

RITTER

AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



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ALFACIONADA is the monthly publication of ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, a regional chapter of ALFA ROMEO OWNERS CLUB, INC. Subscriptions to this newsletter are included as part of the \$35.00 membership fee paid to AROC, Inc. Meetings are held monthly on the fourth Friday of the month at 8 P.M. at Alondra Park Clubhouse located at 3850 Manhattan Beach Blvd., Lawndale, Ca. Please send articles, letters, ads and black and white photographs to the newsletter editor by the first of the month for publication in that month's edition. Classified ads are available as a free service to members and at a nominal \$5 charge to non-members advertising Alfa items. This newsletter and its authors assume no liability for the accuracy or legality of any technical information appearing herein.

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♣ CALENDAR

1986

APRIL	25	General Meeting
	26	Brake Clinic - Diro Alfa
MAY	11	The Sons of Italy Racing Team Rallye/Tour @ Irelands
	18	Concours - Descanso Gardens - La Canada
	25	Time Trial #3 at Carlsbad
	30	General Meeting
	31	Wegge Motor Cars Oil Clinic/Dirve the Milano
June	27	General Meeting
	?	Rally
JULY	12	Concours - Will Rogers State Park - Fuel Injection Clinic
	25	General Meeting
AUGUST	2	Pre tech for Time Trial #4
	9	Time Trial #4 at Riverside Raceway
	23/25	Laguna Seca Historic Races-Pebble Beach Concours NO GENERAL MEETING
SEPTEMBER	26	General Meeting
	27	Suspension Clinic - Ward & Deane (Tentative)
	?	Rally
OCTOBER	18	Concours - Briggs Cunningham Museum
	26	Swap Meet - General Meeting

♣ COMMERCIAL AD RATES

	HALF YEAR	FULL YEAR
1/8 Page:	\$ 45.00	\$ 75.00
1/4 Page:	\$ 90.00	\$150.00
1/2 Page:	\$180.00	\$300.00

Prices are for camera ready art. Please contact the advertising director if you need assistance in formulating your advertisement.

ON THE COVER

The GTA Brigade - [L-R] Dave Vegher, Charlie Theriot, and Henry Manney's Car driven by Denise McCluggage, wheel to wheel at Palm Springs.

mar CALIFORNIA 86

ALFAS GO

by Joel Hoffman

Where were you last March 21st? February's newsletter and the L.A. Times' "Pit Stops" all through March reported that date for the meeting. Only 45 members versus the usual 65 to 90 showed up. The meeting turned out to be a sleeper and I don't mean sleep inducing. The speaker from XK-SS was ill so our own Gianni Alfa stepped in and put on a very amusing show of what he carries in his trunk for any Alfa emergency. In introducing John I mentioned that he is appearing now on a T.V. commercial for the Schick Center anti-smoking program. Charlie Thieriot stood up and related that he went through their program twice and that it relied on small electric shocks. He brought down the house when he told how when the Schick person left the room he reversed a couple of wires and that when she came back and pressed the button SHE got the shock. He also humorously twitted Tech Director Bill Pringle for Bill's March article knocking the ARI guy who has the final say in approving warranty claims. With Bill now the service manager at Wegge Alfa and on the Alfa Romeo team it seems like he bit off his nose to spite his face. It's worth remembering that sometimes a last minute program change brings about an even better program than originally scheduled. Remember too, that even though most of our meetings are on the fourth Friday of the month some are on the 3rd like in March and some are on the 5th like the May meeting.

The March 29-30 Wesco Track and Tire sponsored event at Willow Springs had almost 100 entrants including Special Intro and had many visitors too. Even though my driving performance once again in Special Intro gave me nothing to brag about it was loads of fun and the workout cleared the cobwebs from my engine; it's the classic Italian tune-up. Since the Time Trial entry forms aren't inserted in the newsletter any more, speak to Charlie at the meeting or call him to be included in the excitement.

Most of us have seen Dustin Hoffman driving the Duetto in "The Graduate", Al Pacino in the Alfetta GT in "Bobby Deerfield" and Roger Moore in the GTV-6 in

