

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 15 No. 8 AUGUST 1976 P.O. Box 261, Los Alamitos, Ca. 90720

WRIGHT ON

By: Jerry Wright

Rick Clemente, our membership chairman, had an excellent speaker for the July General Meeting. Stuart Schneider from EON Oil was our speaker and gave his talk on the advantages of synthetic oil. I hope that Tom Suter will be at the August General Meeting to tell us about his trip to the National Meeting. I would like to thank Chris Boles who gave us an impromptu talk on the National Meeting since he was also in attendance. The next National Meeting will be in Aspen, Colorado in June 1977. I think that our club will support this meeting with more people next year.

Well, we had another AROSC Rally the 18th of July. I was not able to run in this one, but the people who did, got their taste of a Monte-Carlo type rally. I would like to thank Sid and Beth Keely for a great job on this rally. I understand we had some 20 cars which is also great.

The party at Beach Imports, where the rally ended up, was also a real good event. There was lots of food, drinks, Alfa talk, and trophies for the rally winners. AROSC thanks Beach Imports for supporting our club with this party. A special thanks to Jim, Mark and Joe Parkinson along with Blake Morris put alot of time in on this party.

Some quick notes - The antique Auto Races at Laguna Seca Raceway in Monterey on the 28th of August. Hope to see you there.

Also, the NORCAL Driver School on the 21st of August.



AUGUST MEETING

AUGUST 20, 1976

8:00 PM Little Lake Park

Learn how to "read" your sparkplugs-also Tom Suter will report on the National Meet.



Prima Festa Anuala Del'Alfa Romeo

Beach Imports wishes to thank everyone who were their guests July 18. We also thank Alfa Romeo for their kind donation of prizes for the rally. We hope everyone had as good a time as we did. Most of the food got eaten so you all must have come prepared for an Alfa Party.

There was plenty of tech talk, many Alfetta test drives and even some non Alfa conversation-Great! Those who stayed home missed a good time. Let this be a lesson to you, don't miss club events, they are for you and they're lots of fun.

Thanks, Blake

AROSC'S WINNINGEST ALFAS

#2 in the series

by John Samson

In 1969 an ochre colored GTV made its way from Milano to Long Beach not knowing what its fate would be. Having just sold my Lotus Elan I knew I would not be easily pleased. After trying many makes, all falling short of my expectations, I saw the Alfas at Jim Gray Imports. After a short drive I knew the GTV was for me. In May of 1970 my association with the Milanese bolide started. Thanks to Tom Sponsler, a long standing AROSC member, my Alfa and I wandered into the slalom world. Our first competition was an open slalom in Thousand Oaks. A second place and a trophy launched us into the world of auto competition.

The history of modifications are covered in the article about this car in the National Newsletter of June 1974. As that article points out, the car achieved 0.956 G's on a skid pad with street tires.

From 1971 to the present it has competed in 64 slalom and Alfa Time Trial events. As you can see from the table, it won its class 23% of all events entered, placed first or second in 47%, finished in the top 3 spots in 2/3's of all events and made the top 5 in 84% of the contests. The fact that we had no DNF's speaks well for Alfas. Currently the car holds the class D record for AROSC Time Trials on the R.I.R. short course and AROSC cours.

EVENTS ENTERED: 64, from 1971 to 1976

PLACEMENT:	TIMES:
1st	15
2nd	15
3rd	12
4th	9
5th	3
less 5th	10
DNF	0

All of you long time Alfa owners will say that you knew an Alfa could excel on road and track without faltering. You new Alfa owners, take heart; for under all that ecologically sound strangulation plumbing and constipating exhaust devices the D.O.T. forces our Italian brothers to affix to our cars, beats the most robust and "gutsy" engine you can own.

Please note that between this 1970 GTV Alfa and the 1600 Super described in the first article of this series (April 1976) 201 events were entered; they finished 1st in 55 events, 1st or 2nd in 96 and attained a win, place or show in 137. Need I say more! That's why I own three Alfa Romeos.



