *Vintage Auto Racing Association (VARA)* event in Pomona. Details elsewhere in this issue of *Alfacionada*.
- May 30 AROSC General Meeting at 8:00 pm in Culver City. Details on page 2.
- 5/31-6/1 AROSC Driving School at "Streets of Willow". Details in next month's *Alfacionada*.
- June 6 SMSCC First Friday rally. 7:00 pm, *B of A* at Sepulveda & Devonshire in Mission Hills. Call Jay Negrin for details.
- June 10 AROSC Board of Directors meeting. Call a Director for time & place details.
- June 19-22 AROC National Convention, Columbus, Ohio
- June 27 AROSC General Meeting at 8:00 pm in Culver City. Details on page 2.
- June 29 Picnic and Tech Session at Veteran's Memorial Park in Culver City. Details in next month's *Alfacionada*.
- July 4 SMSCC First Friday rally. 7:00 pm, *B of A* at Sepulveda & Devonshire in Mission Hills. Call Jay Negrin for details.

AROSC Previews

What to expect at our coming events

AROSC General Meeting - April 25th

Along with the usual meeting activities such as tech questions, "For Sale" announcements, etc. we will have a professionally produced video tape of the AROSC Time Trial at Willow Springs on March 8th and 9th of this year. In this issue of *Alfacionada* you'll read a little about that event on page 4. Come on down to the general meeting and taste some more of the sights and sounds of AROSC at Willow Springs!

Laguna Seca Time Trial - April 26th and 27th

The third AROSC Time Trial of 1997 is being held at one of the great road-racing courses of the United States! Whether you go as a participant or as a spectator, this is a weekend you don't want to miss!

Spring Swap Meet - May 11th

Looking for some hard-to-find parts for an older model Alfa? Want to unload some of your own collection of Alfa parts? Would you just like to window-shop all of the parts that are floating around in the hands of other *Alfisti*? Come to the Spring Swap Meet and do it all!

The swap meet will be held at Tustin Imports and will start at 9:00 am. To get there, take the Santa Ana Fwy (I-5) to the Jamboree Road exit in Tustin. Go east to El Camino, and turn left, then left again on Auto Center Drive to Tustin Imports at 30 Auto Center Drive.

For your convenience, we've enclosed a flyer about this event in this month's issue of *Alfacionada*. Stick that flyer up on your refrigerator — or in some other suitable location — as a reminder, so you won't miss this event!

Spring Concours plus VARA Races - May 18th

This event will be held at the Pomona Fairgrounds. Here's your chance to combine a great Alfa experience with a day of Vintage Racing. For complete details see the article on page 10 of this issue of *Alfacionada*. Take the I-10 east to the Pomona Fairgrounds exit at White Ave. We will stage the cars on the dragstrip.



One For The Road

Why should you want to be an ACTIVE member of AROSC?

by Jay Negrin - AROSC President

You may have noticed a trend over the last several months. I have been trying to show you, the members of our club, some of the reasons that we as a club exist. For me, one of the most obvious is the aspect of driving that wonderful piece of Italian machinery the way it was designed to be driven, hard enough to lather up some of the lesser marques.

Go out and give the beast the proverbial "Italian tune-up". Some tips on how to get the driving skills down was the first order of business. By the way, if you have to ask yourself if another dose of driving school would help you on the road, then it probably would. Following the sermon on driving school were some tips on applying the knowledge gleaned there.

So — you have had a pleasant day in the mountains, or where ever your favorite roads have taken you. You are listening to the sound of the motor as you gently glide back to the city after your excursion. Your pleasant air of complacency is jarred as you notice that the gauges are giving different readings than normal. "What's that", you ask, "What are normal readings, and which gauges are you referring to anyway?"

Some of the gauges may read differently on different cars, 1300's versus 2 liter motors, for instance. V-Sixes as compared to the in-line four cylinder cars. They each may have a different set of gauges and warning lights, every one of which may mean something different.

Go find your owner's manual, or buy one at Ricambi if you can't find yours. Read up on what the gauges mean, and how to interpret their readings. Water temperature, oil pressure, voltage and/or amperage, all have their own idiosyncratic messages. Learn how they communicate to you, and become more in tune with your car.

The same set of questions should be asked, again of yourself, when you notice unusual noises coming from the car, or when you notice an ominous looking puddle under the motor. Is it water/coolant? Is it motor oil? Brake fluid or ATF? (What is *that* anyway?) For that matter, is the

puddle old or has it just appeared? These are all questions to ask yourself as the process of trouble-shooting starts, since you may be the only one around. If your study of the owner's manual or a repair manual doesn't give you enough of a clue as to what is going on, don't be afraid to ask someone who is more knowledgeable than yourself. In my case that may be any one of number of people.

If the problem seems to be minor, and I want to attempt the cure myself, I will seek the advice of others. There are about 300 members in the local club alone. Someone in that crowd must have experienced something similar somewhere along the line. We have monthly meetings

where I can talk to dozens of other members, in the hope of finding someone who shared my problem.

We have members who are mechanics, people who have written respected books on the marque, some who have been service managers for dealers.

(Remember those places? —

Where they had new cars on the showroom floor, and. . . — but I digress.) And of course there are always the Tech Hot Lines run by AROC National if you want to get help over the phone. Anyhow, you get the picture. There are others to share your woes with, as well as your triumphs, as long as you are a member of the group.

With the vast cache of knowledge that is stored in the collective consciousness of the club, your beloved *Alfa* need not languish off the road for long. Even if the problem is severe, or at least more work than you are willing to tackle unassisted, there are many competent mechanics located through out the greater Los Angeles area. Some of them advertise in this newsletter. I won't hawk any one shop over another, but suffice to say, this periodical may be at least a starting place to search for reliable service.

The other is going to be word-of-mouth. Again, that comes down to the membership. I am sure there are mechanics who do not advertise in our publication. If there is one within a convenient distance of your home or work, you may never know about him/her if you don't keep in touch with other members — some of whom may have had good experiences with that shop. Good mechanics and good

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experiences with them are hard to come by, but this knowledge is one of distinct advantages of maintaining an ACTIVE membership in this club.

We offer a variety of services to keep you, the driver, on the road and to help provide a good motoring experience. That may be honing the driving skills that have been lurking in the background since those days in high school driver training. (There was just so much "driving" they would let you do in a 1964 Studebaker. There was just so much you could learn in a 1964 Studebaker, anyway.)

The service of providing a good motoring experience could be to help you find those good roads, where travel is light, and the turns are challenging. The good motoring experience may also include finding the right parts or service to fix or maintain your car in the state of readiness you desire. Maybe you just need more information on legal stuff, smog checks, other clubs, the international scene, or more.

There are a number of people in this club who are plugged into electronics. At least one will be writing a (hopefully) regular article on interesting places to visit while you are driving your virtual *Alfa* in cyberspace. We aim to please. We aim to help. If you have something to pass along to your fellow members, let us know about it. With more members contributing, more members will benefit.

