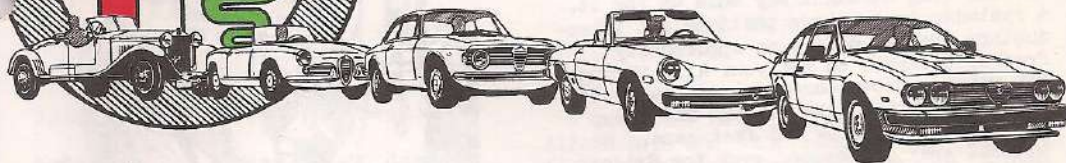




ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



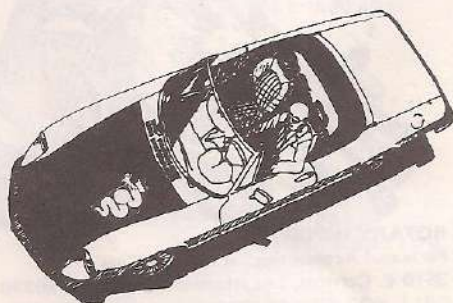
Alfa Romeo

uf CALIFORNIA 1851
ALFAS GO

By Joel Hoffman

Another BIG crowd was at Alondra Park to hear Steve, "The Alfa Recycler" Treece. We learned a lot about the practicality of enamel paint for street Alfas, lacquer for rarely used show Alfas, and the inadvisability of using silicone wax because new paint later won't adhere well to it. As they say, a word to the wise....

Speaking of last month's meeting, we've given you yet another reason to attend them all. Besides the dashboard cover, we had two oil and filter changes. One was from Steve Robinson and Gino Franzo of Universal Alfa in North Hollywood, and the other was from Giuseppe Cappalonga of Targa Florio in Van Nuys. The prizes on July 26th will include an Alfa Romeo fender cover, an AROC poster, a fire extinguisher, an Alfa Romeo model and much more. Also, two more oil and filter changes; one from Hector's European Motorcar Garage in North Hollywood, and the other from this month's speaker, Bill Pringle. Steve Treece has donated an exterior detailing job at his Scott's Auto Body in Van Nuys. His steam cleaning machine will make your brake dust coated wheels look brand new. Lastly, we'll raffle off a GTV-6 Twin Turbo on the 26th. The tickets are free, but the car must be picked up in Beirut (just kidding, people).

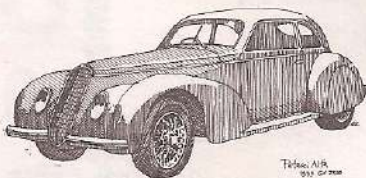


Continued next page

Last month's time trial at Carlsbad was great fun for me and the 39 other entrants. The track was a little bumpy, but the long straightaway made up for it. A reminder is due here that the \$25 introductory program offers an opportunity free of pressure to put your Alfa through its paces. Experienced drivers teach the right path around the track. The group is divided into slow and fast cars. No special gear is needed, even for Spiders, except for helmets which can be easily borrowed at the track. Many of us drive with one eye in the rear view mirror looking out for the CHP, but not here. At the time trials, speed doesn't kill, it exhilarates. The questionnaires in last month's newsletter will help determine if we'll be able to time trial at Riverside in October, so please return them to Phyllis Gaylard. Better still, send in your check today.

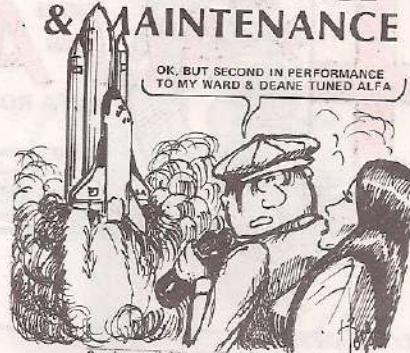
A rallye is still in the works, but not for August 3rd. Ernest Kim, Alfa's marketing director, called to say the '86 Spiders will be in the showrooms very soon, which means our rallye isn't far off.

