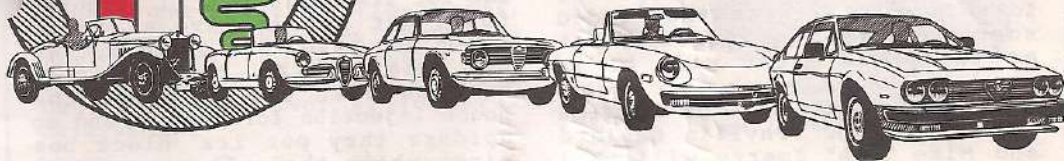




ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



Alfa Romeo

AUG CALIFORNIA [85]

ALFAS GO

By Joel Hoffman

This is the month so many of us have been waiting for. If you haven't been reading the calendar the last 7 months, there will be NO meeting at Aalondra Park this month. The meeting place for those caravanning to Monterey will be J.K. Primples, State Street exit off 101 in Santa Barbara, on both days -- the 22nd and 23rd at 9 A.M.

Bill Pringle of Mille Miglia Motors in Pasadena brought his expertise, slides and speaking talent with him on July 26th. If you GTV-6 owners are looking for 190-200 horsepower, then Bill is a man to see. With the arrival of the Milano next April there will be many more 2.5 liter V-6s around. This increased power will come in handy if you want to keep up with the 3 litre due in 1987.

Alfa Romeo has been getting a lot of press attention lately. August's Car and Driver in describing the upcoming Milano spoke of it as "a prestigious name plate, a near Japanese value and a little bit of Italy in one tidy

package." I know it is not polite but I TOLD YOU SO right here in May's newsletter that Road and Track would roll out the superlatives in their report on the Calloway Twin Turbo. Their August issue calls it "a conversion that transforms the Alfa into a supercar worthy of the Nuvolari and Fangio tradition." They continue: "Power that comes in at 3000 rpm, demands all your attention at 4000 rpm, and swings the needle to redline so quickly that you'd better be watching the tach or have a really good ear. It's a blast in a way that the much used word seldom really means." 0-60 in 6.2 seconds; the 1/4 mile in 14.5 at 97.5 mph; Bravo!

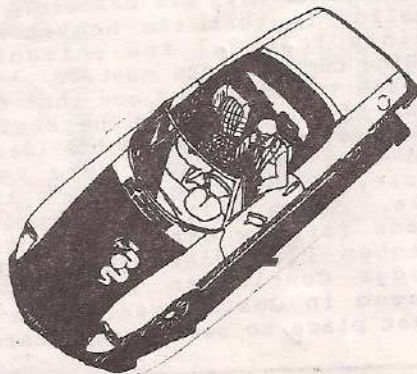
Our concours events usually draw from 10 to 20 entrants. Why so few when we have 320 members? My feeling is that the membership thinks that all the entrants' engine compartments must be clean enough to eat off of and that the rest of the car must be better than new. Now, that is the ideal, and even though some come very close, it certainly isn't the rule. There will be a special class for new entrants at the October 13th Concours at the Briggs Cunningham Automotive Museum in Costa Mesa. It's a great place to see classic cars,

Alfa Romeo

have a picnic, meet other Alfa owners and have a wonderful time.

Following the Monterey weekend comes the September 15th Time Trial at Carlsbad. The Special Introductory Program that I did some cheerleading for in last month's newsletter will be in operation again. September 27th's meeting will have film of the Time Trial program. Phyllis Gaylard and Mike "GTA" Sperry will tell what safety equipment is used, where it can be bought and answer any questions about the program. The donations for the raffle include an Alfa fender cover from Alfa Ricambi, a Benetton Alfa Formula One T-shirt from John Ireland; two more oil and filter changes, a tool kit, Alfa prints and more. I'll be recycling the exterior detailing I won last month from Steve "The Alfa Recycler" Treece at his Scott's Auto Body in Van Nuys for September's raffle.