Elections Are Coming !

by Jay Negrin - AROSC President

No, not AROSC elections, although that is something to think about soon enough anyway. What I am referring to are the National AROC board elections. The candidates all have their elections bio's in the April issue of *Alfa Owner*, and I urge all of you to read them, digest the information, and make an informed choice as to who you want making the club's decisions for the next two years.

"TWO YEARS?!", I hear you asking in shock and disbelief. "But then, why do they hold elections EVERY year? Answer me that, Mr. Smarty-Pants!" The answer is very simple. Half of the board gets elected every year, and each member serves for two years. It sounds so simple, but can be a bit perplexing at times, especially if you haven't paid a lot of attention to details like that.

I have made some decisions as to who I will be voting for, but don't let me influence you. I don't want anyone to

parrot me, but rather, read what each candidate stands for, and what he/she wants to do with and for the club and its members. Make your decisions based on what you want to see the club doing, and select those candidates who most nearly reflect your views.

Why is that this little exercise in democracy is so excruciating? You would be embarrassed (at least I was) if you knew how FEW members voted for the directors last year. I'll give you a clue, it made our moderate turn-out look like massive participation. What this means, as I am sure political pundits everywhere are willing to share, is that a lower turnout means that each vote is a higher percentage of the total. In short, your vote is worth more.

The bottom line, then, is to vote for those candidates reflecting your views on what the national organization is and what it should be doing. DO NOT vote for those who don't. Do not just fill the slot on the ballot because it is empty. Check off only those who you believe will do a good job. And I am sorry, this is not Richard Daly's Chicago, where you could, "Vote early. Vote often." Once will be enough, to insure that we get our voice heard in Ohio, and for the next two years.

Editor's Comment: Having served several terms on the Board of the National AROC, albeit not in the recent past, I would like to add some personal comments to Jay's remarks. Since my April issue has yet to arrive in Seattle, I can do so without worrying that I am either endorsing or criticizing any of the candidates. I literally have no idea at this moment who is on the ballot.

First — Jay's points are all excellent. If you do not vote, you have no grounds for complaint if the Directors make any decisions with which you are unhappy. This is so obvious that you might wonder that it is even mentioned, but I have noticed that those who are loudest in their criticism are often those who couldn't be bothered to vote. Ironically, the most vocal of those that I recall was an individual who also was not even a member!

Second — Please do not make the mistake of voting based upon geography. Each one of the Directors is supposed to be there to represent all of the membership, not just his or her Chapter or part of the country. In the past I have seen Directors from the other side of the country who I felt did a better job than some from very close to home, as well as some nearby Directors who were major assets to the club.

Third — I've seen candidates whose statements looked very good in print but whose actions after election were completely different. If you know someone in a candidate's Chapter, ask them what they know about that person's real capabilities and willingness to work for the club.

AROSC Roars at Willow Springs

Alfacionada gives you the inside track on the weekend

Text and photos by Randall Higa

IT was another picture perfect weekend at Willow Springs for the *Alfa Romeo Owners Club of Southern California*. Fantastic weather, great *Alfa Romeos*, terrific track conditions, and — of course — wonderful people, were all in abundance. Even the heavens delivered a dazzling show for those who wanted to crawl out of bed at 4:00 AM to view the comet.

Hollywood could not have choreographed a closer race than what took place between Paul Ellis in the Dunestang and Mike DeAngelis in a 280Z. Side-by-side they raced, staying together through turn 3, turn 4, and turn 5—lap after lap. Paul and Mike appeared to be handcuffed together as they headed to what should have been a photo finish.

Alas, exiting turn 5 the two cars touched. Well, actually the tire of the Dunestang converged with the 280Z. The contact appeared to obey the laws of physics for inelastic collisions, which resulted in Mike heading perpendicularly off the track onto the dirt infield. This allowed Paul Ellis to motor the Dunestang to victory in Class M and to the overall race winner's circle.

Paul Hightower upheld the honor of the Z's with a first in Class N and second place overall. Chuck Dedman ran strongly in the Jensen-Healy by nailing a first in Class O and third place overall. Jerry Toporek made his debut in

the "Boy, You're in a Heap of Trouble" Dodge Challenger and finished a respectable second in Class M and seventh overall.

Wayne Stowe finally got his *Alfa Spider* completed but had to pull off early in the race due to overheating. Richard Thompson piloted the only other *Alfa* in the race but also collected a DNF; more on that later . . . Aye, the *Alfa Romeo* marque has seen many better race days . . .

Seemingly in anticipation of Saint Patrick's Day, the weekend was a "Return of the GREEN". Bonnie LeLesch, also known as *The Racing Grandma* and *The GREEN Giant Lover*, returned with her newly-acquired MGB.

Another AROSC Time Trial favorite returnee was Rex Chalmers with a gorgeous and very trick GREEN *Giulia Spider* that was turning some hot 1:38 laps in practice. And lastly, the AROSC Time Trial and Race crowd were graced by the visitation of the seldom seen John GREEN (or Juan VERDE). Y'all come back real soon!

Brighter than Bright! Cleaner than Clean! New and Improved! With Bleach, Borax, and Brighteners! *Tide*, *All*, or *Wisk* should have been the sponsor for the weekend, as evidenced by a few of the cars that got stuck in the "Spin Cycle". Although there were no reported cases of bent sheet metal during the weekend, there were a few notable spins that would have shamed a dreidel during Hanukkah.



John Thompson's GTV moving through the pit area.

The winner of the TSOTD (Top Spin of the Day) went to Richard Thompson who, in his *GTV6* in the final race on Sunday, spun coming out of Turn 9 and stirred up so much real estate that it looked like a 1930's Oklahoma dust storm.

Paul Hightower came around Turn 9 after Richard and later reported that he had to drive and drive and drive to get to the end of the dust cloud.

The runner-up for Best Spin was executed by John Page in the jet

black Supra, also exiting Turn 9. He drifted wide by the pit entrance, spun to the inside of the track, and shot back toward the outside of the track in the direction of the hot pits. Both Richard's car and John's car achieved a nice shade of gray and gave new meaning to the process of "powder coating".

The last spin, which I hesitate to recount, was performed by Yours Truly exiting Turn 3, the slowest/uphill turn. I could blame the awful tires but it was really a function of brain fade. Nonetheless, new tires are definitely on the list for Laguna Seca where I'll have to find another excuse!

Thanks to all of the AROSC Time Trial Directors and Instructors for their superb work. Their "behind the scenes" efforts again pulled off an entirely successful and fun weekend! If you've never been out to a AROSC Time Trial and Race event, you owe it to yourself to see how *Alfas* are meant to be driven and join in on the fun!