the recent James Bond film. ("Octopussy")ed. A few saw the Giulia Super Polizia cars in the chase scenes in "The Italian Job" with Michael "Alfie" Caine. Now, we followers of Alfas in films are looking forward to the evening of April 24th. TMC, The Movie Channel, a pay cable service, is airing "The Arrangement" with Kirk Douglass and a white Duetto. The next day's general meeting speaker is from USAG Eurotool, the official supplier of the Ferrari F1 team. The biggest raffle prize will be a set of competition rear springs for the 105/115 series cars that VP Harold Rich convinced Steve "The Alfa Recycler" Treece to donate. The following day, Saturday the 26th we'll be doing our part to help Alfa Romeo S.p.A. wipe out their \$120 million deficit. Not only is it the date of the Brakes Clinic, but it is the date of the Milano introduction in America. Diro Alfa Romeo at 1414 Pacific Coast Highway in Harbor City will demonstrate changing front brake pads on the 105/115 series cars and the rear pads on the Alfetta/GTV-6/Milano series cars. Brake master cylinders, proportioning valves...Rubi will do it all. Equally important is the launch of the 1987 Milano. Food and drink, banners, balloons, EXCITEMENT! Bring your friends, relatives and neighbors. Drive the Quadrifoglio, GTV-6 and Milano. It all begins at 10:30 a.m. If Diro is too far then visit one of the ever increasing number of Alfa dealers. Bring your checkbooks and Buy one!! ARI needs our business plus many new customers to stay in the U.S. market.

May 17th's Burbank Car Show Concours has been cancelled probably due to insurance costs. Descanso Gardens in La Canada on Sunday May 18th is a finereplacement for our Concours and a picnic. Time Trial #3 comes on the 25th. The Wegge Alfa Oil Clinic/Milano/Quadrifoglio/Eat/Drink/Drive has been changed to May 31st. Our first rallye comes on May 11th.

The welcoming goes on. The latest is La Torre VW-Alfa on Reseda Blvd. in Reseda and another up north in San Luis Obispo. Westland Imports has been dropped, but will be replaced shortly in Anaheim. ARI also is actively negotiating with a dealer in Santa Barbara. The scuttlebut has it that the Milano Silver will be base priced under \$13,000.

In a move to increase its circulation, AUTO-X magazine has offered to send all AROSC members a free copy. The string attached is they want us to send them a membership list including addresses of

continued next page

course. The AROSC Board of Directors voted to do this. You just know that the subscription pleas will commence shortly. If you want your name deleted from the list we're sending them be sure to call or send me a note.

Long Beach Motoring Accessories, 213-424-9370 ran an eye catching ad in the March 24th issue of AUTOWEEK. Pictured was a \$647 Recaro LS seat alongside a \$349 Flofit Sports Seat, both including a headrest and installation bracket. The seats and features look identical. 1985 and '86 GTV-6 and 1986 Spider Veloce and Quadrifoglio owners need not follow up on this.

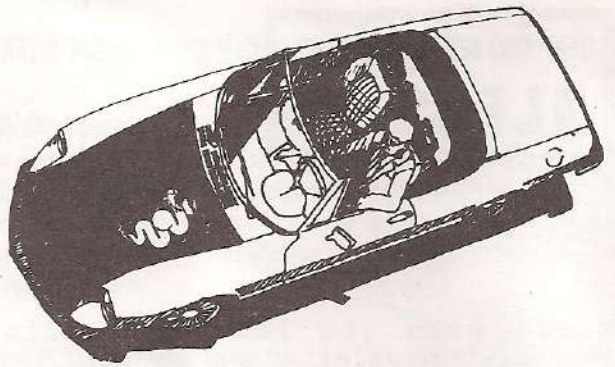
The Steeve Treece Alfa Romeo Empire is moving as of May 1st. Evan and Jose's Place (auto body) 818-786-3169; Alfa + (Alfa service) and the Alfa Recycler (Alfa parts) both 818-786-8666 will be located about 3 blocks from the old place. The new address is 14428 Calvert Street in Van Nuys.

Chris Boles in Porterville sent me a note that he's selling his Alfa Romeo van that was one of four used by ARI as a training vehicle. It's a restored, front wheel drive van with a 750 motor and a 4 speed. This van, rebodied by Colli of Naples is pictured in "The Illustrated Alfa Romeo Buyers Guide" by Joe Benson. It can be yours for \$5,000.00. Chris' number is 209-782-0828 for all you collectors.

Present and future Time Trialers: the BF Goodrich Tire Center in Pasadena (213-681-1552) is offering AROSC members the latest second generation Comp T/A tires for \$75 in 14 inch sizes and \$85 for 15 inch sizes. These have been shaved to racing depth for NON-STREET use. Ask Andy Steben about them.

The rich and famous surely know how to live. Last month we saw the Rick Cole Auction at Universal Studios of the Bhagwan's fleet of Rolls Royces and rack after rack of Imelda Marcos' \$2,000 Italian dresses at the Presidential Palace. But what is really of interest to us is Ferdinand Marcos' collection of Alfa Romeos. Just a partial list is a 6C 1750 Gran Sport; Giulia TZ-2 and a Stradale! They will be on display at 6406 Wilshire Blvd. on April 28th and 29th and then will be auctioned off on April 30th. For more information cal 213-651-3710.