In December of 1983 in this newsletter I wrote of having an Autopower roll bar installed in my Spider and then feeling like a prisoner in a cell. I remedied that with an expensive custom made bar. This June, Jim Wood wrote of borrowing my bar, using it as a model and saving a lot of money by



doing much of the work himself. I was mainly looking to get room to stretch out my arms and recline the seat. Jim was looking to save money and have an SCCA approved bar for time trialing. I recently found out how to save a lot of money AND have lots of room. We can thank Alfa Romeo S.p.A. because when they adopted the Bosch injection for the '82 and up Spiders they put its' black box right where the roll bar used to be attached behind the driver's seat. Autopower in San Diego had to redesign their bar and now it leaves oodles of room; the seat can extend to the rearmost position and also recline. All of this for \$119 vs about \$450. For an extra \$50 they will build a bar with a diagonal cross piece for extra strength. This latter bar isn't SCCA approved unless you lower the seat a great deal. It won't clear the top. The \$119 bar doesn't interfere with the raising and lowering of the top and seems to be the perfect street bar. Linda Buchanan, a new AROSC member, has one in her '85 Spider and has agreed to let you see for yourself how roomy a Spider can be with a bar. She'll be at Alondra Park with her Spider in September and October. Some dealers might still have the old style confining bar in stock, so be sure to order the new one.

The '86 Spider Veloce with the new, very supportive seats, redesigned dash, new console etc. and etc. were to have been in the showrooms on August 1st, but the Teamsters union strike has delayed them. November 3rd, a Sunday, is the date for the AROSC tour from Alondra Park to Beach Imports in Newport Beach. There, we can test drive the '86 GTV-6 and Spider Veloce and enjoy wine and cheese. Let's hope the strike ends soon.

Alfa Romeo

AROSC member Steve Robinson will be opening his Universal Alfa shop on Saturday, September 28th from 10-3 for members to put their cars on the lifts. A complete going over of the brakes, differential, exhaust, etc. will be conducted for the first 15 members who arrive. The address is: 7019 Laurel Canyon Blvd. #2 in North Hollywood.

Our club would like to schedule a swimming party and barbeque for Sunday, October 20th. Please give me a call if you'd like to host this "bring your own refreshments" party. Alondra Park, Sept. 27th. Let's all be there.

Joel



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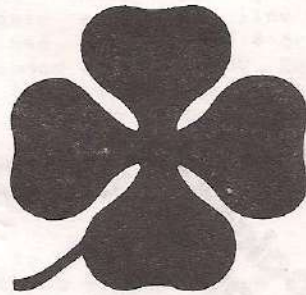
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is oh, so smooth and tight.
He starts on her real early...
Keeps it up 'til late at night.

He rides her in the mornings.
All day long he thinks of her.
He drives her every evening...
makes that engine purr.

When he says "Honey, your top is
coming off. I want to ride on
you," He ain't talkin' to me,
sister, and he isn't talking to
you.

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But she's just a hunk of steel.
He spends his paycheck on her...
she's his Alfa automobile.
Yeah...his Alfa automobile.

"She's" nothing but metal
and electrical wires.
Some wood, some plastic,
And four rubber tires.

"She" doesn't talk back
And she smells real good,
And like it or not, girl,
He gets it up... for Her.

C.Chandler

1985
calendar
of events

August 23, 24, 25



Historic Auto Races at Laguna Seca. Alfa Romeo to be honored marque. Club rallye here to there. Don't miss! (No General Meeting this month)

September 15 Time Trial Carlsbad
27 General Meeting

October 5, 6, 7 Pan Am Rallye
13 Concours Briggs Cunningham Museum
25 General Meeting
26 Time Trial Riverside Raceway

November TBA Warm up for Starlight Rallye
17 Swap Meet
22 General Meeting

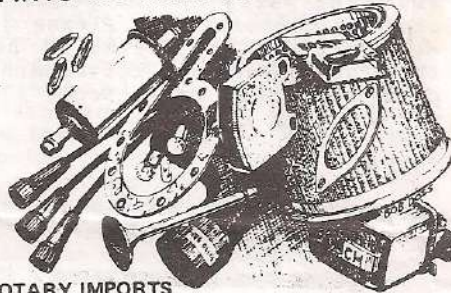
December 6, 7, 8 Starlight Rallye
14 Christmas Party (No General Meeting this month)

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Tom D'Alesandro	Fender Cover (Alfa Ricambi)
Sergio Canone	Fire Extinguisher
Loren Smith	Fender Cover (Joe Canone)
Phil Maggio	Poster
Linda Buchanan	Model Car
Dan Ritter	Glasses
Teruhiko Higashi	Key Fob
Bo Pilz	Oil Change
Joel Hoffman	Exterior Detail Job

TIME TRIAL

WHAT IS A TIME TRIAL?

What is it:

That is a very good question as time trialing is one of the premier activities of AROSC. A time trial is very similar to a full blown car race, with several very important differences. A time trial is a race only against the clock. It is also the very cheapest way to run full speed on a true race track.