Innocents At Willow

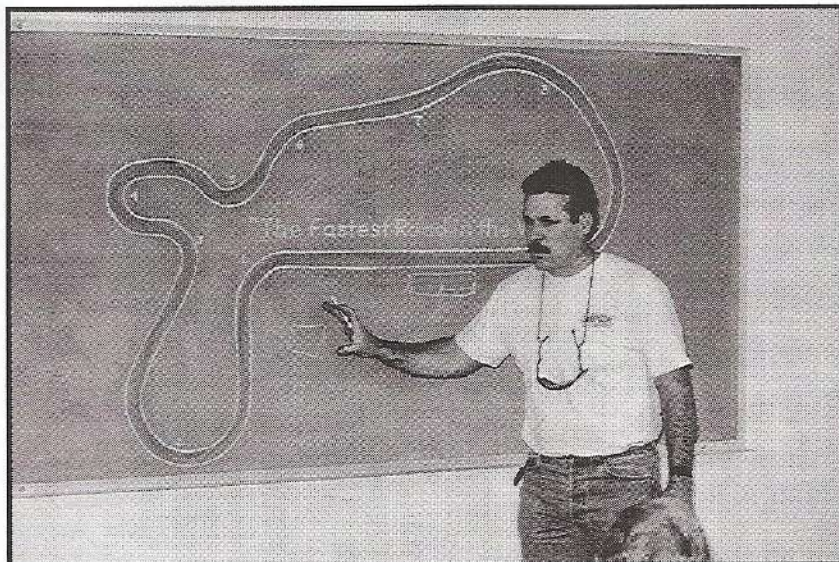
by Bonnie Schwartz

After 18 years of other kinds of *Alfa Club* events, we finally made it to Willow Springs to see the AROSC Time Trials and races. The weather was perfect, the sun was shining, the breeze was gentle, and the smell of dust, gasoline and rubber wafted gently across the track. Oh, that's track as in race track. For some reason, I always thought race tracks were oval. This one had a few curves and there was this guy in a booth waving different colored flags. What did all of that mean???

After speaking with Paul and Mary Blankenship, all this racing stuff started to come into focus. The drivers were racing against the clock in time trials, they warmed up their tires by zigging and zagging after they got started, a black flag meant they were disqualified, and a checkered flag was the end of the session. Hey, I was getting good at this!

Paul teaches racing and time trial techniques at the *Alfa Club* driving school. Now you can pretend you're a race-car driver. There's a skid pad where you can drive at slow speeds and learn how to control your car when it goes past the limit. Paul said the techniques he teaches can be used when you are driving the streets. It sounds like fun!

I really wanted to drive around the track, just to see what



Steve Hamilton gives a chalk talk to the Novice group

it was like. Well, Charlie Thieriot asked us if we wanted to be in the pace car for the race. We both said yes. Now, remember, I didn't even know what a checkered flag meant. Pace car? Oh yeah, right, it's the first car that leads a little parade of cars around the track before the race so they can get a feel for the road, a somewhat leisurely affair where I could take in the scenery and check out the pavement.

Before I inhaled, my head was slammed back into the seat, the G's increased to nose-bleed proportions, and I couldn't see a thing due to the incredible speed attained in less than 30 seconds. Tires squealed, wheels spun, and then Charlie had the nerve to ask me to turn around so I could see how far back the cars were from his.

Whiplash was the first thing that came to mind as I turned my head. Then I couldn't turn it back! By that time, the pace lap was over and the other cars were on their way as the green flag waved them on. Well, the pace lap did its job, and we recuperated in the hot tub at the hotel.

In addition to this enjoyable outing at Willow Springs, we visited the exotic feline breeding compound that was 5 minutes away from the track. We had a wonderful tour and afterwards, drove up to the abandoned gold mine. Alas, no chunks of gold sparkling in the sun, but the look was free.

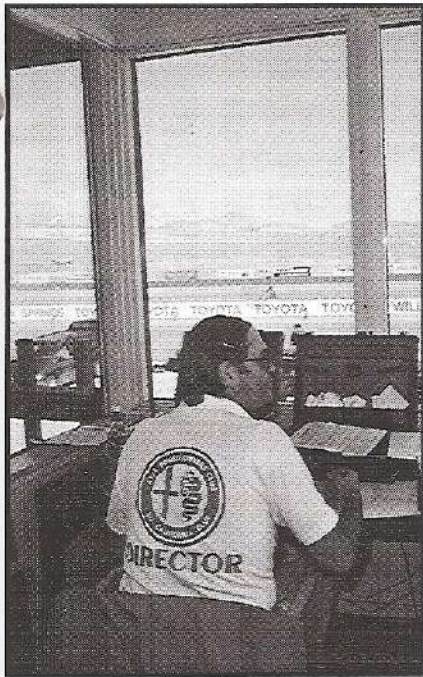
In the evening, the group got together for a buffet banquet of salads, mystery meat, and peach cobbler, and regaled us with stories about racing, time trials, and the joy of owning an *Alfa Romeo*, or two, or ten.

As we tucked ourselves in, we agreed that Willow Springs was an event worth seeing. And who knows? You may see me out there on the track next time!