Bill Pringle of Mille Miglia Motors in Pasadena, who has been writing all about the GTV-6, will be the featured speaker on July 26th. We'll hear how to performance tune it, how performance parts work on it, and just what this beauty will really do. Don't miss out. Let's all be there on the 26th at 8PM SHARP!



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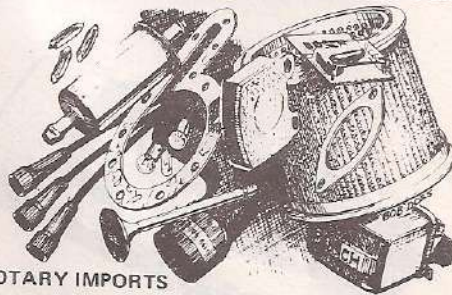
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calendar of events

- | | | |
|-----------|----------|---|
| July | 26 | General Meeting |
| August | 3 | Rallye or dinner rallye |
| | 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 Location - TBA |
| | 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) |

TIME TRIAL REPORT June 23 -- Carlsbad Raceway

With the help of some of the San Diego Alfa Owners and SCCA people, we held our first event at Carlsbad Raceway, a drag strip with return roads in the hills east of Carlsbad/Oceanside. The track is short, 1.16 miles, with some second gear corners, and up & down hill bits. It keeps a driver busy, but you can work on a particular corner or sequence easily because you come to it again rather soon. The drag strip is shorter than the Riverside short straight, and has much slower corners entering and exiting, so top speeds are quite a bit slower.

Despite the bumpy, irregular surface, and the slick surface of the start of the drag strip, from burnouts, the only real complaint heard, and often, was of brake fade -- and we all believed that Alfa brakes are great! The main cause seems to be the hard braking at the end of the straight, shifting from 5th to 2nd gear to make the "hair-pin", and the quick revisit time, with more braking in between, which gives no time for cooling. I found that during practice, easy braking on the straight gave no brake problems -- I was just running out of second gear synchro. Also, metallic brake pads tend to fade less than the stock ones, and are highly recommended for competition, as is good high temperature brake fluid and some cooling ducts or insulation for brake master cylinder and lines, to protect from engine heat.

Continued next page

It was good to see Dick Richards running with us again, although it must seem very tame after his European racing exploits -- Nurburgring it's not. Dave Mericle was back, running a Formula Ford since his Alfas are all "under the weather". Also, Len Frank, of the Saturday afternoon radio show, and AROSC January meeting fame, came out in a Honda CRX SI, a loaner from Honda Motors.



This was the first time we've seen so many cars retire with engine problems. David Hobbs brought his Giulia spider in after a few laps, finding the low oil pressure it registered the last time he ran was not a temporary aberration. Anne Skelton's 1750 GTV faded later in the practice, although its demise had been considered 'near-term'. Then Scott Gray got spectacular in the second practice session, grinding off his oil drain plug as he bottomed the car in one hilly spot. I noticed an oily windshield after he passed me, but we didn't get him black flagged in time, before he laid the whole pan-full around the course for 2 or 3 laps, making a nice, wide oily swath before he noticed a lack of oil pressure. Practice was halted for a clean-up while Scott worked the broom, and then we let the special intro cars run on the cement powdered groove for their track orientation before we ventured out at speed again. Scott needed a sacrificial skid-pad like Keke Rosberg used while winning the Detroit GP the same day.

The special intro group had about 2 hours of track time, with parade laps and groups of 4 running with the instructors. The cars looked to be running at a good quick pace, judging from the squealing tires in turn 6, by the pit area. Dan Ritter was hanging his Giulia Super out pretty far, and a Datsun 240Z had a near-spin coming out of the turn. Bill Sunda was having a great time running the Honda CRX with Len Frank, since his Lincoln was tired from the last few times out. We had a number of San Diego-based entrants in the special, and hope to see more next time. Perhaps some will move up to the time trial.