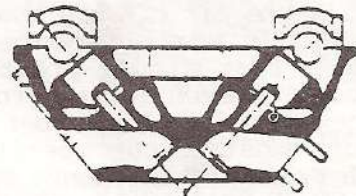
It was good to see a new contributor, Jim Oddie, and his March article on the Yokohamas. You other 330 plus laid back members ought to contribute something too. Ciao.



elections!

Elections for Directors of AROC, the national club, are coming up! We on the Board are appealing to you the members to support the candidate from our chapter! That means filling out and returning your ballot when you receive it instead of filing it in the circular file. We have a very enthusiastic and knowledgeable candidate in AL CORTES and we will support him in his representation of us! DO IT!!!! Ed.

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SCREEEEECH!

Wesco Track & Tire Time Trial

We held our first two-day Time Trial over Easter weekend at the Willow Springs Raceway, and everyone had a great time. The track and facilities have been upgraded tremendously, and most people felt that Willow Springs is now preferable to Riverside. The track is so smooth that I ran the whole weekend with all of my shocks set on zero!

Sixty-seven cars entered the Time Trial, and the Introductory Group was filled with another thirty. We featured some real first-class instructors from the local SCCA: Dan McKeever and Charlie Kulman. Two-thirds of the Time Trial drivers had requested, and received, a lot of instruction. Much thanks to Dan and Charlie, as well as to the others who helped out.

Saturday went quite smoothly, with the usual few spins resulting in no damage whatsoever, thanks to Willow Springs' improvements. It was a day of study and enjoyment, without any pressure, for everyone involved.

Tom Smith from Wesco brought his 10-year old son to the event, and he asked me to give him a ride. In my car, Neil weighs nothing, so I gave him a real ride. Due to the fact that he was unable to see over the dash, his eyes were riveted to the speedometer in front of him. We reached an indicated 150 MPH (non-stock rear end ratio) at the fastest point, so he has gone home with a good story to tell his classmates.

John "Tirepopper" Green got his just desserts by getting a flat tire, and sponser Ed Austin was nice enough to get it repaired in Rosamond. He came back mumbling

something about the state of tire repair technology in Rosamond. We even put our sponsors to work!

Saturday night we had a fun dinner at the Desert Inn, which was where half of us stayed. Unfortunately, the astronomy was canceled due to a lack of astronomers. I think that it was just as well, since no one had much energy left. Sunday morning we marshalled up some on-the-spot volunteers to work corners, and we had an optional session for experienced drivers only. Everyone was cautioned to drive conservatively, and they did. With almost thirty cars on the track at once, traffic was heavy, but there was not one incident of any kind!

Dan Ritter sabotaged the drivers' meeting by showing up with an absurd outfit on, consisting of a Groucho Marx nose and glasses and a WWII aviator's helmet (no Snell sticker). I was in the process of trying to remember all the items that need to be mentioned, when I was completely derailed. Wait until he has to put on a Concours! I'll think of some way to return the prank. Stay tuned.

Group 1 practice and timed runs went off without incident. At the beginning of Group 2 practice, I was calling all the turns as usual when I noticed something unusual at Turn One. I called, "Turn One, how old are you?" "Fourteen", he said. We had to make some adjustment in the work assignments at that point.

Everything went smoothly until the very last lap of the timed runs for Group 3-A. Then all hell broke

continued next page

loose! While Mark DiBella was busy running out of gas, Bill Pringle and John Green decided to "moon" Rex Chalmers on his cool-off lap. But they goofed. Along came Ken Feldman on his last timed run. He came around Turn Five only to see the south end of these two characters. His Alfa was so startled that it dropped its engine drain plug and covered the track in oil. We were running late anyway, and this meant a twenty-minute delay.

We went into desperation-mode. I called for all drivers to submit their expected lap times and we reorganized fifteen cars into two run groups. Meanwhile, the emergency truck crew had spread lots of absorbent on the track. We got every vehicle available onto the track to drive through the area. Then we were ready to go. As we were about to release the first car of the new "super" run group, a gust of wind blew over the timing light. This resulted in yet another delay, as it was starting to get dark. We got it fixed, and ran fifteen cars four laps each in record time.

Dale Farmer had just finished in-putting the times into his computer when it hiccupped and scrambled everything. It was now dark. It was announced that we would all meet for dinner at Villa Basque four miles down the street so we could have dinner and await the result. Dan Hake and Laurel Farmer stayed at the track another hour and calculated everything by hand. Thank you Dan and Laurel! Dinner was excellent, and then I announced the results.