AROSC Time Trial Results

Willow Springs International Raceway - March 9, 1997

CLASS B	Driver	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Fastest Lap
1	GAYLARD, PHYLLIS	GTV 2000	1:45.511	1:44.449	1:45.116	1:45.404	1:43.612	1:43.612
CLASS C	Driver	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Fastest Lap
1	MANCHESTER, TERRY	GTV	1:43.145	1:42.579	1:42.278	1:42.552	1:41.838	1:41.838
2	McGINNIS, MIKE	GTV-6	1:41.973	1:42.720	1:42.172	1:42.121	1:41.852	1:41.852
3	BROWN, ALEX	GTV	1:41.898					1:41.898
4	HARRIS, RANDY	DUETTO	1:44.062	1:43.305	1:43.613	1:43.765	1:43.763	1:43.305
5	GOLDENSON, CRAIG	GTV-6	1:46.550	1:45.987	1:46.041	1:47.893	1:46.246	1:45.987
CLASS D	Driver	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Fastest Lap
1	HIGA, RANDALL	GTV	1:53.075	1:51.492	1:53.102	1:51.452		1:51.452
2	THOMPSON, JOHN	GTV	1:56.032	1:55.800	1:54.919	1:55.315	1:53.874	1:53.874
3	BENDER, DOUGLAS	GTV	1:56.043	1:55.090	1:53.901	1:54.059	1:55.256	1:53.901
4	RUSSELL, ART	GTV	1:55.254	1:55.181	1:55.269	1:55.427	1:55.400	1:55.181
CLASS MM	Driver	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Fastest Lap
1	ARANCE, ROBERT	FV AERO	1:46.138	1:47.381	1:49.194	1:52.251		1:46.138
CLASS M	Driver	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Fastest Lap
1	LIND, DICK	CAMARO	2:05.750	2:07.458	2:00.083	2:08.867	2:01.987	2:00.083
CLASS N	Driver	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Fastest Lap
1	DeANGELIS, JOE	280Z DATSUN	1:37.566	1:36.038	1:36.400	1:36.381	1:36.181	1:36.038
2	PAGE, JOHN	SUPRA	1:36.158	1:36.695	1:36.871	1:36.790	1:37.039	1:36.158
3	CLARK, BUD	SONETT V4	1:39.359	1:39.040	1:37.863	1:37.719	1:36.786	1:36.786
4	OTA, DOUG	M3 BMW	1:38.404	1:38.495	1:37.999	1:38.146	1:36.822	1:36.822
5	KNOKE, JIM	944 TURBO	1:41.178	1:39.376	1:39.462	1:38.711	1:37.879	1:37.879
6	CULP, TRACY	928 PORSCHE	1:40.982	1:43.231	1:53.953	1:39.273	1:44.075	1:39.273
7	FISHER, DAVID	M3 BMW	1:40.049	1:39.461	1:40.608	1:40.213	1:39.944	1:39.461
8	ARICO, NICK	FIREBIRD	1:44.195	1:43.849	1:44.551	1:46.256	1:46.318	1:43.849
9	PETERSON, TED	FIREBIRD	1:45.845	1:45.834	1:45.480	1:45.237		1:45.237
10	DALBERG, JON	RX-7 MAZDA	1:49.040	1:48.722	1:47.230	1:46.338	1:59.081	1:46.338
CLASS O	Driver	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Fastest Lap
1	LeLESCH, BONNIE	MGB	1:44.157	1:48.240	1:40.649	1:44.702	1:45.338	1:40.649
2	TORRES, MANNY	COROLLA TOY	1:41.311	1:42.520	1:43.546	1:44.491	1:43.922	1:41.311
3	KRANEN, GEORGE	T-BIRD	1:42.034	1:42.390	1:42.982	1:42.272	1:42.627	1:42.034
4	LeLESCH, MIKE	MGB	1:45.472	1:44.663	1:43.913	1:44.637	1:44.868	1:43.913
5	DeANDA, CESAR	911SC PORSCHE	1:50.733	1:50.997	2:16.771	1:52.864	2:11.319	1:50.733
6	WAKEFORD, KENT	Fjr ELVA	1:52.445	1:52.986	1:52.013			1:52.013
7	SODERBERG, ROBERT	SONNETT	1:54.295	1:55.104	1:53.146	1:52.611	1:52.501	1:52.501
CLASS P	Driver	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Fastest Lap
1	HAMILTON, CATHY	MR2 TOYOTA	1:43.599	1:43.296	1:43.321	1:43.138	1:43.348	1:43.138
2	CLEMENS, BRUCE	912 PORSCHE	1:44.085	1:45.061	1:45.955	1:46.449		1:44.085
3	HERNANDEZ, RANDY	INTEGRA	1:47.646	1:48.334	1:47.428	1:46.986		1:46.986
4	BARTLETT, GREG	MIATA MAZDA	1:50.346	1:50.403	1:49.742	1:49.508	1:48.968	1:48.968
CLASS Q	Driver	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Fastest Lap
1	HAMILTON, FRED	REGAL BUICK	2:03.118	2:03.316	2:04.780	2:03.816	2:03.551	2:03.118



Competition Director Charlie Thieriot surveys his realm from Willow's control tower.

Race Results

Class	Position	Car	Driver
M	1	Dunestang	Paul Ellis
N	2	Datsun 240Z	Paul Hightower
O	3	Jensen Healy Roadster	Chuck Dedman
N	4	Saab	Tony Presto
P	5	Toyota MR2	Steve Hamilton
O	6	Datsun 240Z	John Purdie
M	7	Dodge Challenger	Jerry Toporek
P	8	Alfa Romeo Spider	Wayne Stowe
O	9	Alfa Romeo GTV6	Richard Thompson
N	10	Datsun 280Z	Mike DeAngelis



Mike McGinnis' GTV6 on the front straight at Willow Springs Raceway

Like fine wine, Alfas can improve with age. Two 23 year-old models await their playtime on Willow Springs Raceway - Wayne Stowe's '74 Spider and Randall Higa's '74 GTV.



The Concours Are Coming !

"One if by land . . ."

by Dan Ritter

Greetings Alfisti !

Coming on May 18th is a great day for all AROSC members — the first AROSC concours of 1997. This will be held at the Pomona fairgrounds in conjunction with the VARA vintage races. Entrants and non-entrants alike are welcome, but we have two special incentives for *you* to enter your *Alfa* in this event.

Your concours entry will not only let you park with other *Alfas* but will also admit you to the VARA races as a spectator for less than the cost of parking and a ticket as a regular spectator. Plus, it appears that the concours entrants may have the chance to do a parade lap around the track!

You should have your car in place at Pomona by 8 am on the 18th. The judging will take place at 10:00 and trophies will be presented at 2:30, so you will be free to enjoy the VARA races throughout the day.

How to get there? Take the I-10 east to the Pomona Fairgrounds exit at White Ave. We will stage the cars on the dragstrip. It's a good idea to bring chairs, and food is also suggested, as the free lunch we had last year was pedestrian at best.

An entry form for the coming event at the Pomona Fairgrounds on May 18th is included as a separate insert in this issue of *Alfacionada*.

Please send your entry in *early* and do send payment with your entry. We need your entry as early as possible so that we may be sure to have ample space allocated for our cars.

Actually, entering your car is a great deal if you consider that the entrance fee for the race spectators alone is twenty bucks.

As we approach the first AROSC concours event of the season, I've been asked to remind our readers of the different classes and what is involved in preparing your *Alfa* for concours competition. For long-time members who save their back issues of *Alfacionada* (*doesn't everyone? - Editor*), a terrific article that deals with this can be found in the back issues of *Alfacionada*.



Your Alfa may not be a classic like this 1900, but it's still welcome!

The article to which I refer is Pat Hayes's excellent treatise which appeared in the March 1996 issue of *Alfacionada*. Actually, it originally appeared in the early to mid 80's, but was reprinted last year. This is the best all-around article I know of on the subject of preparing one's vehicle for a concours competition. For those who are really serious about saving their copies of *Alfacionada*, there are a couple of other articles that appear in the April, May and June 1989 issues, written by yours truly.

For those who are new to the club, as well as those who don't save their back issues, we'll tell you a little about what to expect. First of all, if you have the image in your mind that a concours is not for anyone whose Alfa is not at least 30 years old and in better shape than when it left the dealer, you are not thinking about one of *our* events.



The *AROSC* concours are for *Alfas* of any age and any condition. Yes, you will see immaculate "classic" *Alfas*, but there will also be recent models which are driven to work every day.

