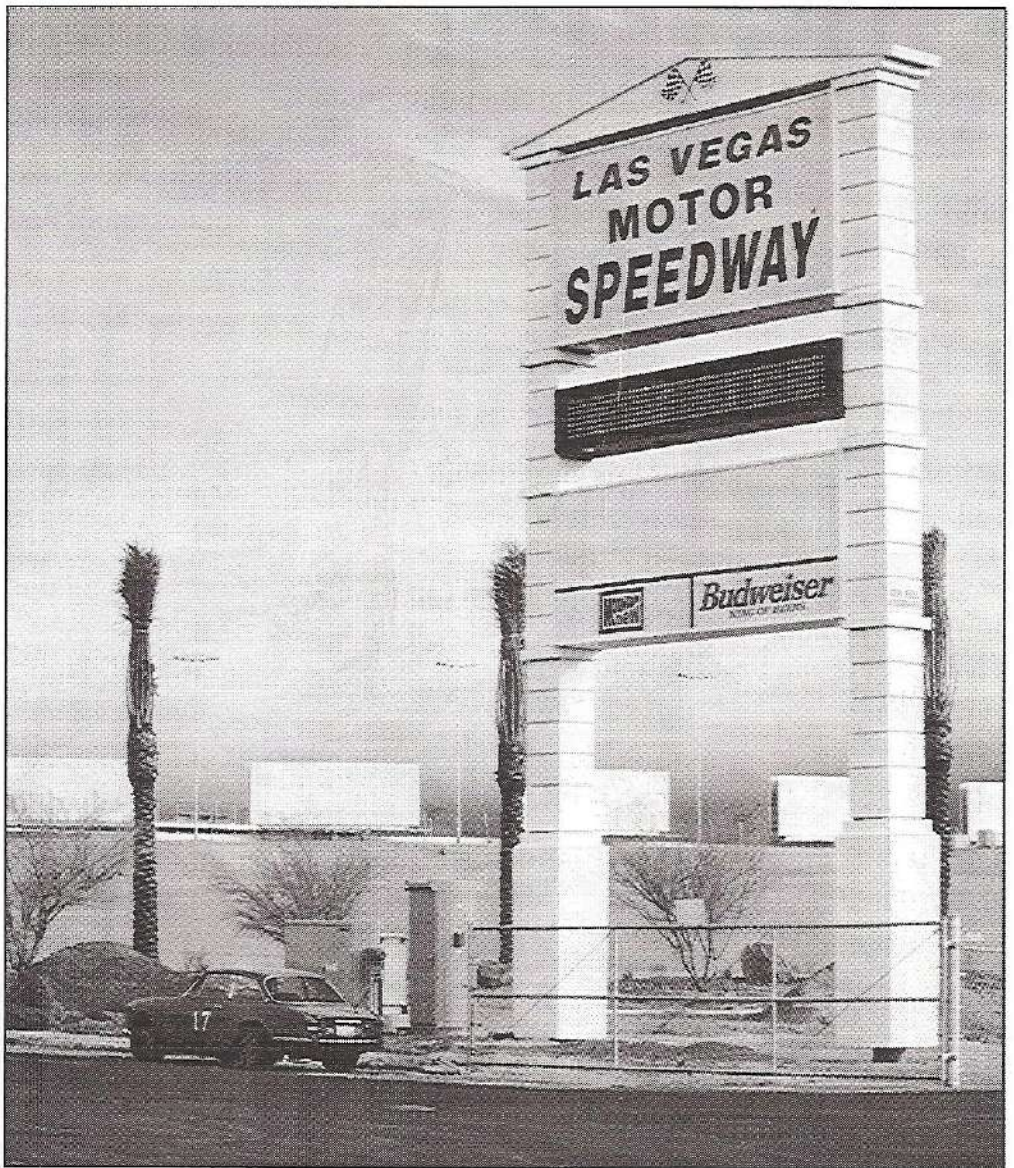


Newsletter of the
**Alfa Romeo Owners
of Southern California**

March 1997



***AROSC Does Las Vegas!
Racy details inside!!***

*Also in this issue: What's coming in AROSC, , Tech Articles,
"One for the Road", "Alfacionada Nord", and more.*

Alfacionada

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.

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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 Up?

Near-term events for AROSC Alfisti

- March 28 AROSC General Meeting at 8:00 pm in Culver City. Details on page 2.
- April 4 SMSCC First Friday rally. 7:00 pm, BofA at Sepulveda & Devonshire in Mission Hills. Call Jay Negrin for details.
- April 6 Tour "In Search of the Wild Flowers". 9:30 am in Mission Hills. Details elsewhere in this issue of *Alfacionada*.
- April 8 AROSC Board of Directors meeting. Call a Director for time & place details.
- 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, BofA at Sepulveda & Devonshire in Mission Hills. Call Jay Negrin for details.
- May 11 AROSC Swap Meet at Tustin *Alfa*. Details in next month's *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 in next month's *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, BofA at Sepulveda & Devonshire in Mission Hills. Call Jay Negrin for details.
- June 19-22 **AROC National Convention, Columbus, Ohio**

A Legend Passes On

Alfa enthusiasts lose a major figure

by Steve Piantieri - courtesy of Alfa Notizia, Florida Chapter, AROC

I just received news that Luigi Fusi, *Alfa Romeo's* long-standing draftsman, engineer, writer, spokesman and museum organizer, died of a heart attack. His son, Achille, told me today.