During a time trial there is no wheel to wheel racing. Passing during practice is strictly controlled and only a few cars are spaced on the track during timed runs. This provides a much safer competition, but keeps almost all the fun and thrills.

How does it work:

It begins generally the week before the time trial date with pre-tech at one of several Alfa shops around L.A. First thing in the morning at the track AROSC, alone or with another club has rented is check-in. After check-in and late tech there is a drivers meeting where the basic rules are reviewed and questions answered. This meeting is mandatory for all drivers. The run groups are posted and drivers of the second run group or their representatives are assembled and taken to the various corner stations on the track. Cars of the first run group assemble before the track entry. As soon as the track is completely manned the cars are released for practice. Each practice is from a half hour to an hour. After the first practice session is over the drivers and corner worker are switched and the second session begins. After all run groups have had a morning practice we break for lunch.

After lunch the runs groups practice again and then line up for the timed runs. Only 4 or 5 cars are spaced on the track. Each car gets 5 timed laps. The best of the 5 is used to determine the placement in your class. For timing an automatic clock is used, triggered by a light beam across the track.

How to get started

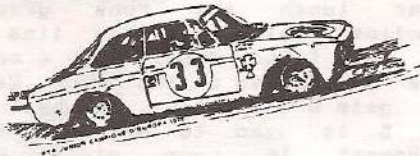
The first thing you need is a car, preferably an Alfa, but most any car will be allowed to run. The car must be equipped with the proper safety devices. These include the following:

- 5 point competition safety harness for both driver and any passengers. This includes a 3 inch wide lap belt, a pair of 2 inch shoulder belts, (these usually are put together as a H or Y shaped harness) and a 2 inch anti submarine belt.
- 2 1/2 pound fire extinguisher mounted within reach of the belted driver.
- Driver and any passengers must be completely clothed in cotton wool or preferably nomex. Gloves must be either leather or nomex with no holes.
- Helmet, driver and any passengers must wear helmets with a 1970 or later SNELL sticker.
- Rollbars, open cars are required to have rollbars and they are strongly recommended for all cars.

All operating parts of the car must be in good condition. Pay special attention to brakes, tires and wheel bearings. An engine in good tune sure helps you go fast.

During tech the wheel bearings and steering will be checked for too much play. The battery holddowns will be checked as well as any fluid leaks. Also all extra junk must be cleaned out of the car and trunk.

continued next page



How do I win?

Winning is accomplished by having the best time in your class. Classes are based on a point system. Each type of Alfa is assigned an amount of base points. Modifications add to the points for the car. A full list of base and modification points along with all the rules is in the AROSC competition code. This code is available from Phyllis Gaylard (714) 536-2089.

How much does it cost?

The basic time trial fee for an AROC member preregistered:

- \$75.00
- + Late registration: \$ 5.00
- + Late tech: \$10.00
- + Non-AROC members: \$ 5.00

There is also a track entry fee \$5.00 for Riverside raceway or \$7.00 for Carlsbad raceway. By the way the next time trial at Carlsbad on September 15 will only be \$65.00, a real bargain. The other fees are as listed above.

Equipment:

Helmet - \$50 to \$125 at motorcycle shops. Be sure to check for SNELL sticker.

Gloves - \$7 to \$75. Leather trucks gloves work well \$7 to \$10 at hardware store.

Fire extinguisher - \$8 to \$80 Dry chemical at hardware store Halon or Purple K, try

H & P Fire Equipment 213 266-3350 good prices and fast UPS service. Halon leaves no mess, but is expensive. Be sure an get a sturdy bracket.

Competition harness - \$75 to \$125. Order through most 'speed shops' or a performance oriented parts shop. J. C. Whitney even has them. The lap belt mounts where the stock belts mount, stock belts can be in as well. Shoulder harness can mount to rear lap belt mounting. If no rear belts a hole will have to be drilled. The anti submarine belt mounts to the floor in front of the seat.

What tracks?

Willow Springs Race Track (north of L.A. near Edwards Air Force Base) is a very interesting track to drive so I'm told. Riverside International Raceway (past Riverside) has great facilities but it has been sold, so how long it will be there is a question. Carlsbad Raceway (south of Oceanside near the coast) is a short but challenging track.

DOES THIS SOUND LIKE FUN BUT YOU ARE NOT SURE???