One different thing about the Carlsbad layout is the timing stand location, on the hill above start/finish, and a long way from the pits. Thus no one knew any results until the event was all over. The timing stand had the only shade in the place, with a roof, so the timers weren't anxious to run down with intermediate



JULY

Alfa Romeo

results. Skip Farnsworth and Harold Rich had been going after each other again in class F, and going fast and furious in turn 6 where we could see and hear them from the pits. When the results were in, we found that Skip had prevailed again, but surprise! Rex Chalmers had beaten Skip by a second, for first in F, in his white 'box' Giulia TI, with a very respectable time. Alan Zimmerman was also closing in on them with his 1300 Veloce spider, so the class looks to be very competitive as the season progresses. Andy Steben may be glad he moved up to E. He beat Skip and Harold, but was slower than Rex.

In class D, Dick Richards was in his usual winning form, although he complained that the car must be off because he was usually closer to Sperry's time. Bill Pringle made a good run for second, beating Jonh Samson who was tired from leading the special intro for 2 hours, and his brakes were tired as well. Mike Sperry clinched TTOD honors with Scott sidelined, but some serious competition was starting to develop from Dave Mericle; unfortunately for him, his Formula Ford's nose blew off on his 3rd lap, and he retired early. Some wag in the pits suggested that he should have used a handkerchief before he went out. Leo Weber's quick 300 ZX turbo Showroom Stocker was sidelined in his first timed lap by brake fade, which made the mushy-braked Alfas feel a little better. The low blow of the day was delivered by Len Frank and the CRX, as it was fourth fastest of the day, faster than all of the 'stock' Alfas, and experienced no brake problems. Len probably didn't use the brakes anyway.

The caper to the day came during the last set of timed runs, when Carlsbad initiated Pablo Mobius into the exclusive "Flying Alfettas", a new aerial group this year. PLEASE, PLEASE -- that's enough members for all time! He's now in the process of rebuilding, as is Mike Winiarski, the other member, and we hope to see both of them back soon.

Many thanks to Bill Skelton for making the event happen. Also to Ed Smith at re-entry, Jay at start/finish, Dan Hake at

start/finish and timing, and Madoline Farnsworth and relations in timing, and the other San Diego people who worked for us all day. Also John Samson and Bill Sundin for their efforts with the special intro, plus Fred Zimmerman, Billy Stephens, and Scott Gray for instruction to the time trial group. It was a good event, and we'll be back September 15 to do it again. Carlsbad will probably become a regular site for us, since the price was almost \$1000 less, and we made a few bucks at this event, for a change.

Dhyllia

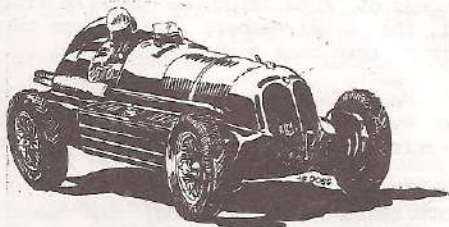
Results on page 8



V-6
CORNER

CALLAWAY TURBOSYSTEMS GTV/6

Courtesy VELOCE ESPRESSO



Callaway Turbosystems is not doing an aftermarket, build-your-own turbo car. They are under contract with our beloved Alfa Romeo, Inc., to build factory fresh turbocharged GTV/6's. To say that they have given the 6 a kick in the gas would be insufficient. With the aid of twin IHI RHB5 turbochargers & twin inter-aftercoolers, the 154 hp '6' becomes a whopping 230 hp Porsche eater. (That's not in their literature - the emphasis is mine.)

The basic GTV/6 that we all know and love has not been changed. The suspension, interior, body (most of it) and braking system are all current 1985 GTV/6. The hood has been slightly modified to incorporate the twin intercoolers which are mounted right on top of the engine. These coolers are air to air aftercoolers which serve the purpose of reducing the high compressed air temperatures associated with turbo engines. They also give the engine maximum turbine response due to the very short ducting from the turbo to the engine.

Fuel enrichment is not stock either. The Callaway microfueeler is a microprocessor controlled fuel injection system which senses engine speed and manifold pressure generated by the turbocharger. The output of the electronic circuitry drives dual fuel injectors, adding the extra kick in the gas. Competition stainless steel oil feed and drain lines have been added for turbocharger lubrication. The stock fuel injection remains with its state-of-the-art kick in the gas, too.