Luigi Fusi had suffered recently from the loss of his left leg, several toes of his right leg, and the loss of his wife last year. Born on June 2, 1906 and having died on December 27, 1997, he had 90 years of *Alfa* fame, fortune and knowledge. In October when I interviewed him, he spoke of his 50+ years of varied service with *Alfa Romeo* and the many lifelong friends made.

He officially retired from *Alfa* in 1966 but served as museum procurer and advisor until recently. He began as a draftsman and ended his career as a senior member of the "Drawing Check Department" in the design area of *Alfa Romeo*. He was also entrusted with the organization and procurement of cars, planes, and machines for their museum in Arese.

He has penned many books, including "All Cars From 1910", which was produced in three editions and still serves as the *Alfa Bible* for most enthusiasts of *Alfa Romeo*. Many of the copies were hand-signed, lending a feeling of trust and personality to them for their readers.

The museum, ironically, has also been ailing in recent years under the persistent rumor of being relocated. It was originally located in downtown Milan — in the Portello district. Later moved to the northern suburb of Arese in 1962, it was much less visible than many would have liked it to have been.

As the centuries-old city of Milan has undergone many recent changes, it has been rumored that the museum and most of the offices from Arese would be moved back to the remodeled district of Portello again.

The *Alfa Romeo* world has one fewer friend and many more mourners.



One For The Road

Where do you go for a weekend drive?

by Jay Negrin - AROSC President

So, you've taken the AROSC drivers' school. You now have the security that comes from knowledge. But, you don't know where to take advantage of any or all of the good stuff that was put into your head during two days of intensive training. You know that doing what you did on the track will get you in BIG trouble on the public highways. (The boys in blue have a hard time with trailing-throttle oversteer on the freeway interchange ramps!) Outside of driving school, where do you use those finely developed skills?

One obvious place to consider is the track itself. We — your local Alfa club — put on five or six time trials and races every year. It is a relatively inexpensive way to hone those skills, and keep track of your progress, as you watch those lap time tumble.

Another, and not-so-obvious, place to practice proper driving technique is on the paved, public roads that you use every day of the week. Admittedly, some of those roads are more interesting than others, but proper driving technique can, and perhaps should, be practiced every time you get behind the wheel of your car.

No, a turn at an intersection certainly doesn't require a late apex, but making sure that both hands are on the steering wheel isn't a bad idea. If it is raining, a smooth touch on the gas pedal will have a much better reaction than trying to wring every last pound-foot of torque from the motor. So, yes, it is possible to use at least some of what you have learned, virtually every day.

But wait — the rain stops and the clouds part. It's been too long since this has happened on a weekend. You have suffered the automotive equivalent of withdrawal symptoms, mixed with a touch of cabin fever. But now the sun is out, and you want to go for a drive. Re-testing the two-year old Pirelli's, or making sure that the oil level is OK, are good excuses to put some extra-curricular miles on the Alfa.

But where do you go "just for a weekend drive"? You want a nice back road that you don't have to share with a Winnebago or three. You want a road that curves to the left and right, maybe with some elevation changes to make

things interesting. But where do you find such wonders in the city?

The afore-mentioned freeway interchange ramps give a small thrill, but then you are back to the freeway. Deadly dull, and way too many other cars. Freeways may be a decent way of transporting people and goods, but they are a lousy place to experience the thrill of driving. If you want a nice drive, pleasant roads, and minimal traffic, then you will have to get out of town.

There are a lot of reasonable roads in the hills surrounding our metropolis. If you are unsure of their exact locations, try finding some likely prospects on a map. The mountainous areas are relatively easy to find. They are in the areas

where the roads aren't always criss-crossing each other in nice symmetrical grids.

As a matter of fact, the more interesting roads will be the ones with more squiggles per inch. Map reading isn't that difficult, so bring your auto club map with you and

try to find some squiggly little lines. After you have done this several times, you will be able to judge how tight the turns are on a given road by what it looks like on the map.

Report back to us if you find any really neat back roads that have no traffic. But be careful. Broadcasting this information will cause a commensurate increase in the amount of traffic you have to deal with.

Another way to discover some of the really fine roads is to get involved in a rally or join us on an AROSC Tour, such as our "In Search of the Wild Flowers" event on April 6th (*Shameless plug - Editor*). Navigational rallies use some of the best roads, because rallyists really do not want to drive in traffic. It messes up their timing. This means that most nav rallying is done in the hills, away from the crowds of the city.

It is getting harder and harder to get away, but they continue to manage, somehow. It may be hard for you to remember exactly where the roads are though, because on a rally you are competing in a precision speed event, where being late — or early — will cause penalty points to be assessed against you. There is still enough of a test of driving skill though, that pointers picked up in driving

**The boys in blue
have a hard time
with trailing-throttle oversteer
on the freeway interchange ramps!**

school can be applied during the event.