Ruiz brothers
Alfa 1750 GTV
Rally Car

For Sale

Many misc. original equipment, new replacement carpets, mats, door panels and shirt boots for 105 series. One new black vinyl dash top for 105-26 Guilia Super. Some 101-102-106 pielets. Remember the Concourse. Tom Higgins (714) 595-6122 After 4:30 or weekends.

1962 2000 Spider. Probably best looking 2000. Concours condition. Will be appreciated by the collector. Engine is excellent. \$5000 or best offer. Milton Gordon (213) 463-9408

Alfa 1960 2000 Roadster 100% restored with many extra parts. \$5000/offer
Jim Quigg home 545-1888
work 553-9772

ANTIQUE AUTO RACES & PEBBLE
BEACH CONCOURS d'ELEGANCE
by Lisa Boles

Last year there was a caravan of Alfas touring up Highway 101 to Monterey for the weekend of racing and concours events. Alfa Romeo Owners of Santa Barbara plan to repeat it again this year. The caravan will start in Ventura and stop in Santa Barbara to pick up more Alfa owners and then head North as fast as the CHP will let them. There are many hotels in the area, but they will fill up quickly so you should make reservations as soon as possible or plan to stay with friends. The caravan will leave Ventura at 6 P.M. Friday August 27 from Denny's at the Seaward offramp and will stop at the Fairview off ramp in Goleta.

On Saturday there will be racing at Laguna Seca. This year Jaguar is the honored marque (Alfa Romeo was honored last year) and the \$10 charge for Saturday includes the admission to the track and also the pits to see all the cars and drivers. NORCAL will probably have an Alfa corral set up so everyone can park together just outside the pit area. On Sunday the \$4 charge gets you into the 17 Mile Drive area and also the Pebble Beach Concours d'Elegance. It's advisable to go early to the concours because after 10 A.M. there are so many people it's difficult to get good pictures. Last year they had picnic lunches for sale with wine included, but many people bring their own. Fritz Duerenberger of British Columbia was invited to show his Alfa Romeo GTZ and a 1932 8C2300 Monza was also on display. Tickets for the Monterey Historic Races are \$10 and \$4 for the Pebble Beach Concours. Make check or money order payable to Monterey Historic and mail to: Laguna Seca Raceway, M.H.A.R. Suite C-157 2030 Fremont Monterey, CA 92940

You can also obtain tickets from Ticketron or Sears. For more information on the caravan contact Lisa Boles(805)524-0433



MONTE CARLO / POKER RALLY
by Sid Keely

July 19, starting at 9:30 AM(?), an assorted stand of Alfa's, Alfa-nuts (otherwise known as Alfacionados) and a Porsche targa(how'd he get in there?) for a total of 18 entries fell into order, signed their life away (assumed all risks for their Alfa) and were handed the generals and instructions for a Rally which began from Little Lake Park and ended for some in Newport Beach at Briggs Cunninghams Auto Museum.

Without a doubt there were those who failed to read their generals and earned themselves a DQ (disqualified) for popping a U'y in front of the check points. I don't know what happened to car #5 after check point #1 but I will say those girls sure were uneasy riders at Start. Car #18, after a 5 minute late start from his time out did finish a loose 11th place.

Trophies were presented by Beach Imports to the first six cars whose poker hand and mileage were good enough to place them. For those who did not stay for the trophy presentation see me at the August General meeting to pick-up your trophy.

Here is the finishing order:

- 1st Car #13 (Cox-Cox)
- 2nd Car #11 (St John-Lallyn)
- 3rd Car #6 (Downer-Lydon)
- 4th Car #1 (Strona-Strona)
- 5th Car #3 (Yost-?)
- 6th Car #12 (Fein-Gamble)

Now that you had a taste of Monte Carlo-ing come on out and join AROSC in team effort for PAN-AM (Oct. '76) and STARLITE (Dec. '76).