The *AROSC* Competition Code calls out a dozen classes into which concours entries are assigned based upon age and model, so your modern daily driver will have just as much of a place at this event as someone's decades-old Hanger Queen. If there are insufficient entries in a given class, that class may be combined with another but this will be done with the closest equivalent.

If you just want to enjoy the fellowship of participating in a club event, you really need only give your *Alfa* a standard wash job just before the event. If you are the type who regards any form of competition as a "go for the kill" event, you're going to want to spend some time on sprucing up the engine compartment, suspension, trunk, dashboard, and so forth.

If this is going to be your first *AROSC* concours, just do the kind of normal clean-up which your car deserves anyway, and come join us. You'll have fun, see some great *Alfas*, and learn at first hand how the really serious concours folks prepare for an event. When our next concours arrives later this year, you'll have a good idea how to prepare for it if you are determined to blow away your competition.

Of course we will have our novice class open to those who are new to all this and please be reminded that the concours competition is designed to enhance ownership and promote the fellowship of the club. This 2nd annual Pomona event will have more cars for exhibition and promises more and freer access to the track so that you can watch the races while you're exhibiting your car!

Make sure that your *Alfa* is running well, because it's possible that a parade lap around the track may be in the offing!

Send your entry to :

Dan Ritter
936 Monterey Bl.
Hermosa Beach
Ca 90254

Any questions? Give me a call at 310-374-3153 or at 818-997-2330 ext.146

Schedule: Be at Pomona by 8:00 am on May 18th.

Directions: See the event summary on page 3.

ALFANET

This Issue: Racing on the Net

by Rob Poetsch

NASCAR Online

<http://www.nascar.com>

If competitive racing is your thing, this is the place for you. Site features Winston Cup, Busch Series and Craftsman Truck schedules, as well as updated points standings, race results, track information including diagrams, photos, lap records and directions (check out the new California Speedway). Oval lovers will find a regularly updated section on the latest NASCAR news. Nice graphics load quickly.

CART.COM

The Official Site of the PPG CART World Series

<http://www.cart.com>

This site is full of more information on what we used to call "Indy Cars". Click on the team section where you'll find a list of all current CART teams, bios, owner information, and a performance chart featuring team wins, pole positions, and more. Similar to NASCAR.com, CART.com includes news, driver info, schedules, race results, ticket info, fan club and shopping.

But there's much more: Sponsors, manufacturers, statistics, newsgroup, photo archive, and live audio interviews from last season (you must have a Real Audio plug in). A good links page includes tracks, teams and other race sites. Be careful, you could waste a few hours sifting through this thorough site. Excellent site!

Indy Racing League

<http://www.brickyard.com>

Wondering who has led the most career laps at the Brickyard? If you said Al Unser, Sr. — who has led a total of 644 laps — you're right. You can find Indy 500 historical milestones like these as well as series information on the newest open car series, the Indy Racing League. You'll find team and driver information, schedules, results, and photos.

Formula One

<http://www.fia.com/>

Formula One cars may be the pinnacle of technology and design, however, the Federation Internationale de l'Automobile (FIA) website isn't just slow, it's just plain boring.

Navigating the site is almost as frustrating as trying to tune in F1 races on ESPN2 — go directly to the site map or you'll give up in frustration. Even though the FIA won't dazzle you with graphics, there is some good — and very obscure — information nonetheless. You'll find a lot of technical information and FIA bureaucratic organizational structures.

North American Touring Cars

<http://www.supertouring.com>

After one season, the Super Touring Championship has developed a strong following of race fans who can't wait for the year-in-review tape of the British Touring Car Championship (<http://www.demon.co.uk/racing/index.html>) to come out. A simple site with all the information you'd expect: schedule, teams, drivers, results and standings, photo gallery, tech information, news, 1996 review and links. Graphics load quickly.

The International Motorsports Association

<http://www.imsaracing.com/>

This well-designed site features results, schedules and more for World SportsCar, Supreme GT, IMSA Endurance and the Ferrari Challenge Series. Graphics can take a while to load, but it's worth the wait.

Sports Car Club of America

<http://www.scca.com>

They're still working on this one, so you won't find much professional race info. Good background on SCCA and amateur racing. Can be slow.

PPG Firestone Indy Lights Championship

<http://www.indylights.com>

What do Greg Moore, Adrian Fernandez, Andre Ribeiro, Bryan Herta and Paul Tracy have in common? They all made the transition to CART from Indy Lights. Find out the future Indy Car Rookie of the Year at this nice site. Includes race schedules, results, news, drivers and sponsors.

Toyota Atlantic Championship

<http://www.kool-toyota-atlantic.com>

Includes race schedule, results, driver and team information. Guide to the race tracks and travel information is included for you to plan the next trip to the races. Register in the visitor book to enter in the drawings.

Rallying Revisited

Another way to enjoy your Alfa

by Jay Negrin

It really has been a while since I wrote about rallying. It is spring again, and the Summer (Sunday/Saturday) Rally Series is about ready to start. There is another article about that series separate from this. Here I want to discuss some of the basics of time/speed/distance, or navigational, rallies.

First of all, these are nothing at all like the performance rallies that you may have seen on ESPN, filmed in Europe and elsewhere. Those are thinly disguised races. The fastest guy and car wins. Plain and simple. Just like time trials, the lowest elapsed time takes home the trophy.

Nav (for short) rallies are controlled speed events that take place on public roads. As I said, these are NOT races, and there are penalty points assessed for being early as well as being late. More about the scoring later. Most of the roads used are paved, and they will typically be outside of the major urban centers, away from a lot of traffic.

You will get two sets of instructions. The first are the rules of the game, if you wish. These are the General Instructions, and they will help defining terms and abbreviations. They give you the ground rules for interpreting the Route Instructions. The Routes will give you the specific instructions on where to turn and what speeds to maintain during the course of the event.

What neither set of instructions do, though, is tell you how long it will take to go from one spot to another along the course. The organizer, or rallymaster, will not necessarily tell you the distance, but only the speeds, to travel. These are items of information that you, as a contestant, will have to figure out or calculate as you run the event.

In a sense, it has many elements of a computer game, but this one is run in real-time. There is no replay. If you make a mistake, you pay for it with penalty points. This may not be a race, but the concentration to the tasks at hand is equally as demanding. It is also imperative that the driver and the person sitting next to the driver, the navigator, work together as a team.

Driving, as I have mentioned in other articles, can be a full time job in an of itself. Therefore, both the driver and navigator have to be in constant communication with each other, looking for places to turn, change speed, or take any other action that may be required along the rally route.

The rallymaster will also not clue you in on where all of

the checkpoints are located. Some will be the "Do-It-Yourself" variety, where you mark down the time you arrived at a specific point on the course. These will be clearly marked in the route instructions. You get a slight breather, about a minute, at each of these.

The checkpoints that you never seem to know about, until you are right up on them, and it is too late to make any changes to make a difference, are not mentioned in the routes instructions. You are still required to stop, though, and workers will mark the time you arrived, to the nearest hundredth of a minute. They will also specify the time you are to leave the checkpoint.