Night rallies, although providing an excellent test of driving skill, don't lend themselves to driving enjoyment. You simply cannot see what is going on outside of your car. Daytime rallies and club tours, though, allow you to see where you are going and what kind of scenery you are passing through. But keep in mind that a rally is still a competitive event, and I would not recommend it just to see the landscape. It requires that driver and navigator give their serious attention to the jobs at hand.

Our club tours are a different matter entirely. There may be a goal, such as looking for California wild flowers in the desert. (HINT, HINT!) We often suggest that you bring a picnic lunch to enjoy at the tours' end. Tours may be local, or perhaps slightly out of the area, such as the wine country north of Santa Barbara.

But, with or without other goals, a main reason for their existence is to show club members some of the finer driving roads in our area. I have found many quality roads competing in, and working on, navigational rallies. I would like to see more club members share some of these driving experiences.

On our last tour to find the wild flowers I was mildly shocked to hear several people along for the drive state that they knew nothing of the roads we were using. If I can help show you some of my favorites, then I will consider myself to have been a success in this arena.

If, while you are having a nice weekend drive, you see a ivory-colored *Alfetta GT* coming at you, flash your lights and wave. I may be writing another tour, a rally, or just out enjoying one of my favorite roads on a day that I simply could not resist.

AROSC Wild Flower Tour a.k.a. - "In Search Of . . ."

by Jay Negrin

I know! It still looks like winter to those of us in Southern California. It is wet, overcast and gloomy as I write this in February. (*But not as wet, overcast, and gloomy as in Seattle — Editor*). We at AROSC Central are planning for the spring, though. Every spring the wild flowers bloom in the desert. And, every spring, the drivers of those silly Italian sporting cars drive out to the desert to look for the flowers

This year will be no different. We will not only drive out to look for them, but we will bring picnic lunches so we can enjoy each other's company as we dine and exchange wild stories among the poppies, lupins and other colorful flowers that the desert can offer up to us. When will all of this happen? I'm glad you asked.

**We will be doing this
on the 6th of April,
the Sunday after Easter.**

We will be doing this on the 6th of April, the Sunday after Easter. As in years past we will be starting out tour in the north end of the San Fernando Valley, in Mission Hills. We will congregate in the parking lot behind the Bank of America, on the north east corner of Devonshire and Sepulveda Blvds.

We will start the gathering process at about 9:30 AM, with a jump-off time of 10:00 AM. For those who cannot find the time to make their own picnic lunches, there are two markets literally within walking distance, so you can purchase your victuals fresh on the morning of the event.

I am estimating that the tour will be about 2 - 2 1/2 hours in length, covering 70 - 80 miles. I will show you some familiar roads, and some that you may not have seen before. Barring the forces of Mother Nature, they should all be good, fun driving roads.

I may be setting a brisk pace on some of those roads, but we will be stopping several times along the way, so no one need worry about getting lost. Maps and written directions will also be provided. The key word here is FUN. I want to insure that everyone who attends has a good time, and to help others enjoy themselves as well.

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Giulia Super Wipers

Don't see through a glass darkly

by Jack Chesley - courtesy of Alfantics, Capital Chapter AROC

The day before I intended to get my '67 Giulia Super inspected, the driver's side wiper arm went flop, and stopped. Of course it was raining; why else would I be running the wipers! Brief unpaid commercial message here for RAINX: Thank you, RAINX! Anyway, I made it home and considered the problem.

The plastic bushing in the end of the rod between the motor and the wiper arm itself had self-destructed. There is no replacement bushing, but you can buy the complete motor and linkage assembly (or at least you could when the car was new and didn't need it). Or, you can look for a friend with a parts car. (Of course his bushings have probably self-destructed also). Or, you can make a new bushing. Obviously that's what I did or I wouldn't be writing this article.

Materials and tools needed include a length of one inch diameter Delrin rod, a thin hand-saw blade (hacksaw or thinner), a lathe with a suitable chuck to hold the Delrin rod and turning tools, and a small high-speed hand grinder with a 3/8" spherical cutting burr (*Mototool* or similar).

Scrape any remaining bits of bushing out of the arm and turn the end 4 mm length of the Delrin to a tapered fit into the hole in the linkage arm. There are both a large and a small size bushing on my Super wiper linkage, but only the smaller size is used on the Duetto since the linkage is set up differently.

The last 2 mm before the full diameter shoulder should be a TIGHT press fit. The holes on different arms seem to be the same size, but I turned each one to match the hole to be sure of a tight fit. (The original was cast in place or perhaps pressed-in while hot, which is probably why there is no replacement bushing).

Next drill a hole lengthwise through the center of the Delrin. The hole diameter should be 9/16" for the large bushing — although 1/2" will work — or 7/16" for the small bushing. Cut three thin slots across the hole at 60 degree angles to each other, as in the original bushing. The slots should not cut into the last 2 mm before the shoulder where the linkage arm hole will be pressed on.

Using the spherical cutting burr in the hand grinder, carve

a slight cavity inside the hole in the Delrin (with the lathe turning at slow speed) to fit the ball on the wiper actuator arm. The largest point of the cavity that you carve with the spherical burr should line up with the ends of the slots and the edge of the hole in the linkage arm for proper fit and alignment.