ALFA FESTA by Tom Suter

This year's National Meeting of the Alfa Romeo Owners Club was held in Connecticut on June 25-27, which provided a good excuse for my first visit to the New England area in far too many years. Whatever else you wish to say about that part of the country, even its worst critics can't deny the beauty of its green rolling hills and murmuring streams in the early summer. The narrow winding roads, punctuated by frost heaves, may seem strange to someone raised on the California freeways or the arrow-straight section roads of a great plains state, but they're like a homecoming to a transplanted West Virginia hillbilly like me. It's a quick lesson in where and why the term "sports car country" originated.

Due to a variety of personal factors, I caught a late-night flight out of here on the 24th and arrived in Hartford about 9:30 AM on Friday the 25th. I was met at the airport by Maggie Pimpinella, the charming wife of the president of the Alfa Owners of New England, who was driving a SAAB station wagon. In the course of our drive down to the hotel in Southbury, Maggie informed me that front wheel drive is definitely the way to go on those icy New England winter roads. It sounds like the Alfasud should have good prospects in that part of the country when it finally makes it to these shores.

Arriving at the Harrison Inn at about 11:15, I found it to be a resort hotel equipped with all of the necessities of life. These included a golf course, swimming pool, stock quotation terminal in the game room, etc. Anyone with a spouse uninterested in the Alfa-oriented festivities could relax and let the facilities of the Inn prevent any suspicion of boredom. Arriving at about the same time was Chris Boles, who had driven in solo in his GTV, using the trip to break in his fresh engine. Would you believe completing the engine installation ten minutes before leaving the L.A. area?

Due to a lengthy agenda the Board of Directors meeting had been shifted from Sunday morning to Friday at 2:00, which proved to be a wise move. After a break for dinner at 7:30 we finally wound up at about 1:00 AM Saturday. Obviously too much was covered to discuss in detail here, so I'll try to give you a thumbnail synopsis of the most important items in the order in which they were discussed. In the absence of any other volunteers, the Colorado Chapter volunteered to host next year's National Meeting in Aspen. Our insurance policy has been affected by technical and legal changes made by Lloyd's of London. The AROC legal advisor is following this to make sure we maintain good coverage. A "special publications" position was created to handle Alfa material (shop manuals, etc.) which is not available from ARI. Since the National Tech Editor is averaging three letters a day, often asking vaguely worded questions, AROC will publish a phone number at which he should be called for advice.

Anyone interested in the job of Assistant Editor of the "Alfa Owner" should apply to the National President. This person will work with the present Editor for a while and then take over as the Editor. A New Vintage Editor has been located for the "Alfa Owner" who promises to be more energetic. Four "Regional Correspondent" staff positions were created for the "Alfa Owner" and a "Calendar of Events" will be added. The classified ads in the "Alfa Owner" will remain free to members but the commercial rates were increased after it was pointed out that the existing rates did not even cover the printing costs for the space occupied.

After breakfast Saturday the scene of the activities shifted to the track at Lime Rock. This is about an hours

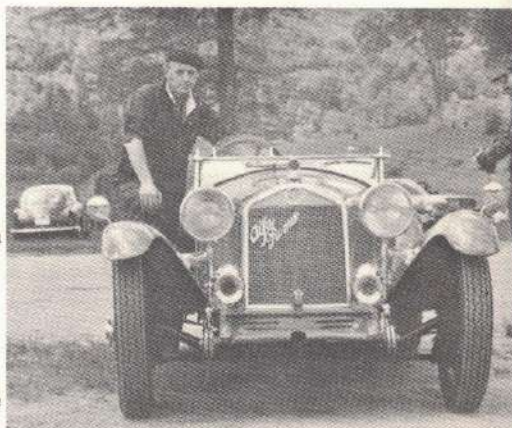
drive from Southbury over some beautiful (and fun) roads. In the course of the drive, Chris Boles and I passed one of the old covered bridges and couldn't resist posing his car in it. The events for the day included a time trial, a slalom, and a time trial for vintage Alfas. Among the more interesting machinery were a Junior Z, A GTZ-2 and a 1931 1750 which was driven down from Boston. The owner says that the car is original, not restored. A street Type 33 also appeared but could not run because the mufflers were not quiet enough to comply with the local ordinances.