Try the special intro program. For a only \$35 and no special equipment except a helmet (which we can loan you) you can run on a real race track at speed following a trained instructor with a small group of cars. This is a great opportunity to improve your driving skills and see if time trialing or even racing is for you. Register early, as late registration is an extra \$5.00.

When?

The last two events this year are:
CARLSBAD Raceway - Sunday
September 15
RIVERSIDE Raceway - Saturday
October 26

Next Month

In next month's article I will write more about special intro and drivers training, corner working, and several new features of the AROSC time trial program.

Jim

Wood

TIME TRIAL COMMITTEE REPORT

RIVERSIDE: LET'S DO IT AGAIN!

A time trial committee meeting of about a dozen people was held to review the questionnaires and make decisions about the rest of the time trial season. Thanks to all who sent in their questionnaires -- we had a very positive response, and will hold our scheduled event at Riverside October 26. We will need to find some additional competitors, probably outside AROSC, to assure financial success, but we have some contacts and would appreciate the efforts of anyone in the club who knows other competitors who would come. We will also raise the fees to help meet expenses:

Time Trial Entry (Pre-reg, pre-tech, member)

\$65.00 at Carlsbad
75.00 at Riverside, Willow Springs
10.00 tech at track fee
5.00 late registration fee
5.00 non-member of AROC fee

Special Introductory Entry

\$35.00 pre registered
5.00 late registration fee

Trophies will be provided, including to those owed from the last event.

We need to develop sponsorship, dealer liason, etc. for more support to the program. Andy Steben is working on this, but more help is needed to develop sponsors. The sponsorship fee is \$250, which includes an entry in the time trial, and we will try to have sponsors set up a booth to show their product/cars/etc. If you can help, contact me or Andy.

In other decisions, Skip Farnsworth is the new director of Workers, and Dan Hake is the new director of Timing and Scoring. Also, the base model points for the GTV-6 were lowered, on a temporary basis for the next two events, to 183. We are re-evaluating this model at the next time trial committee meeting, probably in November, to settle just where the car belongs in the class structure. Any inputs on this subject will be welcomed by me and Mike Sperry.

We will try assigning novice drivers to an experienced driver, to provide driving help, as a buddy system. These pairs will also work corners together to share experience in working and in watching others drive the corner.

The Special Intro will be slowed down some. Currently, the Special is running at quite a quick pace, and the drivers are quite happy, without moving up to the time trial. We want the Special to have more control on the speed, and more emphasis on training drivers to move up to the Time Trials.

SAFETY GEAR REQUIRED FOR ALL BUT SPECIAL INTRODUCTORY SESSIONS:

- Harness, 5 point system
- Fire extinguisher, mounted securely, in reach of driver
- Roll bar in open cars
- Helmet (Snell 70 or equivalent)
- Wrist/ankle length clothing & gloves: cotton, wool, or Nomex, also leather gloves, no holes!

FOR INFO CALL MIKE SPERRY
(213) 325-7549

OR PHYLLIS GAYLARD
(714) 536-2089



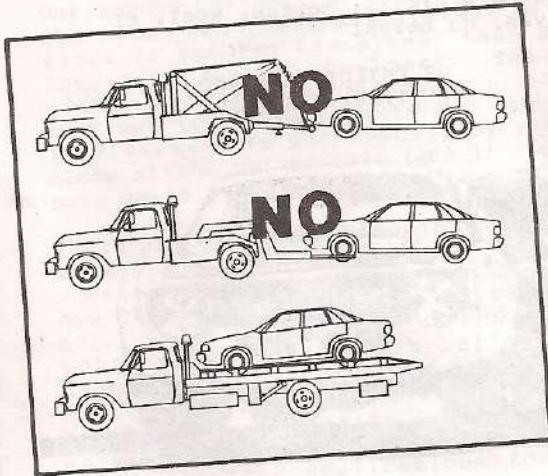
TENTATIVE SCHEDULE -- SEPTEMBER 15

TIME	SPECIAL INTRO	TIME TRIAL	
		NOVICES	REGULAR
7:30 AM	Registration opens		
8:00	Meeting		
8:30	Track Orientation		Drivers' Mtg
9:00	Ground School		
9:30	Practice group 1		
10:00	Practice group 2		
10:30	Practice group 2		
11:00	Practice group 2		
11:30	Practice group 2		
12:00 PM	Track Orient	← →	Lunch
12:30	Drivers' Meeting		
1:00	Warm-up Practice, group 1		
1:30	Timed runs		
2:00	Warm-up Practice, group 2		
2:30	Timed runs		
3:00	Warm-up Practice, group 2		
3:30	Timed runs		
4:00	Clean-up		
4:30	Trophy Presentation		
5:00			

Alfa Romeo

Alfa Romeo Spider

TRANS	MPH	MILES
AUTO	NOT OFFERED	
MANUAL	0	0



FRONT

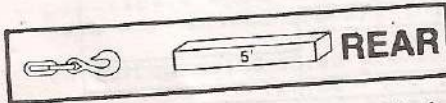
DO NOT TOW WITH SLING-TYPE EQUIPMENT.