The slots make fingers that hold the ball in place and all forces should be directly in line with the arm. Test often until you just get a snug, "pop-in" fit. (Actually, I got a pretty sloppy fit on mine and they still work fine after 3 years.) It really helps to have a spare actuator arm so you can test the fit without disturbing the lathe set-up.

However, if you take the small actuator arm off the shaft at the center of the windshield, MARK its position first! It's a tapered spline joint and determines the sweep of the wipers. I didn't mark it and I still haven't gotten around to setting it back on the right spline.

Finally, cut the completed bushing off the remainder of the Delrin rod, leaving about 1 mm of full diameter rod for a shoulder, tapering thicker toward the center for reinforcement. Polish the ball with a Scotchbrite pad, and grease everything. Press the bushing into the linkage arm and reinstall the arm with all the linkage parts matching the drawing you made BEFORE you took the arm out of the car.

I have enough Delrin rod to make a few more bushings. If your 105 series Alfa wipers are flopping fitfully, give me a call at (202) 828-0478 (days) or (301) 203-0059 (eves) and I'll fix them for \$30/end or \$50/(2 ends) or trade for a couple hours help on my *Spider*, or some 101 parts.

Ode to a '67 wiper arm linkage

My bushings went south and my wipers just died,
so I pulled off the road 'til my tears were all dried.
My dealer can't help. If he could it'd cost more
to buy the d*mn part than I bought the car for!
Now, it's rainin' like hell. "I need RAINX!", I cried.
I can see Lady Luck's not along for this ride.
Lord, I HATE planned obsolescence!

Alfacionada Nord

Miscellaneous rumblings from the Editor

by Tom Suter

In my introductory remarks last month I said that one of our goals is to tell you not only what is going on within actual activities of *SoCal*, but to let you know a little bit about other *Alfa* activities as well. So, here are a few words on some of the things happening to your North.

One of the few fringe benefits of a long term job assignment almost 1200 miles from home is the opportunity to sample some of the *Alfa* club activities which were previously experienced only vicariously — through articles in *Alfa Owner* or other Chapter newsletters.

I've already started on this, and am looking forward to the chance at the end of April to do something which has been a fantasy of mine for over 15 years - to go on an *Oregon Chapter* "Old Spider Tour". On many occasions I have laid plans to come up to Oregon for this event,

but something has always prevented it. Now that I am three hours away, rather than 1000 miles, this is the year!

The "Old Spider Tour" is an annual event with the *Oregon Chapter* which was started many years ago by Bob McGill, as a means of celebrating the "birthday" of his Giulietta Spider. Bob had taken delivery of his new Spider from the *Alfa* dealer in April of 1958, and decided a couple of decades later that this event needed to be commemorated with a "birthday party" as much as any human's birth.

Since we are talking about an *Alfa*, Bob felt that the only way to celebrate would be on the road, so he organized a club tour over back roads into some of the best scenery of Oregon. This has become a traditional April event of the *Oregon Chapter* which covers two days and different sections of the Pacific Northwest each year.

The party next year when Bob's "Old Spider" turns 40 may be special, but even an "ordinary" birthday party this year promises to be a great experience if the *Oregon Chapter* newsletters have painted an accurate picture of past events. If you happen to be in the Pacific Northwest on April 26-27, don't miss the chance yourself! Your issues of *Alfa Owner* will give you a contact in the *Oregon Chapter*.

Speaking of activities in other *AROC* Chapters, the North-

west (Seattle area) club had a fun event last month which hid behind the name of a Chili Cook-off. At first you might question how Chili and *Alfa Romeo* can be connected, but only until you discover that the Chili Cook-off comes at the end of a two-hour drive over back roads which you might never discover by yourself.

Before starting the major portion of the drive, the tour director provided us with a talk about the geology of the Northwest, and of this area in particular. Why? Because we drove through some areas where the terrain would arouse the curiosity of anyone who took the trouble to look out the window of their car.

**We made an unplanned stop
when a field of trumpeter swans
was encountered, and the route also
took us past two huge bald eagles**

Along with the pre-planned experiences, fortune tossed in some unexpected bonuses. We made an unplanned stop when a field of trumpeter swans was encountered, and the route also took us past two huge bald eagles.

At the end of the tour there was a hall in a small scenic town where all of the Cook-off entrants could plug in their pots in preparation for feeding everyone — not to mention preparing for the competition.

The whole day was not only a fun experience, but proof once again that stereotypical images are generally in error. A February *AROC* driving event in the Seattle area will naturally draw very few people because the weather will be lousy and there aren't many *Alfas* up here anyway, due to the weather — Right? Wrong!

There was not only dry weather but as many different models of *Alfas* as I think I can recall seeing for years, outside of the National Convention. Cars ranged from a 164S through a *Milano*, *Berlina*, *Alfetta* and 105 *GTV's*, a *GTV6*, a half dozen *Spiders*, and even a 1600 *Sprint*. To further disprove the stereotypes, half of the *Spiders* ran the tour with the top down. In the Seattle area in February!

Why all the rambling about *AROC* activities so far from Southern California? Simply to illustrate that if you are going to be traveling to another part of the country, check out what's happening with the *AROC* Chapter in that area.