If you have done everything exactly as the rallymaster has specified in the route instructions, the difference between your elapsed time, and the true, or perfect, time, calculated by computing the various distances and speeds, will be zero. This is a case where the lowest score wins.

If, however, you have driven at speeds different than those specified, you may find that you arrived at a checkpoint either earlier or later than the ideal time would have predicted. You are assessed a penalty of 100 points per minute if you are early or late. Something to keep in mind, though, is that if you are late at one checkpoint, you cannot make it up by being early at the next, or vice versa.

So you can see that this rally thing is a precision timing and driving event. And, even if it is not wheel to wheel racing, it will require the same level of dedication and concentration to make it work for the contesting teams.

The various clubs which put on nav rallies locally all have different classes, so that people with oodles of equipment, and/or years of experience, don't compete directly with those who have less of either. From novice to unlimited, there is room for all. If you have the patience and are willing to hone your skills, rallying may be a sport for you.

It is here that I will shamelessly plug the Friday night rally series put on by the Santa Monica Sports Car Club. These start at 8:00 PM (registration opens at 7), on the first Friday night of each month. They are about 60 miles long, and last two to two and a half hours.

Directions are on page 3 of each issue of *Alfacionada*. And another reminder, if there are at least two teams representing *AROSC* running in any rally, all team members become eligible for *AROSC* year-end competition points.

Aerodynamic Headlights

Shedding some light on the subject

by Herb Bridges – Courtesy of *Velocissima*, New England Chapter, AROC

A few years ago American automobile manufacturers (led by Ford) managed to persuade the government — read NHTSA — to change U.S. lighting laws to permit use of headlights which would allow improvements in the aerodynamic design of the automobile body.

Ford did manage to get the law changed, but not to the extent of allowing the well-proven European E-code lights. Instead, just as you might expect from the example in 1957 when Europeans got the superior H-4 technology and we poor slobs got the American quad light system, NHTSA has stuck it to us again. The result is that the American system is still markedly worse than the one used in Europe.

As a result, the European models of the *Porsche 928*, *911*, and *944*, the *Saab 900* and *9000*, and yes, the *Alfa 75* (U.S. *Milano*) all come with European E-code aerodynamic lights based on the H-4 halogen bulbs.

In contrast, the American models have a new halogen bulb, the 9004, specifically designed to do what the DOT thinks is good for us. One might also suspect that the 9004 has been deliberately designed to protect American manufacturers from foreign competition.

Well, what are the differences? First of all there is the matter of bulb and filament geometry which determines how good the optical design can be. Both bulbs have two filaments, one for high beam and one for low, but in the H-4 the two filaments are placed along the axis of the bulb, whereas they are transverse to the axis in the 9004.

Without going into details, it is possible to design a much better lens/ reflector combination for the axial geometry and this is what accounts for the sharp beam cutoff and lower scattered light achieved with headlights using the H-4 technology.

The second difference is wattage. The standard H-4 has a 55 watt low beam/60 watt high beam. In contrast, the 9004 has 45/65 watt low/high filaments.

The 45 watt low beam on the 9004 gives markedly less

illumination than the 55 watt H-4 and presumably the lower wattage was used to reduce the dazzle to on-coming drivers caused by stray light. The stray light, however, is a direct result of the inferior optical design which results from the American bulb system.

The European low beam not only has a sharp upper cutoff with less stray light than the American beam, it also has extra range and a higher beam on the right side where it is needed to see the edge of the road and other items of interest such as pedestrians, cyclists, and road signs.

The third difference is that the reflectors for the American system are sealed (or supposed to be sealed) from the atmosphere to prevent tarnishing of the reflector by dirt, moisture, and atmospheric contaminants. This design is the original 'sealed beam' concept which made sense when reflectors were made of easily tarnished silver.

Today, when the usual reflector is made of vapor-deposited aluminum further protected by a layer of evaporated silica, the usual life is greater than 10 years and the sealed beam concept doesn't make much sense.

Nevertheless the American system uses an O-ring to seal the 9004 bulb into the reflector in what is supposed to be a hermetically tight seal. In contrast the H-4 bulb has a rubber boot to exclude dirt and grime but it is vented directly to the atmosphere. In principle the American system is fine but in practice the O-ring does sometimes leak, as does the socket wire.

When that happens and there is high humidity, water is drawn into the headlight and trapped. (When the lights are on, the bulb heat causes the air to expand and it is forced out through leak points. When the lights are turned off and the air cools, the vacuum sucks in moist air through the leak points. Proven by actual tests.)

Furthermore, unlike the European lights, the water doesn't go out by itself; you have to remove the headlight, dump out the water, and then dry out the inside using a gentle stream of compressed air or a soft lint-free cloth. A little silicon grease on the O-ring seems to help to minimize future problems.

***For some reason
I'll never understand,
Alfa does not use relays
in the main lighting
circuits.***

and Related Matters

of Alfa headlights and wiring

Finally, the last little improvement is that the American lights incorporate three small bumps on each lens to accommodate the standard American device for aiming headlights. Europeans use a screen.

So — what to do? Since the optical design of the American and European lights is totally different, you can't use H-4 bulbs in American lights. At the time of this writing (1988) the OEM bulb manufacturers are *GTE Sylvania*, *Phillips*, and *Osram*.

They are having difficulty meeting the demand for the 9004 and so development of higher wattage 9004 bulbs for "off-road" use has been delayed. No doubt this will change, but the optical design is not very good for the American lights and higher wattage probably means lots of stray light.

If you really want the advantages of the European system, the way to go is with European lights. The disadvantage is that these are expensive — probably around \$200 each, so count on \$400 for your car. Moreover, these lights are — strictly speaking — illegal in the USA.

However, aside from possible problems with the U.S. Customs, there is no Federal enforcement of automobile lighting laws; that's an area which has been left up to the States and if you go this route you will have to be the judge of possible problems.

If you do decide on European lights, a wide range of H-4 bulbs is available for special applications. These include 80/100, 90/130, and 100/160 watts; they will certainly give more light but there are some general points to keep in mind about higher wattage bulbs and halogen lights.

First of all, higher wattage means more light but not as much as you might think; increasing the wattage 55 to 100 will increase the light output only by 35%. In addition, there is a significant reduction in the life of the bulb. In reality, the optical design of the overall system has more to do with light on the road than sheer electrical input.

Most auxiliary driving lights, for example, use H-1, H-2, or H-3 bulbs. H-3 is the cheapest, most commonly used, and

the one you will find in the *Hella* foglights on the *Milano*. It puts out about 20% less light than a similar unit using a H-2 bulb.

The reason? The H-2 requires a very precise and a more expensive optical design. Most popular *Cibie* or *Marchal* auxiliary driving lights use the H-2 technology. What all of this is leading up to is that if you are going to increase the bulb wattage, make sure the optical system can put the light where it does some good.