Sling-type equipment may damage the airdam and/or front bumper.

DO NOT TOW WITH WHEEL LIFT EQUIPMENT UNLESS REAR WHEELS ARE ON DOLLIES.

Towing from the front with the rear wheels on the ground may cause transmission damage.

USE WHEEL LIFT WITH DOLLIES OR FLAT BED EQUIPMENT.



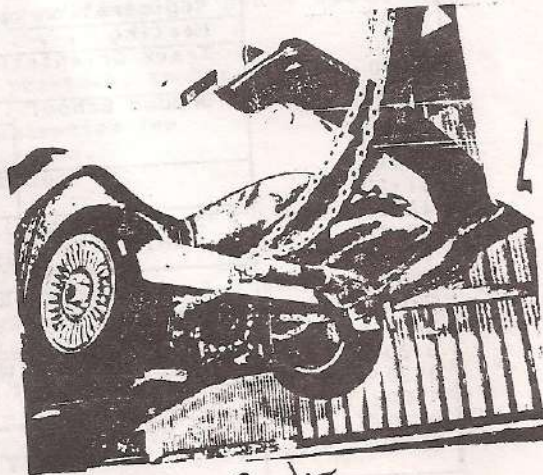
Wrap tow chains around axle, inboard of stabilizer bar and springs.

Position 4 x 4 under fuel tank and spare tire well and against tires.

Position towbar against 4 x 4.

Attach safety chains to trailing arms.

CAUTION: Loop in tow chains around axle must enclose parking brake cables.



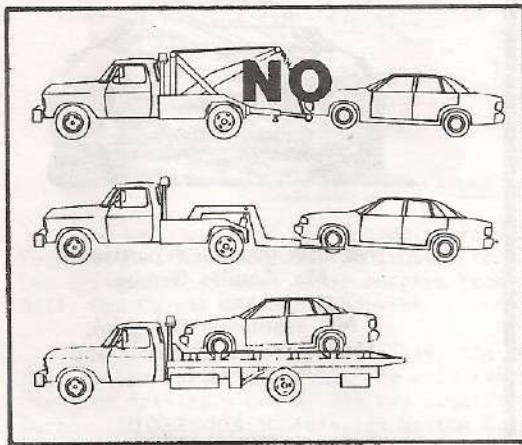
RWD

Spider

Alfa Romeo

Alfa Romeo GTV-6

TRANS	MPH	MILES
AUTO	NOT OFFERED	
MANUAL	30	30

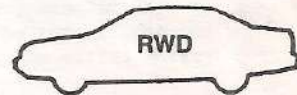


FRONT

DO NOT TOW WITH SLING-TYPE EQUIPMENT.

Sling-type equipment may damage the front airdam.

USE WHEEL LIFT OR FLAT BED EQUIPMENT.

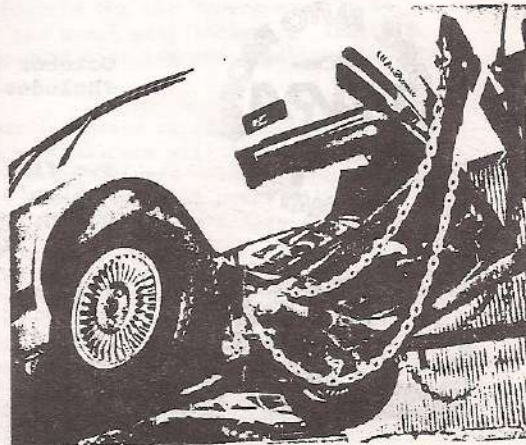


REAR

Wrap tow chains around suspension tube, inboard of springs.

Position towbar close to suspension tube.

Attach safety chains to suspension tube.