Of course, one event which you won't want to miss is the National Convention in Ohio on June 19-22nd.

AROSC Does Las Vegas!

Alfacionada brings you the racy details

Text and photos by Randall Higa

“Is it going to rain?”

As predictable as having fun in an *Alfa*, Paul Blankenship asked his traditional Time Trial question at Saturday morning's driver's meeting. Unfortunately, it didn't garner the usual yuks since it already was beginning to pour.

The weather reports had been changing every hour but it looked as though the rain was going to be with us for awhile. Nonetheless, everyone piled into their cars and drove two familiarization laps of the new Las Vegas Speedway with windshield wipers flapping (if they had them on their cars).

“Oh great” I thought to myself, “a slippery wet track that I'm unfamiliar with. Darn! I should have brought my rain tires.” Then I remembered that I don't have rain tires (do slightly worn Yokohama 008R tires count?). I then remembered that even the best rain tires still wouldn't help my driving on a wet track; I might as well be driving on a frozen lake with slicks. Such is life when one grows up in the dry desert of LA....

The first two run groups (I was Group 1) drove their sessions in the rain. Those without windshield wipers, like Alan Ward in Phyllis Gaylard's car, had a hard time seeing and ended up driving onto the “forbidden” areas of the track, only to re-enter the track elsewhere.

I had wondered how Alan could have passed me, disappear from view, and then reappear BEHIND me only one lap later! I knew I was slow but to get lapped within one lap! However, after the second run group, the rain stopped, and much to everyone's delight, there was no rain for the remainder of the weekend, just cool, brisk, breezy weather.

The new Las Vegas Speedway complex was impressive. In the pit and garage area, we felt overwhelmed when we looked up at the immense (albeit empty) grandstands towering above us. With a little squinting and lots of imagination, we could imagine being in the pits of an IRL/CART/NASCAR race with the fans screaming, cheering, and doing the wave. Although the new track is adjacent to the old track that was previously used by the club, there is no comparison of the two venues.

The new facility, however, is not quite ready for prime time. Many of the garages and support buildings are still under construction, and the track staff and workers still have

a ways to climb up the learning curve; some could even be considered clueless. They have already run one IRL race, but have yet to run a NASCAR race.

The *Alfa Club* was the first car club to run at the track and, as we understood it, it was an experiment to test the feasibility of having the track used by car clubs. Due to our outstandingly good behavior, I'm sure that we made a good impression on the track management!

The new track run by the *Alfa* club had a whopping 18 corners using two long, banked, and relatively straight sections of the NASCAR tri-oval track, part of the “Legends” oval, and some flat infield airport-type straights and turns. It had two very tricky 180 degree slow-speed hairpin turns that gave many drivers (including this writer) fits. More on this later.



Saturday's qualifying race had three wickedly fast Porsche 911's on the pole. Unfortunately there was heavy cloud cover at the end of the day, and the race group took off into semi-darkness.

Although the sun was above the clouds (somewhere), it got darker and darker and the race was checkered after 4 laps. The track had did have a terrific lighting system but would have cost a staggering \$2,000 to turn them on for a few laps of racing!

Sundays race went far more smoothly and was able to run the full number of laps. Although the 911 threesome were again on the pole, Robert Roig dropped out early and left the two 911s of Greg Benner and Alain Jamar to cruise far ahead of the pack.



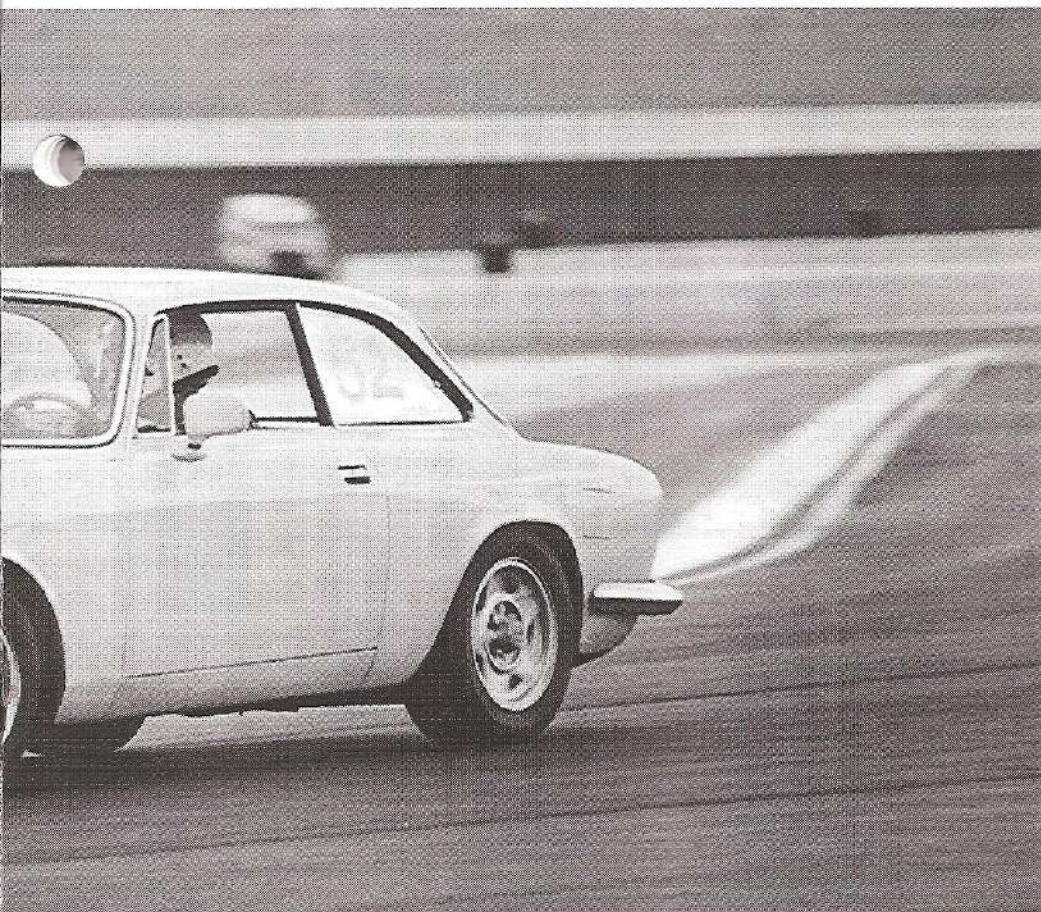
"Is it going to rain?"