Mike Sperry drove very well (look at his consistency) to win TTOD and Class A. I'm close on his heel though, so he can't relax too much in the future. We both broke the lap record in Class A by over two seconds. Henry Manney drove well to beat San Diego Alfa Club President Bill Skelton in Class B. Ken

Feldman is getting used to Dick Richards' old car, but this time Dave Meredyth was faster to win Class C.

Class D is very competitive and in my last report I suggested that experience might overcome youthful enthusiasm at Willow Springs. That is what happened. Alan Ward, on new sticky tires, turned one very fast lap, coming close to breaking the lap record. John Green, fresh from having finished Skip Barber's school at Willow, pulled ahead of archrivals Andy Steban and Dale

Farmer to win his second second. Andy went just .04 seconds faster than Dale for third place. (Boy, am I glad that we have electronic timing!) If you look at the order of finish by car model in Class D, you'll see how very competitive it is by car as well as by driver.

The very-experienced Rex Chalmers won Class E, but Harold Rich was hot on his tail. Skip Farnsworth and Bill Pringle were very much in contention, both turning very fast and consistent lap times. Jim Wood drove well, but he may have been a bit "gun-shy" having experienced a wild and very dusty spin out of Turn Nine earlier. Congratulations to Ilona Shillman, campaigning a just-purchased 2000 GTV while her GTV/6 is being repaired. This is another very large and competitive class that is fun to watch.

Classes F, G, and I each had one driver apiece, so they combine to become one class, but not for the purpose of lap records. In fact, we have never had a Class I entry at Willow Springs, and so guess who got a lap record the easy way? Nevertheless, everyone agreed that Tom Farrington did very well when you consider that a Class I car tends to be relatively old and unmodified. Dan Ritter drove well for a second place, especially if you figure in the fact that he did

continued next page

not practice on Saturday. Another lap record fell as Alan Zimmerman got a first place in Class F. His time represents a substantial improvement compared to his previous times at Riverside.

Class R is a class dedicated to Renault R5 Turbos (Turbi?), and because the cars are usually so evenly matched, it represents especially good "class racing". For those of you who do not know about these cars, they were designed to escape urban terrorists who might be chasing you through Paris. Apparently the only difference in performance between a Turbo 1 and a Turbo 2 is the age, and therefore presumably the amount of time the owner has had to modify it. Distributor Ton Cahalane won Class R with a time only .5 sec. slower than his time at Riverside. But Renault R5 Club head Lee Benson bettered his best Riverside time by three seconds, indicating that he may be closing the gap. Mark DiBella clinched third, in spite of his running out of gas on his fourth lap. Newcomer Andrew Martin and the other Renault drivers had steadily decreasing lap times, indicating that they were gaining more confidence in their cars, and they can certainly threaten in the future.

Robert Pond impressed and deafened everyone in his Class M Mustang. His car was beautifully prepared. Morris Kessler's Ferrari GTO got second, in his first outing with a car that he is understandably cautious about risking. Marshall Buck was precisely one second off Morris's time, driving well as he always seems to do, and garnishing third place. We are attracting so many RX-7s now that they may get their own class in the future, but as the classing indicates, they were not all born equal. Len Frank and Anton Krivanek drove a brand-new one sporting a bumper sticker that read, "When you're over the hill, you go faster". No comment

on the first part, but they were fast, although AROSC veteran Gary Peterson's earlier car was faster. Kevin Foye was off his normally fast pace, having attempted totally revising his car and running out of time before the event.

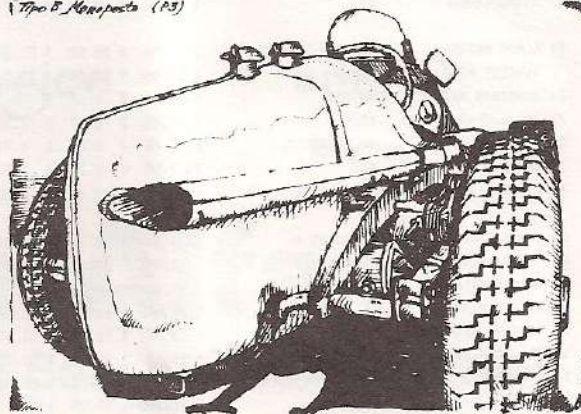
Newcomer Sidney Mondschein's GLH Turbo Omni was a surprise for a win in Class N. I guess Shelby may know something about cars after all. George Kranen got second, but he had better watch the Camero of John Goodlad Jr., as John develops more experience.