GTV-6

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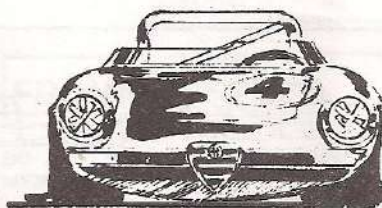
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PLUS : On Friday October 4th, a Vintage Racing Driver's School will be held at the track, with extra practice sessions and a special race for graduates on Saturday.



Contact: VINTAGE RACING
P.O. Box 7000-728, Redondo Beach, CA 90277
Cliff Jones (213) 747-7514
Art Evans (213) 670-0244



For Immediate Release
August 5, 1985, Palm Springs, Calif.

VINTAGE FORMULA ONE AT PALM SPRINGS

The main event of the upcoming Palm Springs Vintage Grand Prix will be Formula One. The race will be limited to vintage Formula One cars and Formula One drivers. The first three entries received were former World Champion Phil Hill, Dan Gurney and Bob Bondurant.

Gurney will drive a 1967 Eagle, the same car in which he won the Grand Prix of Spa in 1967. This was the only time an American has won a Formula One race driving a car of his own construction. The Eagle, still owned by Gurney, is presently on display at the Cunningham Museum in Costa Mesa.

Hill and Bondurant will both pilot Ferraris similar to those they drove when they were with the factory. The Bondurant entry is a 1967 Ferrari owned by Don Wasserman of San Francisco.

Stirling Moss has also agreed to enter. Warren Sankey, also of San Francisco, is the entrant with a 1962 Lotus 24. This is the twin of the car Moss won the Grand Prix of Monaco for Rob Walker in 1962. The actual Walker car is now in the museum at Donnington in England.

The organizers of the Palm Springs Vintage Grand Prix have made contact with a considerable number of vintage Formula One car owners as well as potential drivers. It is expected that the event will include at least 16 entries. This promises to be one of the most exciting and significant vintage races yet.

Plans for the November 30, December 1 vintage races, which will be held in the city streets, are well along. A special race will feature a host of celebrities - all of whom are licensed racing drivers - in fifties era production cars of similar performance. Another unusual event will be a reunion race for those who drove at Palm Springs in the fifties. Both of these events will see a number of familiar faces.

In addition to these three featured events, there will be a full weekend of racing for all vintage eligible cars. First indications are that there are a large number who wish to compete. Unfortunately, because of time and physical limitations, entries will have to be limited.

The Palm Springs Vintage Grand Prix is sponsored by the Palm Springs Chamber of Commerce and sanctioned by the Vintage Automobile Racing Association. Those who wish to enter or need further information may write to Vintage Racing, P.O. Box 7000-728, Redondo Beach, CA 90277.

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1978 SPRINT VELOCE

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1964 GIULIA SPIDER

California car, has been stored since 1978. No rust. Mechanicals OK, brake cylinders all rebuilt. Running car needs cosmetic restoration. \$2,700. With Farina hardtop, \$3,500. Don Singer. (213) 454-2470 eves.

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James Crockett (213) 669-0877

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Body and interior is in beautiful shape. White exterior (repaint), black interior. \$4,950. Call Jack (714) 772-9430.

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Gene Zettle
ALFACIONADA
1415 Via Zurita
Claremont, California 91711

You may also telephone your ads in to me at (714) 625-2876 or (714) 621-2137. No calls after 8 PM please! Ads are due by the first of each month for the newsletter published that month.

Alfa Romeo

ALFACIONADA is the monthly publication of the Alfa Owners of Southern California (AROSC).
PO Box 947 Lawndale, Ca. 90260-0947.

Subscriptions to this newsletter are included as part of the \$35.00 per year membership fee. Meetings are normally held on the 4th Friday of the month, 8 P.M. sharp, at the Alondra Park Clubhouse located at:

3850 Manhattan Beach Blvd.
Lawndale, California

Directions:

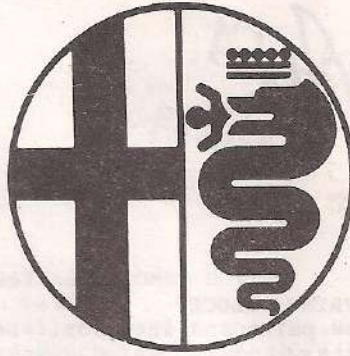
405 to Hawthorne exit, north a short block to Manhattan Beach Blvd., right about 1.5 miles.

For more information call:

Joel Hoffman - President
(818) 994-4730

or

Jim Wood - Membership
(818) 991-3754



Send articles, letters, ads, etc., to the newsletter editor by the first of the month for publication.

Gene Zettle
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