What this all means is 0-60 in the low 6 second range. That's Callaway's claim; in other auto publications I've read six flat! What I've also read in other auto rags is that the top end has been increased beyond the 134 mph in the present GTV/6. Not so. The Callaway car will go neither faster nor slower at the top end than the current '6'. Hey, who are you going to believe? Autoweek? Hah! If you want the best source of information, read the Veloce Espresso. After all, Alfa Owner is published on the west coast and they haven't even seen the car, except for the few that went to the New York Car Show. I've ridden in the car with Scott at the wheel, and baby, she moves!

The truth of the top speed is that the Callaway turbos' top speed is gear limited by the stock '6' transaxle. What it's capable of doing is another matter. The folks at Callaway have put together this machine after only four short months of R&D. What they were most impressed with were the capabilities of the Alfa 6 engine. R&D could go on forever. The V/6 is actually capable of producing a lot more horsepower than the 230 hp that Callaway squeezed out of the engine. Any entrepreneurs who want to move out of Showroom Stock and into GTI have got a lot of car to play with.

To build a higher speed top end the transaxle would have to be redesigned. Of course it's possible, but not exactly the original intention of the builders. Besides, have you ever reached top end on your '6'? You can bet your bottom dollar that I haven't. I enjoyed driving my '6' at Lime Rock, but I would have to eat, drink and sleep with my car before attempting that type of driving.

To encapsule the whole car (and get the jump on the automotive press), the maximum manifold pressure is 10 psi, and boost threshold is at 1400 rpm with full boost achieved at 2200 rpm. The 230 hp is seen at 5500 rpm, and hear it whine!

These are certainly the lowest boost rpm figures that I have encountered. What it means is that this car has its most noticeable effect right at the gate. Starting off in second at the light is no different than starting off first in my car. The boost is that dramatic. Of course I drive in fifth gear a lot to reduce wear on the engine and on my pocket, so 2000 rpm in fifth on the freeway is not unusual. In fact, Scott set up a situation where a car (such as one of those awful Saab Turbos) might be creeping up on you in the passing lane, assuming that he will be harassing you into pulling over so he can pass (if its a Saab - more than likely it'll keel over), without down shifting, step on the gas and wheeee!!

Now that's what the twin turbos are for. In fifth gear I have trouble getting the '6' out of its own way. Sure it's great for the highway mileage, I've gotten 27 mpg on a long haul. The freeway escape to high speed is not why I bought the car, but this addition to the armament is all that you need in a sports coupe. There just ain't nothing in its \$22,000 - \$27,000 price range that will touch it.

Forget everything I've said about the Maserati Biturbo, I don't want it anymore. Oh, Alfa, you've made my life

difficult. Just when I was sure that I'd buy a Graduate next year, you've decided to market the Alfa 75. Now I've got this to think about, too! My Alfetta is getting tired and I need a new sedan, the Giulia could never be my daily transportation - maybe if it were 1964 again, but of course I wasn't old enough to drive then. Now I've got the Callaway twin turbo GTV/6 to contend with. I know I have been looking for a better paying job, but even with the plan for profit and success programs on the market that's a tall order to fill in one lifetime.

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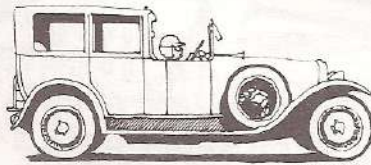
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RAFFLE WINNERS!!!!

At the June meeting, the raffle winners were:

Tool Kit - John Ireland

Wine - Harold Rich

Spider Dash Cover - Joyce Koskie

Oil and Filter Change - Joel Hoffman (no, the thing wasn't rigged!)

Oil and Filter Change - Phil Maggio

POSTERS!

We've still got AROC posters for sale. These gems are just like the ones you may have seen on the wall of your Alfa mechanic's garage wall. We're selling them for the low low price of only \$5.00. They have pictures of many notable Alfas on them. They're available at meetings and other club events. For more information, contact any club officer.