In Class O, Almos Sarvari won by driving very hard and very well. I received calls from turns that he was pushing it so hard that his inside rear wheel was consistently coming off the ground. Almos won because of his driving, and most likely in spite of the car. Shop-owner Vincent Hearn drove consistently for a second place. Third went to Jonathan Haines, who went almost exactly the same speed as at Riverside, indicating that he learned Willow well. Thanks to instructor Fran Moore, who brought up the rear of Class O in a definitely outmatched car.

Thank you to the usual and not-so-frequent people who helped make this event so successful. It is amazing how much work it takes, but it is equally amazing how rewarding it can be when everyone has so much fun. Lastly, thank you Ed Austin and Tom Smith of Wesco Track and Tire for your support. See you at Carlsbad.

-Charlie Thieriot

Typo B. Newsphoto (12)

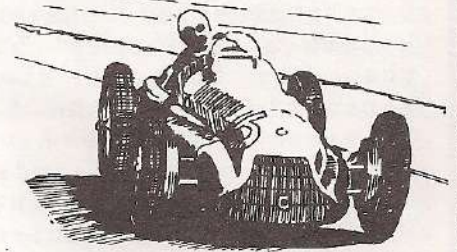


AGAINST THE CLOCK

WESCO TIRE TIME TRIALS
WILLOW SPRINGS RACE TRACK MARCH 29-30 1986

At a VARA race at Willow Springs this past weekend, April 13th, Henry Manney started on the pole in class D, dropped back but recouped to win his first race ever!!! Congratulations Henry!!