Paul Ellis in the Dunestang did his best to chase the 911s but did manage to stay ahead of the everyone else, including Paul Porteus in the 325 who came within shooting distance of the Dunestang.

Interestingly, the race finish seem to align with the old saying, "birds of a feather flock together" as the 911s, 240Zs, and the RX-7s all finished in their respective groupings.

The weekend unfortunately did incur a few unhappy incidents. First, Phyllis Gaylard's *GTV* had to parked early on Saturday due to engine problems. A late model Camaro had developed an interior fire and was forced back to the pits for the weekend.

Most unfortunate was the inside concrete wall after turn 15 that met a Ferrari Testarossa 512 and a Corvette. Turn 14 and 15 were very sharp turns that behaved as one decreasing radius turn before the longest straight on the track. Luckily both drivers were unhurt although their cars sustained some pretty nasty damage.



Steve Smith's GT Jr. at play on Las Vegas Motor Speedway

I was nearly the third victim of the same car-eating wall when I once got on the gas a tad too early and too fast exiting turn 15. The rear end of the GTV came around and I was heading directly into the wall at a perfect 90 degree angle. All the counter-steering in the world didn't help and I gradually came to the conclusion that I should try to slow the car down.

I locked up the brakes, skidded off of track and onto the dead infield grass. The GTV grille stopped less than six inches from the wall! If the grass had been wet and/or alive, I would have surely smooched the delicate stainless steel bumpers, grille, and driver's ego.



David Diamond prepares for an assault on NASCAR



Craig Goldenson's GTV6 on the line at Las Vegas

Unfortunately, the nearest flagging person seemed to fall into the, uh, clueless category and wondered why I was looking her way, waving, motioning onto the track, turning my palms upwards and shrugging. Eventually, the lights went on in her head, and I was directed to enter back onto the track after the traffic cleared up.

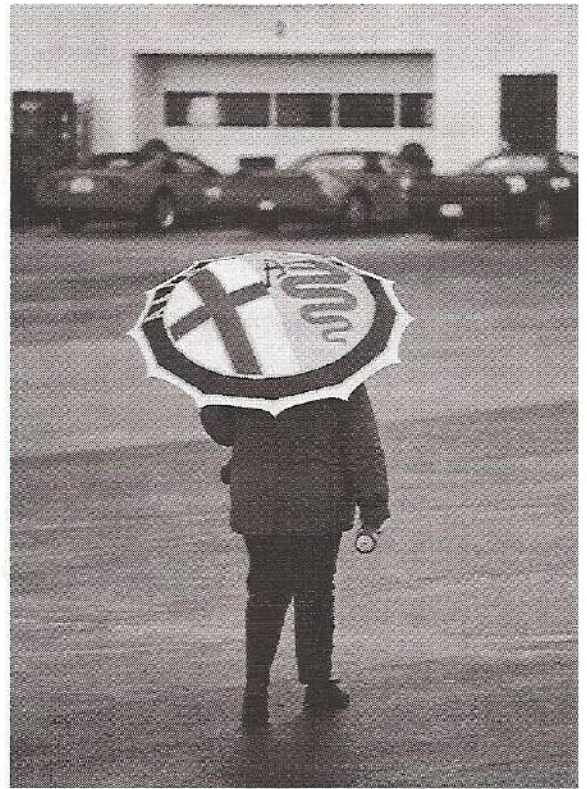
All in all, the event was a success and fun was had by (nearly) all. The Time Trial Directors did a terrific job at running a smooth event. Also, thanks to the Porsche club for lending us their PA system. This marked a terrific start of the 1997 AROSC Time Trial and Race program.



Hello, Harry? Buy me 10,000 shares of Goodyear!