Putting 100 watt H-3 bulbs into your *Milano* foglights will help on the open road but it will certainly not work well in fog because of the increased scattered light, and you won't be loved by on-coming drivers if you leave the fogs on.

There are two other points to consider if you are going to increase the wattage of the *Milano* headlights of fog lights. First is the electrical wiring system for the lights.

Individual lighting circuits in the *Milano* use 1.5mm diameter wire, which is about equivalent to AWG 14 and is rated at about 17 amps.

So, since two 100 watt bulbs require about 15 amps, the wiring is just adequate. However, in checking the shop manual I found that *Alfa* is up to its old tricks.

For some reason I'll never understand, they do not use relays in the main lighting circuits. Yes, I know the fog lights are fed via a relay but that is to interlock the fog lights with the headlights, not to reduce the voltage drop.) Thus, any increased load in the form of higher wattage bulbs goes through the headlight switch on the steering column.

Those of you who had *Alfettas* may remember that headlight switch, which also supplied the headlights without using relays. After it got old or after extra lights were installed, the contact resistance in the switch went up, the contacts got hot, the plastic switch body melted and presto, a new switch is needed at a cost of \$125.

I definitely recommend relays for the *Milano* if you add more wattage to the lights and I'm going to add relays to

Those of you who had Alfettas may remember that headlight switch . . . the contact resistance in the switch went up, the contacts got hot, the plastic switch body melted and presto, a new switch is needed at a cost of \$125

my *Milano* regardless.

The second point is that higher power lights mean more drain on the battery/alternator system. The *Milano* seems a bit marginal in that area already and if you do a lot of night driving in winter, adding higher wattage lamps may require a larger alternator or at the very least adding an adjustable regulator to bring the system up to 14.4 volts.

In that regard, it is worth noting that raising the voltage from say 13.4 to 14.4 volts makes a large increase in the brightness of the lights and it is worth adjusting the electrical system for that reason alone.

Finally, just for completeness, there is a DOT approved system which uses separate bulbs and reflectors for the high and low beams. High beam uses bulb 9005 and low beam uses bulb 9006. It is rumored that a dual axial filament type 9007 is in the works, but it is not likely that this could be substituted for the 9004.

Editor's Note: Although this article was written several years ago, and it talks primarily about the Milano, much of it should be applicable to other Alfa models as well. Besides — many of you probably have not yet replaced your Milano with a newer model Alfa Romeo!

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Alfacionada Nord

The Editor's miscellaneous rumblings

by Tom Suter

As may be obvious, the job of editing *Alfacionada* is one which definitely falls into the category of 'learning process' as far as I am concerned. As an engineer with no background or training in graphic design, and never having had the responsibility of editing a publication like this, each issue has been a case of "try it and see how it works out" in terms of both content and design.

Naturally, after years of looking at the product of other people's labor on *Alfacionada* and other club newsletters I have some personal opinions on what material should be in the newsletter for it to be interesting reading. I also have some opinions on what should or should not be done in areas such as type fonts and sizes, etc. to attempt to make *Alfacionada* visually easy to read. However, all of these fall into the category of personal opinion, not expertise.

Personally and professionally, the challenge in doing a decent job with *Alfacionada* falls into two primary areas:

First — figuring out how to actually achieve the end result which is believed to be desirable. This is part of the reason each issue since I began in February has been somewhat different from the others.

Second — identifying what the actual content "mix" of the newsletter should be to best reflect the interests and desires of as much of the membership as possible. Although every attempt is made to make *Alfacionada* reflect *your* interests, we will probably always fall short of that goal without some feedback from you

The Directors' addresses for both postal and electronic mail can always be found on page 2 of *Alfacionada*. Your input on the newsletter, or anything else in the club, can help us do a better job for everyone in *AROSC*.

Lancia

Alfa Romeo

FIAT

Santo's Italian Car Service

Santo Rimicci

Telephone

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(818) 701 - 1614

What Do You Drive?

Could this be a psychiatrist's view of automobiles?

contributed by Rob Poetsch

Acura Integra - I have always wanted to own the Buick of sports cars.

Acura Legend - I'm too bland for German cars.

Acura NSX - I am impotent.

Audi 90 - I enjoy putting out engine fires.

BMW Sedan (all) - In my parents' generation I would have driven a Cadillac.

BMW Z3 - I really dig those Batman movies.

Buick Park Avenue - I am older than 34 of the 50 states.

Cadillac Eldorado - I am a very good Mary Kay salesman.

Cadillac Seville - I am a pimp.

Chevrolet Camaro - I enjoy beating the hell out of people.

Chevrolet Chevette - I like seeing people's reactions when I tell them I have a 'Vette.

Chevrolet Corvette - I'm in a mid-life crisis.

Chevrolet El Camino - I am leading a militia to overthrow the government.

Chrysler Cordoba - I dig the rich Corinthian leather.

Datsun 280Z - I have a kilo of cocaine in my wheel well.

Dodge Dart - I teach third grade special education and I voted for Eisenhower.

Dodge Daytona - I delivered pizza for four years to get this car.

Ferrari Testarossa - I am known to prematurely ejaculate.

Ford Explorer - I will not be caught dead in a mini van.

Ford Fairmont - (See Dodge Dart)

Ford Mustang - I slow down to 85 in school zones.

Ford Crown Victoria - I enjoy having people slow to 55mph and change lanes when I pull up behind them.

Geo Storm - I will start the 11th grade in the fall.

Geo Tracker - I will start the 12th grade in the fall.

Honda Accord - I lack any originality and am basically a lemming.

Honda Civic - I have just graduated and have no credit.

Honda del Sol - I have always said, half a convertible is better than no convertible at all.

Honda Prelude ("Quallude") - I'm an insomniac, but my car puts me to sleep.

Infiniti Q45 - I am a physician with 17 malpractice suits pending.

Isuzu Impulse - I do not give a damn about J.D. Power or his reports.

Jaguar XJ6 - I am so rich I will pay 60 K for a car that sits in the shop 280 days per year.

Kia Sephia - I learned nothing from the failure of Daihatsu.

Lamborghini Countach - I only have one testicle.

Lexus ES300 - I used to own a company car.

Lincoln Town Car - I live for bingo and covered dish suppers.

Mercury Grand Marquis - (See above).

Mercedes 500SL - I will beat you up if you ask me for an autograph.

Mercedes 560SEL - I have a daughter named Bitsy and a son named Cole.

Mazda Miata - I do not fear being decapitated by an eighteen-wheeler.

MGB - I am dating a mechanic.

Mitsubishi Diamante - I don't know what it means either.

Nissan 300ZX - I have yet to complete my divorce proceedings.

Oldsmobile Cutlass - I just stole this car and I'm going to make a fortune off the parts.