CLASS	#	DRIVER	CAR	FAST LAP:	1ST LAP:	2ND LAP:	3RD LAP:	4TH LAP:	5TH LAP:
A	33	MIKE SPERRY	2000 GTV	1 40.48	1 40.85	1 40.79	1 40.78	1 40.49	1 40.48
	195	CHARLIE THIERIOT	1750 GTV A	1 41.04	1 41.75	1 41.04	1 41.92	1 41.30	1 41.09
	37	PABLO MOBIUS	ALFETTA GT	1 52.26	1 53.00	1 52.26	1 52.59	1 53.79	0 0.00
B	31	HENRY MANNEY	1600 GTA	1 46.72	1 46.72	2 1.87	1 47.15	1 48.77	0 0.00
	191	BILL SKELTON	2000 GTV	1 52.50	1 52.92	1 52.5	1 52.50	2 10.97	1 52.57
C	17	DAVE MEREDYTH	1600 SPIDER VELOCE	2 0.53	2 4.59	2 3.76	2 3.03	2 0.53	2 2.11
	20	KEN FELDMAN	2000 GT JR	2 3.34	2 5.33	2 3.91	2 3.34	0 0.00	0 0.00
D	13	ALAN WARD	2000 GTV	1 49.96	1 50.94	1 51.61	1 49.96	1 50.99	1 50.80
	75	JOHN GREEN	GTV6	1 50.36	1 51.21	1 51.08	1 51.33	1 50.36	1 51.18
	5	ANDY STEBAN	2000 GTV	1 52.04	1 53.88	1 54.58	1 52.72	1 52.04	1 52.20
	9	DALE FARMER	GTV6	1 52.08	2 11.67	1 52.52	1 52.08	1 53.02	1 52.73
	3	PHYLLIS GAYLORD	2000 GTV	1 59.03	2 0.52	2 0.58	2 1.22	1 59.03	1 59.17
	1	JOHN IRELAND	GTV6	1 59.03	2 2.60	2 2.44	2 0.43	1 59.03	0 0.00
	2	PAT GILLIS	2000 GTV	2 22.48	2 23.10	2 24.69	2 22.48	0 0.00	0 0.00
	74	REX CHALMERS	GIULIA TI	1 51.61	1 52.47	1 52.17	1 51.61	1 51.92	1 52.66
E	91	HAROLD RICH	ALFETTA GT	1 52.53	1 53.80	1 52.89	1 52.53	1 53.35	1 54.03
	57	SKIP FARNSWORTH	2000 GTV	1 53.66	1 55.73	1 54.74	1 54.37	1 54.11	1 53.66
	4	BILL PRINGLE	2000 BERLINA	1 54.40	1 57.29	1 55.26	1 54.70	1 54.81	1 54.40
	72	JIM WOOD	2000 SPIDER	1 59.71	2 0.84	2 0.83	1 59.71	1 59.89	0 0.00
	6	JOHN COTE	2000 SPIDER	2 0.54	2 3.30	2 3.26	2 0.54	2 1.73	2 3.81
	32	FRED SCHUEDEKOPP	2000 GTV	2 3.96	2 6.35	2 3.96	2 4.21	2 7.58	0 0.00
	29	ILONA SHILLMAN	2000 GTV	2 4.12	2 10.74	2 6.96	2 5.46	2 4.12	0 0.00
	82	ALAN ZIMMERMAN	1300 SPIDER	1 53.95	1 56.39	1 56.76	1 55.53	1 54.67	1 53.95
G	99	DAN RITTER	1750 GIULIA SUPER	2 0.39	2 2.10	2 3.52	2 0.94	2 0.75	2 0.39
	7	TOM FARRINGTON	GIULIETTA SPRINT	2 6.51	2 8.02	2 6.58	2 6.51	2 10.40	0 0.00
H	98	ROBERT POWD	MUSTANG	1 43.05	1 46.93	1 44.52	1 44.56	1 43.85	1 44.26
	28	MORRIS KESSLER	FERRARI GTD	1 45.28	1 49.72	1 47.14	1 47.06	1 46.54	1 45.28
	84	MARSHALL BUCK	86 VETTE	1 46.28	1 46.28	1 46.75	1 49.37	1 46.42	0 0.00
	69	GARY PETERSON	RX7	1 46.88	1 47.19	1 46.88	1 56.69	0 0.00	0 0.00
	50	LEN FRANK	RX7 TURBO	1 48.21	1 48.21	1 49.18	1 50.81	1 50.43	1 51.00
	150	ANTON KRIVANEK	RX7 TURBO	1 48.55	1 48.55	1 50.75	1 49.62	1 52.37	1 52.91
	78	BILL DANIELS	SUNBEAM TIGER	1 53.81	1 55.09	1 54.44	1 53.81	1 54.77	1 54.47
	1	ED GIN	RX7	2 0.12	2 0.25	2 4.79	2 0.33	2 0.61	2 0.12
	79	MIKE JOHNSON	L-82 VETTE	2 4.94	2 6.23	2 6.38	2 7.40	2 7.66	2 4.94
	90	KEVIN FOYE	CAMERO 350	2 5.16	2 6.24	2 5.16	2 5.36	2 5.83	0 0.00
I	54	SID MONDSCHNEIN	GLH TURBO	1 49.89	1 49.89	1 50.88	1 51.03	1 50.92	1 51.11
	41	GEORGE KRANEN	TURBO (B) RD	1 53.94	2 12.72	1 55.8	1 55.64	1 53.94	1 54.47
	25	JOHN GOODLAD	CAMERO 350	1 55.68	1 57.51	1 55.69	1 57.01	1 59.72	1 55.43
	56	GARY INGRAM	RX7	1 56.29	1 56.31	1 57.29	1 56.29	1 57.24	0 0.00
63	DAVID CROSS	RX7	1 58.72	2 0.78	1 58.72	2 0.29	1 58.74	0 0.00	
J	11	ALMOS SARVARI	VW GTI	1 54.56	1 55.93	1 55.37	1 54.56	1 54.69	0 0.00
	7	VINCENT HEAR ON	RX2	1 55.66	1 56.34	1 55.66	1 56.12	1 56.71	1 56.32
	21	JONATHAN HAINES	VW GTI	1 59.94	2 0.56	2 0.5	2 0.74	2 0.93	1 59.94
	27	RAY BJORKMAN	X1/9	2 1.62	2 5.27	2 2.52	2 2.42	2 1.62	0 0.00
	40	JOHN ITO	VW SCIROCCO	2 4.72	2 8.23	2 4.72	2 5.94	2 7.16	0 0.00
K	71	DAVID HEARN	RX2	2 5.00	2 6.33	2 5.85	2 9.81	2 5.00	0 0.00
	76	FRANCIS MOORE	HONDA CIVIC	2 6.39	2 7.01	2 6.39	2 6.68	2 6.73	2 7.14
	8	TOM CANALANE	R5 TURBO 1	1 46.84	1 48.39	1 46.84	2 36.69	1 50.16	1 47.44
L	43	LEE BENSON	R5 TURBO 2	1 48.95	1 50.61	1 48.95	1 50.09	0 0.00	0 0.00
	81	MARK DIBELLA	R5 TURBO 1	1 51.42	1 52.06	1 52.52	1 51.42	0 0.00	0 0.00
	9	ANDREW MARTIN	R5 TURBO 2	1 52.44	1 56.40	1 53.79	1 53.72	1 52.44	0 0.00
	22	VIKRAM OBEROI	R5 TURBO 2	1 53.17	1 56.30	1 54.57	1 53.96	1 53.17	1 56.02
	46	TAY VOYE	R5 TURBO 2	1 53.45	1 55.37	1 55.73	1 53.87	1 53.01	1 53.45
	51	JAN MORGAN	R5 TURBO	1 57.16	1 59.47	1 58.86	1 59.81	1 57.26	1 57.16
	71	CHRIS ROMINE	R5 TURBO	1 57.35	1 59.98	1 58.61	1 57.98	1 57.66	1 57.35



TIME TRIAL #3

Our next Time Trial will be held at Carlsbad Raceway on Sunday, May 25th. As now planned, there will also be activities Saturday together with the San Diego (North Tijuana) club. We may have a car display and a softball game, and an informal dinner in Carlsbad. Since the Time Trial is on the middle day of the Memorial Day Weekend, traffic should not be a problem. If you wish to enter contact either Charlie Thieriot at (213) 476-8812 or Phyllis Gaylard at (714) 536-2089 well in advance of the event. Come join us even if you don't want to run, you can play softball, help at the track, or just watch.