The banquet Saturday night was quite good, as might be expected from the dining room of a resort hotel. It was followed by speakers from AROC and ARI, and an interesting illustrated talk by Ralph Stein. Mr. Stein is a collector and author who discussed his personal experiences with Alfas over the last forty years, relating a number of interesting and/or amusing stories.

Concours, held in the parking lot of the Inn. Among the more exotic Alfas were the 6C1750, a 1936 8C2900 belonging to Luigi Chinetti which had been brought in on a trailer from New York, the GTZ-2, the Junior Z, a couple of 1900's, a 6C2500, and a GTC - the rare convertible version of a Bertone GTV. My personal favorite was the car which won first place in the 1965 to 1976 category - a georgously restored and maintained 1600 GTV which was driven in from Michigan and looked like a professional show car. The owner uses it for regular transportation and appeared stunned when his trophy was announced.

The buffet lunch, hosted by ARI, was a delicious prelude to the awards presentation. As you might guess, Chris Boles won the trophy for the longest distance driven to attend the National Meeting, and he also took a third place slalom trophy. One award which amused me was that the car which took the first place rally trophy in the class for professionally equipped cars finished in 18th position overall.

I'm sure that everyone who attended Alfa Festa came away with many pleasant memories. My own would fill a book but a few stand out from the rest: Maggie Pimpinella's entertaining and scenic taxi service from Hartford to Southbury, the sight of Mark Gibbon's old 1750 on the course at Lime Rock, riding back from Lime Rock in Ruth Ann Yager's Junior Z, Scog Gilmore's peppermint schnapps, the conversations with Ken Askew which stretched on till 3 AM, and Donn De Young's beautiful red coupe. All in all it was a memorable weekend.





Entry Number _____
Category _____ Number _____

CONCOURS DEL ALFA ROMEO

ENTRY FORM

Registered Owner _____

Address _____ Telephone () _____

Model Number of Alfa & Model Name _____

Year of Alfa _____ Engine Number _____

Restoration work by owner, if any? _____

Restoration work professionally done, if any? _____

Prizes won & date? _____

Concours del Alfa Romeo
Puente Hills Mall--City of Industry, CA 91748
(Near Azusa Avenue and Pomona Freeway, Highway 60)

Sunday, September 12, 1976-----11:00AM to 5:00PM
Arrive at 9:00AM for setting up and registration

Entry fee: \$5.00 per entry Make check payable to AROSC

Mail entry form and check to: AROSC Concours
19806 E. Paseo Lucer-Walnut, CA 91789 Phone:(714) 595-0829

I UNDERSTAND MY ENTRY FEE IS NOT REFUNDABLE UNLESS MY
ENTRY IS OVER THE 60 CAR LIMIT.

DEADLINE FOR ENTERING: September 4, 1976

Lunch? _____ yes _____ no

Number for lunch _____ (Limit is two, car owner and one guest)

SPONSORED BY: PARKINSON VW-ALFA
1275 E. Yorba Linda Blvd.
Placentia, California 92670

Concours del Alfa Romeo
Point System
by Hal Croulet

How many of you went out to your garage and looked at your Alfa and wondered whether you should enter it in the concours? Then you mumble to yourself and say "Gosh, I take care of my car but I drive it like an Alfa should be driven."

The concours committee has been thinking about you and hope the point system will encourage you to enter your beautiful car knowing a concours Alfa is impossible, unless it is a 1932 6C 1750. None of the judges will wear white gloves but they will recognize a cared for Alfa Romeo.

The points will be awarded on the following items. The system is subject to change between now and the 12th of September.