ALFA ROMEO MONTREAL

Alfa Romeo

June 23, 1985 Time Trial Results, Carlsbad

CLASS B

Mike Sperry	GTA	1:07.75	1:07.25	1:07.01	1:06.58	<u>1:06.35</u>
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CLASS D

Dick Richards	GTV	1:11.24	1:11.27	1:11.15	1:11.71	<u>1:11.03</u>
Bill Pringle	GTV-6	1:15.85	1:14.21	1:14.19	<u>1:13.03</u>	<u>1:13.12</u>
John Samson	GTV	1:17.09	1:15.81	1:16.12	<u>1:16.38</u>	<u>1:15.31</u>
Phyllis Gaylard	GTV	1:19.81	1:16.91	1:17.08	1:16.67	<u>1:16.60</u>

CLASS E

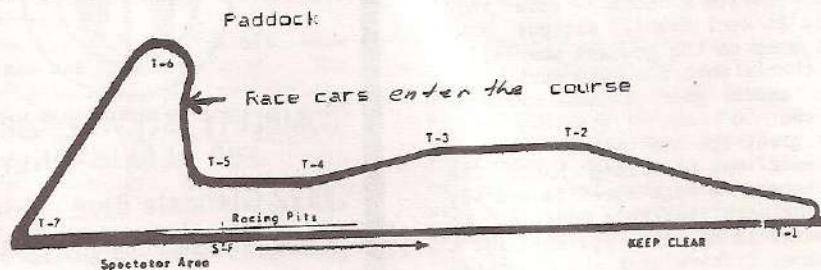
Andy Steben	GTV	1:21.10	1:15.47	1:14.03	1:13.91	<u>1:13.28</u>
Mike Leum	Alfetta	<u>1:19.38</u>	1:21.66	1:20.98	1:20.25	1:20.82

CLASS F

Rex Chalmers	Super	1:13.23	<u>1:12.71</u>	1:13.34	1:13.13	1:13.36
Skip Farnsworth	GTV	<u>1:13.68</u>	1:13.69	1:13.89	1:15.36	1:14.12
Harold Rich	Alfetta	1:14.75	1:14.61	<u>1:14.47</u>	1:14.63	1:14.72
Alan Zimmerman	1300 V.	1:16.47	1:15.73	1:15.51	<u>1:14.68</u>	1:14.87
Jim Wood	Spider	1:21.33	1:19.56	1:19.29	<u>1:18.30</u>	1:19.91

CLASS M

Dave Mericle	F Ford	1:16.85	<u>1:07.45</u>	DNF		
Len Frank	CRX SI	1:12.98	1:12.48	1:12.30	<u>1:11.77</u>	1:11.92
Leo Weber	300ZX Turbo		DNF			
Jim Lakso	SUPRA		DNS			

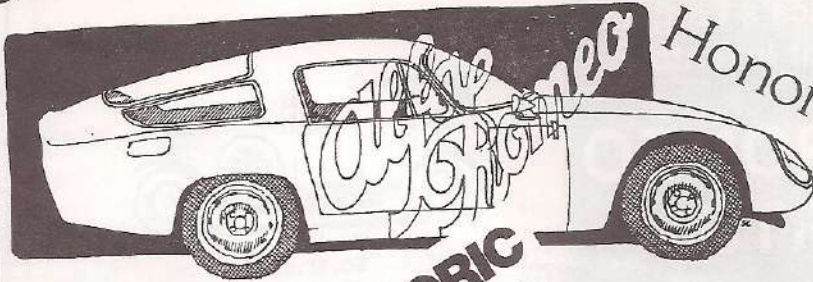


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NOW IS NOT TOO SOON to make your motel reservations so you can attend the Historic Automobile Races at Laguna Seca this August. If you love or even like Alfas or sporting cars in general you should not miss this event. Since Alfa Romeo is the honored marque at the races this year there will be hundreds of Alfas from all over the country in attendance. I also understand that the factory has committed to participating and may be bringing some very interesting cars to the event. Also, Alfa owners will open the ceremonies on Saturday by taking a parade lap around the track en masse! I saw it last year when the cars were Ferraris and it was spectacular. What fun!