Race Results

Class	Position	Car	Driver
PP	1	Porsche 911	Greg Benner
PP	2	Porsche 911	Alain Jamar
M	3	Dunestang	Paul Ellis
N	4	BMW 325e	Paul Porteous
N	5	Datsun 240Z	Mike DeAngelis
N	6	Datsun 240Z	James Donofrio
N	7	Datsun 240Z	Philip Shindler
P	8	Toyota MR2	Steve Hamilton
O	9	Mazda RX-7	Brian Laine
N	10	Mazda RX-7	Joseph Lee
O	11	Jensen Healy Roadster	Chuck Dedman



"Let it rain, let it rain, let it rain..."

AROSC Time Trial Results

Las Vegas Motor Speedway - January 26, 1997

	Name	Car	Fast lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Class B:								
1	Erickson, Rube	Spider	2:09.866	2:13.150	2:12.188	2:12.273	2:11.115	2:09.866
Class C:								
1	Diamond, David	GTV 2000	2:04.238	2:05.185	2:04.238	2:04.992	2:05.898	
2	McGinnis, Mike	GTV-6	2:04.595	2:06.882	2:04.939	2:05.063	2:04.595	2:05.064
3	Manchester, Terry	GTV	2:04.971	2:06.013	2:06.252	2:06.783	2:06.071	2:04.971
4	Harris, Randy	Duetto	2:07.035	2:08.081	2:07.035	2:08.902	2:07.376	2:10.129
5	Goldenson, Craig	GTV-6	2:11.122	2:13.087	2:13.276	2:11.122	2:12.885	2:29.514
Class D:								
1	Higa, Randall	GTV	2:13.183	2:16.211	2:14.932	2:13.843	2:15.392	2:13.183
Class F:								
1	Smith, Steve	GT Jr.	2:17.482	2:21.769	2:19.722	2:17.997	2:22.991	2:17.482

Results continued on next page

AROSC Time Trial Results

Las Vegas Motor Speedway - January 26, 1997

	Name	Car	Fast lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Class M:								
1	Mello, Wayne	944 Turbo	1:56.533	1:56.533	2:06.497	2:01.157	2:12.029	1:58.138
2	Mullen, Matt	Corvette	1:57.024	2:03.931	1:57.024			
3	Doria, Rick	Corvette	1:58.165	2:01.091	1:59.798	1:58.165		
4	Stern, Gary	Z28 Camaro	1:58.389	1:59.371	1:58.389	1:59.123	2:10.508	
5	Hayashi, Doug	NSX Acura	1:59.858	1:59.858	2:00.794			
6	Currier, David	Corvette	2:03.240	2:06.052	2:04.784	2:04.331	2:03.908	2:03.240
7	Schamblin, Leo	Cobra Repl.	2:08.384	2:08.384	2:17.668	2:20.734		
Class N:								
1	Littrel, Jeff	RX-7 Mazda	1:55.242	1:56.144	1:55.951	1:55.507	1:55.616	1:55.242
2	Hammack, John	M3 BMW	1:58.066	1:59.225	1:58.407	2:16.696	1:58.066	
3	DeAngelis, Joe	280 Z Datsun	1:58.508	2:01.602	1:59.687	1:59.745	1:58.508	
4	Ota, Doug	M3 BMW	1:59.216	2:00.084	1:59.533	1:59.216	1:59.509	
5	Smith, Brad	NSX Acura	2:00.586	2:02.834	2:00.899	2:02.676	2:01.094	2:00.586
6	Knoke, Jim	944 Turbo	2:02.753	2:05.404	2:04.152	2:03.823	2:03.369	2:02.753
7	Arico, Nick	Firebird	2:03.494	2:05.733	2:03.494	2:07.192	2:08.927	2:03.775
8	Culp, Tracy	928 Porsche	2:03.531	2:03.858	2:04.458	2:26.762	2:03.531	2:07.203
9	Padilla, Jose	RX-7 Mazda	2:06.188	2:09.292	2:07.792	2:06.188	2:12.795	
10	Mehrabians, Carl	M3 BMW	2:14.433	2:17.385	2:15.594	2:23.955	2:14.433	2:20.783
11	Saho, Kenneth	RX-7 Mazda	2:20.015	2:23.588	2:21.428	2:23.985	2:21.832	2:20.015
Class O:								
1	Chan, Victor	Esprit Lotus	1:59.678	2:01.408	1:59.678	2:00.235	2:09.971	2:08.567
2	Saunders, Patrick	RX-7 Mazda	2:04.346	2:04.346	2:05.672	2:05.857		
3	Lee, Rick	Dwarf Ford	2:04.659	2:04.953	2:04.895	2:04.659	2:05.381	
4	Inscore, Michael	Z28 Camaro	2:06.838	2:07.273	2:16.384	2:06.838	2:07.719	
5	Kranen, George	T-Bird	2:07.734	2:08.863	2:07.734	2:09.327	2:09.316	2:09.277
6	Precario, Rich	Miata Mazda	2:19.200	2:32.990	2:23.471	2:25.820	2:21.038	2:19.200



"Life is the pits . . ."