	Points
1. Paint and finish	50
2. Engine compartment	50
3. Chassis	20
4. Coachwork and top	20
5. Seats and upholstery	25
6. Floor covering	10
7. Dashboard	10
8. Trunk area	10
9. Chrome & glass	25
10. Extras	5
11. Elegance	35
(Design, color, body style)	
12. Age	30
(Older cars get higher points)	
13. Mileage	10
(A car with high mileage can score higher if in good condition over a car in the same condition with less mileage)	

The judges range in experience with Alfa Romeos but they love them.

Tony Baumgartner - Parkinson Alfa
Placentia Sponsor
Luciano Morra - Italian Trade Commission
(Formerly with Alfa Romeo)
Tommy Farrell - Actor, Antique automobile collector, Santa Monica
Otto Zipper - Zipper Alfa
Santa Monica

The list of judges at this writing is partial due to lack of response or no definite commitment at this time.

Trophies will be awarded as follows:
1st and 2nd in each category
1st and 2nd Best of Show
1st and 2nd Best of Mall

You will notice the 1st and 2nd "Best of Show" trophies. This is a chance for the mall shoppers walking through the mall to vote on their choice and to show that they are smarter than the judges anyway. If your car is a pile of sheet metal and nuts and bolts they may like it and vote for it.

Remember these features and conveniences by the Puente Hill Mall:

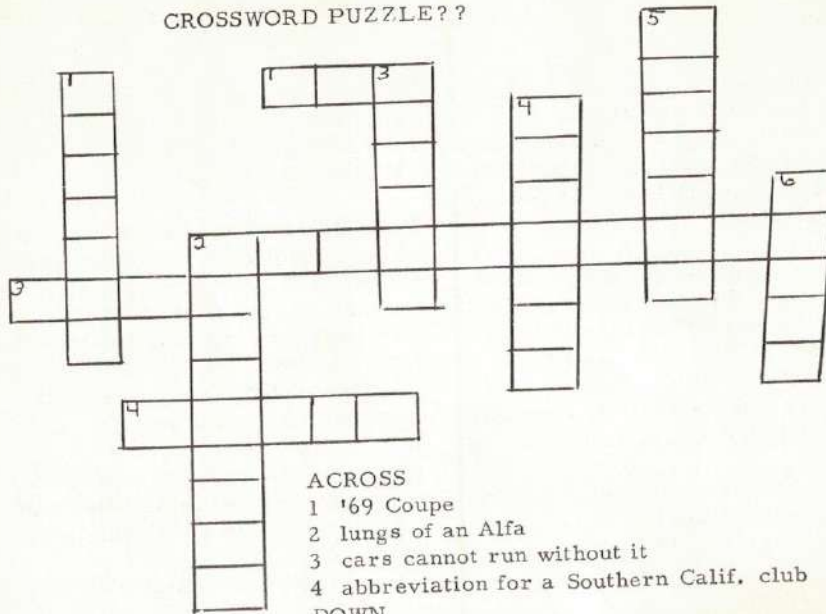
- Free coffee and doughnuts in the morning at 9:00
- Free lunch for participant and wife or friend
- Free floor covering for dripping oil
- Chain stantions for each car
- Full security system
- Air conditioned comfort

You can't miss on a concours and display like this. It is bargain at only \$5.00. You will also enjoy your car even more, win or lose. I hope to see you September 12th.

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Pomona Fwy at the Azusa exit

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CROSSWORD PUZZLE??