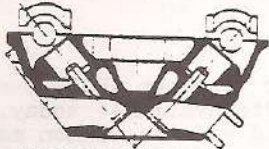
Some suggested locations for making reservations are the Vagabond in Salinas, and the motels in and around Pacific Grove. All have good access to the track and are far less costly than accommodations in Carmel. (If you can get them at all!) Rooms book up quickly and long in advance so HURRY!

Practice at the track is Friday, August 23. (A good day to tour the pits since the crowds are smaller) Racing takes place on Saturday the 24th and Sunday the 25th. Gary Peterson is going to try to organize a rallye for the trip up.

Ed.

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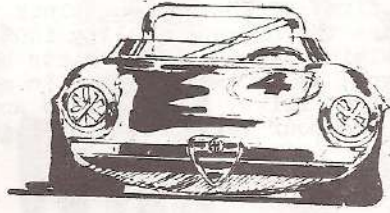
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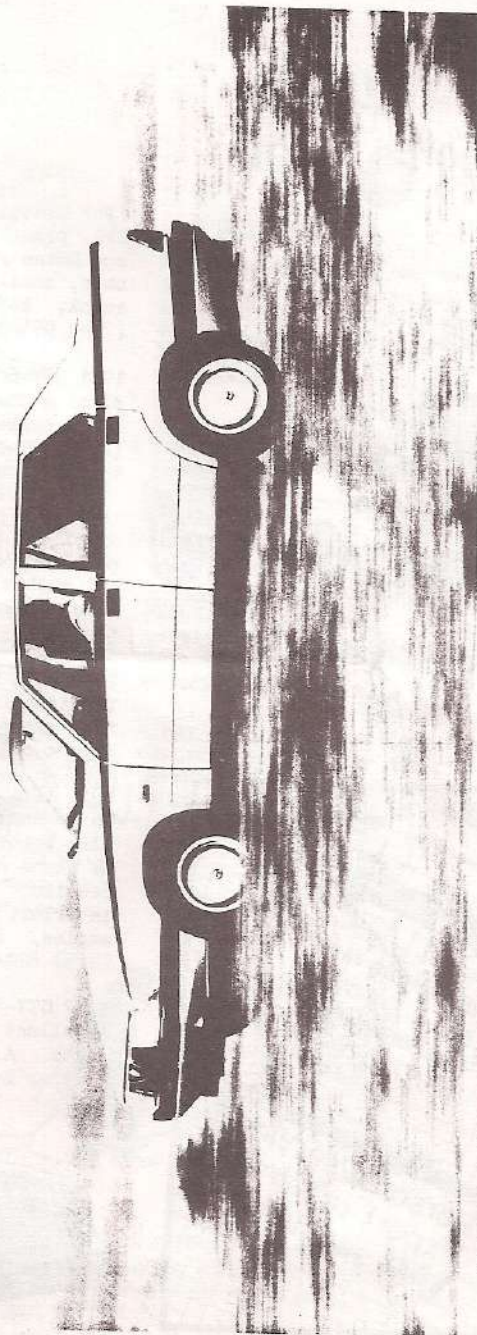
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features are helpful to buyers, if they're
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PRICE should usually be mentioned since most
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omit it, but use your own discretion,
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sell. FINALLY, be sure to give people
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number, usually your name, times that the
potential buyer should try to call or times
to avoid, and an address if you want them
to write.



"To know the true meaning of Life, My Son,
You must buy an Alfa Romeo. Only then will
you know the meaning of love, hate, happiness,
and sorrow."

Alfa Romeo

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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:

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Directions:

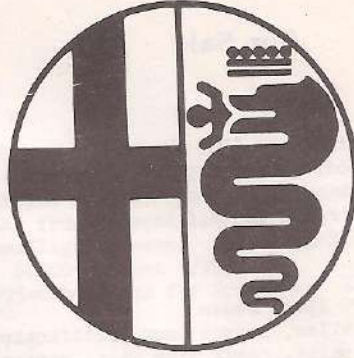
405 to Hawthorne exit, north a short block to Manhattan Beach Blvd., right about 1.5 miles.

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
1415 Via Zurita
Claremont, Ca. 91711
(714) 625-2876



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