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THE DATE: SUNDAY MAY 11th 1986

THE PLACE: Meet at the Irelands
3411 Bonnie Hill Drive
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(213) 851-3165

THE TIME: 10:30 a.m. SHARP!

THE COST: \$6.00 per car

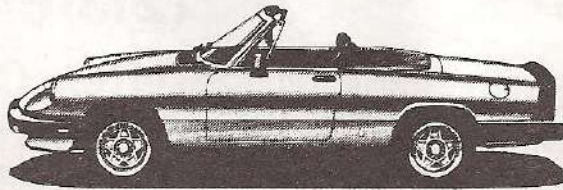
ENTRY DEADLINE: Rallye - Monday 5/5/86 9:00 pm by phone
or mail. (No collect calls)
Tour - Thursday 5/8/86 pm by phone.

This will be a semi-all day event...the first car out will be around 11:30, and the Rallye/Tour will end up at a restaurant in Santa Barbara around 4:00 pm that afternoon. If you want to have a bite before heading back to L.A., let me know so I can make sure the restaurant can handle all of us as a group.

Many of our club owners don't own street Alfas...just race cars...so as long as you are a member in good standing, and an Alfa owner...you can drive any car in this event. As for future events...to run with the Alfa Team you must be in an Alfa car!

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"MISCELLANEOUS RAMBLINGS"

by Bill Pringle

in the January issue of *Car & Driver*, one of their choices for "Ten Best Features" was the Toyota MR-2 gearbox. Obviously they hadn't contacted Mr. Len Frank and associates who left most of their MR-2 gearbox back at Carlsbad Raceway!that same issue gave us "Ten Best Engineers" which, needless to say, excluded one Vittorio Jano. If I was old Vittorio, I'd be rolling over in my grave knowing that I'd been beat out by the guy who engineered the Vega. Yes, the Veh-guh! Eeeeeuuu!!!

"INSIDER'S REPORT"

by Bill Pringle

new Spider Quadrifoglios should begin to arrive complete with hardtops in early May. Hardtops, supplied from the Parts Department for Quadrifoglios sold already without tops should be available during the summer - in time for this coming fall. Due to a variety of production delays, they have been late to arrive... the Silver and Gold models due by the beginning of May. The top-of-the-line Platinum model should be here in July, while the ultra-sporty Green Milano, complete with a 3 litre engine, should be here in early '87.....

WIDE WAIL !!
by Gene Zettle

Being in need of new tires for my GTV-6 I got smart and bought a set of 15 x 7 Ronal wheels to mount some monster rubber on. I had seen the results of Dale Farmers set up with these same wheels using 215/60 x 15 Yokohamas.....they just didn't fit... rubbed all over the place in front. So I decided to use 225/50 x 15 A008s. Smaller diameter so no problems, right? Well, the real problem is that all the additional offset of the new wheel is to the outside so that width more so than diameter is the culprit. I did manage to achieve a satisfactory installation but it necessitated surgery on the front spoiler. It's a little to involved to detail here so if anyone wants more information I'll be happy to pass along what I've learned.