ACROSS

- 1 '69 Coupe
- 2 lungs of an Alfa
- 3 cars cannot run without it
- 4 abbreviation for a Southern Calif. club

DOWN

- 1 front drive Alfa
- 2 racing since 1911
- 3 "fast" in Italian
- 4 will take on any car in a boxing ring?
- 5 '69 box
- 6 storage space

answers in next issue

CALENDAR OF EVENTS

Aug. 20	AROSC Gen. Meeting Little Lake Clubhouse
Aug. 21	NORCAL Drivers School Luguna Seca Raceway \$35.00 per driver
Aug. 28	Third Annual Monterey Historic Auto Races Luguna Seca Raceway
Sept. 12	AROSC Concours Puente Hills Mall

COOLING SYSTEM CARE by Blake Morris

Don't let your Alfa corrode. Water from your garden hose is the enemy of an aluminum block and where these metals join you get electrolysis. Aggravated cases of corrosion can lead to leaks, blown gaskets, broken studs, etc. If your cooling system is dirty or if the coolant is cloudy a rinse or light flush is in order. Otherwise drain and refill the system with anti-freeze and distilled water. No more than 50% of the mixture should be anti-freeze. Anti-freeze loses its effectiveness after a while and therefore the cooling system should be drained and refilled every 2 yrs. or 24,000 miles.

CONCOURS?

by Chris Boles

Novice concours participant? What do I have to do? You can run your car through a car wash if you trust those idiots not to dent the car. That would suffice, if you're a real diehard you can go all out and really pick at your automobile and make it spotless. If you will do as I say below you can come and be a real competitor, spending about \$5 of your money for materials and several hours of labor using some of that caked on elbow grease.

Your 25¢ car wash will do wonders to the undercarriage and make your friendly mechanic sing praises of your thoughtfulness. Wash down the engine compartment, suspension, differential, gear box, and the wheel wells also.

Wash the car body and give it wax. A wax is something that isn't done too often, but it will protect that paint for several months. Now that the car is waxed, lead foot it down to your nearest parts store and buy the following items: silicone in a spray can (or Amor-all), WD-40, tire dressing. This is where you spend your \$5. These items last indefinitely not only on the shelf, but on application to your car.

Now you are ready to go to work! Your choice is to begin outside or inside. Open the doors, trunk lid, engine compartment hood. These areas will reveal dust that has crept in since the car was new. Take the WD-40 and spray the engine lid and painted portions of the engine compartment. Rub clean with some rags. This will put a protective film of light oil against rust. Door jams should also be cleaned.

Take the Amor-all or silicone and spray your dash and rub it in. This will protect your dash from craching and restore that new lustre. Spray all door rubbers, trunk rubbers, etc. if you wish. It also works well on vinyl door handles and center consoles. A mild liquid soap and water will

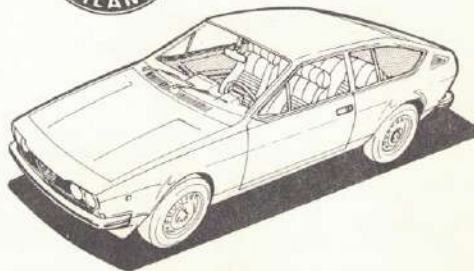
clean your seats-you might be suprised how much dirt is hiddent there.

Windows! Something you look at everyday. Windex or some ammonia and water will help. Use newsprint to wipe the window as it won't streak like paper towels. Be sure to do the inside well, especially around the edges. Some models breathe and leave residue on the window. Soon it looks like oil film once the buildup is thick enough.

When you get to the car show is when you use the tire dressing and do the final primping. Your efforts will be rewarded.



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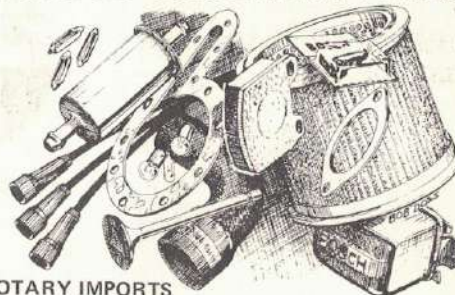
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WRITE AROSC, P.O. BOX 261,
LOS ALAMITOS, CALIFORNIA - 90720
ARTICLES, LETTERS, AND PERSONAL
ADS ARE ALWAYS WELCOMED FOR
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ALFACIONADA

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