AROSC Time Trial Results

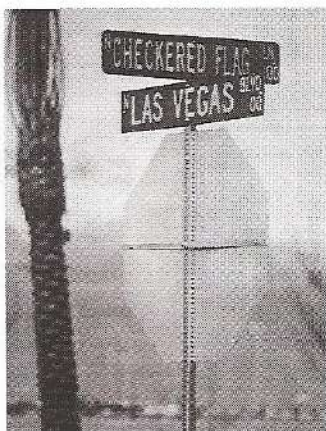
Las Vegas Motor Speedway - January 26, 1997

	Name	Car	Fast lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Class P:								
1	DeArman, Daryl	RX-7 Mazda	2:05.149	2:05.149	2:43.198	2:19.691	2:18.561	2:05.562
2	Presto, Tony	Capri Mercury	2:06.037	2:11.453	2:06.890	2:06.741	2:08.812	2:06.037
3	Nelson, Greg	RX-7 Mazda	2:09.059	2:10.773	2:09.675	2:09.329	2:09.059	
4	Hamilton, Cathy	MR2 Toyota	2:10.023	2:14.230	2:12.043	2:11.121	2:11.428	2:10.023
Class Q:								
1	Hamilton, Fred	Regal Buick	2:30.214	2:35.878	2:30.214	2:30.731	2:31.508	
Class FA:								
1	Quaid, Joel	348TS Ferrari	1:58.770	2:03.695	2:00.896	2:00.010	2:01.161	1:58.770
Class PP:								
1	Dement, Duane	911 Porsche	1:46.582	1:46.674	1:46.582			

No, dammit! I don't care WHAT documentation you have! Nitrous oxide was NOT factory equipment on a '72 Spider! Your points stand!



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is at a cross-
roads . . ."*



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Alan Ward Moves

Ward & Deane Racing is still available

Alan Ward, a long-time member (four decades!) of AROSC, has announced his move to Las Vegas, Nevada. Alan retired from the aerospace grind last September, and is moving to his "Retirement Villa" in Nevada at the end of March.

As one of the partners of *Ward & Deane Racing*, Alan will continue to supply suspension and handling equipment for *Alfas* as well as rebuilding engines and transmissions for street or race. Alan also does custom machine work as required.

The press of maintaining Phyllis Gaylard's *GTV* for the AROSC Time Trials and the *VARA* races — where he drives the car — keeps him busy, but he is available to work on the occasional engine, transmission, or rear end.

As a part of his move, he is reducing his stock of new and used *Alfa* parts. He is leaving many useful things with Phyllis Gaylard so that she can find them new homes. If you need anything for a 1300, 1600, 2000, etc., call Phyllis at (714) 536-2089. She is preparing a listing, and will make some real deals, as she does not intend to be in the parts business for long.

If you have any questions for Alan, you can reach him starting April 1, 1997 at:

Alan Ward/*Ward & Deane Racing*
411 Lost Trail Drive
Henderson, NV 89014
(702) 898-1270

Mini Tech Tip

A morsel for your Alfa

by Jack Chesley - Courtesy of Alfantics, Capital Chapter AROC

The next time you throw out a broken canister vacuum cleaner, save the 1 1/4" hose for your 101 spider. Sprayed with black vinyl color, it makes a neat, waterproof replacement for that missing or rotted paper defroster hose.

All Keyed Up

Unlocking the mystery of Alfa keys

by Tom Ducibella - Courtesy of Velocissima, New England Chapter AROC

Keys: Some of us trust our spouses, others restore an older *Alfa* with only one set of remaining keys, and some keys just give up the ghost, like bending in a frozen door lock in winter. So, occasionally many of us need additional key blanks for our cars.

With the dealer network drying up, we can turn to a few of the best locksmiths; they have good referencing guides including older foreign cars. Most places are useless and are only interested in your house front door key. However, all locksmiths can obtain *ILCO* key banks.

The following two came in handy recently: an '87 Milano door/ignition blank *ILCO* #F743 (x166) and a glove box/trunk lever-lock for a '69 spider: *ILCO* #F91C2 (this might fit later spiders as well).

These blanks are cheaper from a locksmith than official parts places. Perhaps other owners will send their info to the newsletter so we can compile a list of available blanks for older cars. When all else fails or you want a real quadrifogliolo key, call *Paul Spruell Alfa* (see the National magazine, *Alfa Owner*).

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Randy Bent (714) 639-9289

1976 Club Race Car & Trailer. Light weight, roll cage, race-prepped engine. Resale Red. **1974 GTV Parts:** New old stock front bumper, wheels, and more.

Jerry Lomas (213) 734-5852

1964 Giulietta Spider. Restored with red exterior and black interior. Call for more info. \$18K.

Peter Boclanfoso (714) 523-3749

Various Parts: New and used engine and suspension parts for 1300, 1600, 2000, etc. Including 5 speed transmissions, complete A/C for 2000, late GTV hood, late Spider floor pans, Alfetta upper control arms with ball joints (new), donuts (new) & drive line parts, engine mount; assorted stock 2000 rods; 1300/1600 LH thread lug nuts, clutch covers, etc.; misc. speedo's & tach's, & cables, mirrors, exhaust brackets, distributors; 1600 engine-to-bell housing spacers; 1300 uprights with spindles; 2000 wiper motor (probable GTV) & wiper arms, fans; 1600 front spindles, assorted sway bar mount H/W; and more.

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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

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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 (possible picnic & concours also)	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