Peugeot 505 Diesel - I am on the EPA's Ten Most Wanted List.

Plymouth Neon - I sincerely enjoy doing the Macarena.

Pontiac Trans AM - I have a switchblade in my sock.

Porsche 911 Turbo - I have a three inch thingie.

Porsche 944 - I am dating big haired women that otherwise would be inaccessible to me.

Rolls Royce Silver Shadow - I think Pat Buchanan is a tad bit too liberal.

Saturn SC2 - (See Honda Civic)

Any Saturn - I'm from Wisconsin but I say Chicago.

Subaru Legacy - I have always wanted a Japanese car even more inferior than Isuzu.

Toyota Camry - I am still in the closet.

Toyota Corolla - Yeah but I have 2 big-screen TV's.

Volkswagon Beetle - I still watch Partridge Family reruns.

Volkswagon Cabriolet - I am out of the closet.

Volkswagon Microbus - I am tripping right now.

Volvo 740 Wagon - I am frightened of my wife.

Editor's Note: We couldn't resist running this item, even though — or perhaps particularly because — it's not Politically Correct. We noticed that Alfa Romeo is not represented above, so we've decided to correct that serious omission.

Send your proposals for definitions for one or more Alfa models to the Editor at the address on page 2. We'll give prizes (TBD at the moment) for the best suggestions.

Sanity In Sacramento?

Can the end of the world be far behind?

by Tina Van Curen

I find this hard to believe but this bill has passed committee and is on the floor. Please help spread the word.

This is a sample letter; the name and address are for my State Senator. Use the appropriate name and address for your representative when you write.

Senator Adam Schiff
Brayley Bldg.
35 S. Raymond Ave. # 205
Pasadena, CA 91105

Dear Senator,

I am writing to urge you to vote YES on Senate Bill 42, the proposal to exempt automobiles 25 years and older from the Smog Check Program.

As an enthusiast and collector I am well aware of the problems this small number of vehicles are causing for the Smog Check II program and their owners. Many of them are falling into the gross polluter category due to the unavailability of parts and service. They are clogging the system and preventing the timely handling of truly polluting vehicles and their owners.

Exempting these cars will not have any effect on the quality of our air or the effectiveness of the Smog Check Program. They are very few in number and primarily in the hands of collectors who maintain them well and drive them infrequently.

In the interests of efficiency and rationality please support this measure and encourage your colleagues to do likewise.

Sincerely,

YOUR NAME AND ADDRESS

NOTE: To locate your own representative, call the county registrar/recorder at 310 462-2749 (LA County). They will give you a name and a local office address. Be sure to sign your name and address so they know you are a constituent.

Editor's Note: Since receiving this letter, we have heard that this bill passed the Senate. We understand it is now in the Assembly. The bureaucracy is said to be fighting it. Write your assemblyman NOW!

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A Slick Trick

A neater way to fill your Alfa gearbox

by Jack Chesley - Courtesy of Alfantics, Capital Chapter AROC

So — I thought I was clever. I've been filling transmissions for years by removing the fill plug in the side and pulling off the shift lever, the carpet and all the various boots and pouring new gear oil in the top until it started to come out the fill hole. (Of course, I always forget to put a can under it to catch the overflow). Then — of course — I had to put everything back together.

I just hate the idea of shelling out money for a gear oil pump (even if someplace were open when I usually work on my car, and the ones I've seen don't fit the synthetic gear oil bottles anyway). Then I looked at my son's sports water bottle, and it clicked.

I found a 2 foot length of clear fuel line, trimmed the nozzle from the gear oil bottle until the fuel line was a TIGHT fit, slid the fuel line down to the bottom of the oil bottle and squeezed the oil up into the fill hole in less time than it used to take to remove the shift lever. Plus, I can stop when it's full, instead of having a puddle on the floor when I'm done.

PS: If you've been doing this for years, why didn't you tell me years ago!?!

Classified Ads

Free advertising for members

Wanted - ANSA dual tip rear muffler for 1970-1990 Spider (ARO927).

Charlie Slayman (408)223-2390

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Randy Bent (714) 639-9289

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Jerry Lomas (213) 734-5852

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Membership Application Alfa Romeo Owners of Southern California

Dues for 1 year membership in the *Alfa Romeo Owners of Southern California (AROSC)* and the national organization, the *Alfa Romeo Owners Club (AROC)* \$55.00
Member of another *AROC* Chapter wishing to add *AROSC* affiliation \$22.00

Please fill in the following information and mail to:

Alfa Romeo Owners Club - Membership for AROSC

2468 Gum Tree Lane, Fallbrook, CA 92028

Name _____ Spouse _____

Street _____ City _____ State _____ Zip _____

Home Phone () _____ Work Phone () _____

AROC Member Number (if applicable) _____ Alfa(s) Owned _____

Check enclosed in the amount of \$ _____ for _____

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Our 1997 Calendar

January	February	March	April
14 AROSC Board Mtg 25-6 Time Trial - Las Vegas. 31 AROSC Annual Meeting - 8pm, Culver City	11 AROSC Board Mtg 28 General Mtg - 8pm, Culver City	8-9 Time Trial - Willow Springs. 11 AROSC Board Mtg 28 General Mtg - 8pm, Culver City	4 SMSCC Rally 6 Tour "In Search of the WildFlowers". 8 AROSC Board Mtg. 25 General Mtg - 8pm, Culver City 26-7 Time Trial - Laguna Seca.
May	June	July	August
2 SMSCC Rally 11 Swap Meet-Tustin Alfa 13 AROSC Board Mtg. 18 Concours at Pomona VARA meet 30 General Mtg - 8pm, Culver City 31-1 Driving School - "Streets of Willow"	6 SMSCC Rally 10 AROSC Board Mtg. 19-22 AROC National Convention - Columbus, Ohio 27 General Mtg. - 8pm, Culver City 29 Picnic & Tech Session - Culver City	4 SMSCC Rally 8 AROSC Board Mtg. 25 General Meeting - 8pm, Culver City 26 Nethercutt Auto Museum Tour - 1pm, Sylmar	1 SMSCC Rally 12 AROSC Board Mtg. 29 General Mtg. - 8pm, Culver City
September	October	November	December
5 SMSCC Rally 9 AROSC Board Mtg. 20-1 Driving School - "Streets of Willow" 26 General Mtg. - 8pm, Culver City 27-8 Wine Tour to Temecula	3 SMSCC Rally 5 Concours - location TBD 11 AROSC Board Mtg. ?? Time Trial 24 General Mtg. - 8pm, Culver City	7 SMSCC Rally 14 AROSC Board Mtg. 16 Swap Meet at "Under 3 Liter Meet" at Woodley Park 21 General Mtg, Elections, "White Turkey Auction" - 8pm, Culver City	6-7 Time Trial - Willow Springs 13 Christmas Party ?? AROSC Board Mtg.

Details Inside Aficionada