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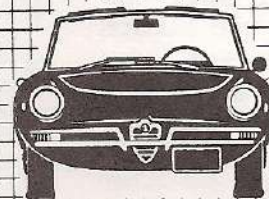
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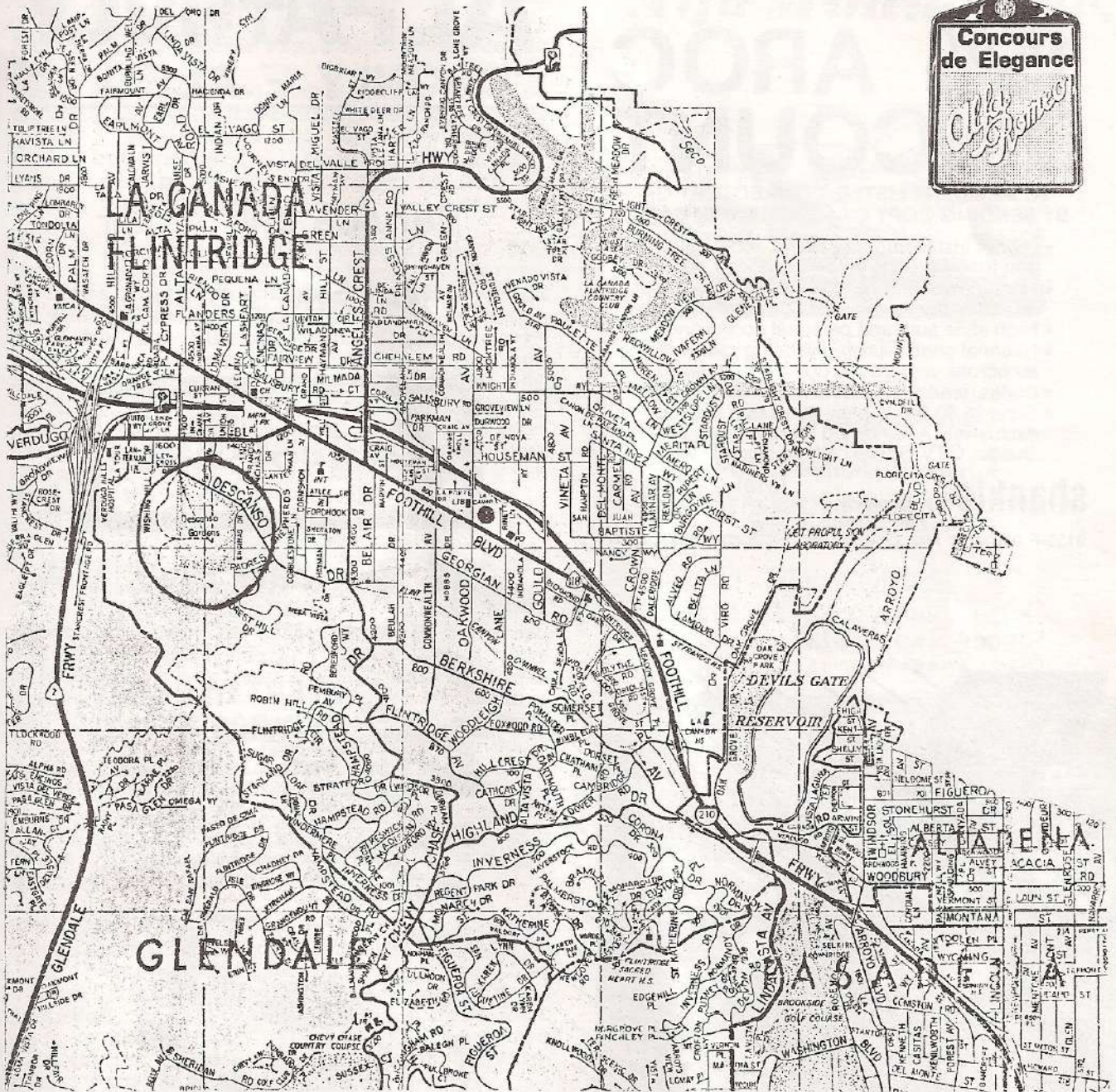
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The 1986 Concours D'Elegance will feature three events, May 18, July 12 and Oct. 18. Before explaining the details I think it is appropriate to mention what a privilege it is to chair this years' activities and to note what a first class job Pat Hayes has done over the years as Concours chairperson. Pat provided consistently well organized and competitive events. A sincere thanks Pat for an exceptional job.


Our first event of the year will not be the Burbank show as previously scheduled. The May 18th concours will be held at the Descanso Gardens in La Canada. We will park our cars in the parking lot near the picnic area. Judging will start at 10:00 a.m. The judging and scoring is essentially the same as last year and we will continue the novice class for first time participants. To enter, fill in the attached entry form and send it along with \$5.00 to Dan Ritter 936 Monterey Bl. Hermosa Beach, Ca. 90254. (818) 997-2330 or (213) 374-3153.

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"FIX AN ALFA WITH A FERRARI?"

by John Ireland

As a kid I loved to visit hardware stores and wander down the aisles of tools. There was something about a fine piece of sculptured steel that impressed me. Years later I would feel the same way about a Nikon camera, a well bound book, a fast car....all proving that art is art no matter what the medium.

Well, looking at tools back then and buying them today are entirely different matters....and good tools cost money, and if you don't know the difference between (or the importance of the difference) "cheap" tools and "quality" tools, then don't miss the April general meeting. Nothing is more frustrating than breaking down in King City, except having the tool you are using to fix your car also break down. But that is what can happen with some of the "Taiwan Specials" that you'll find "on sale!"

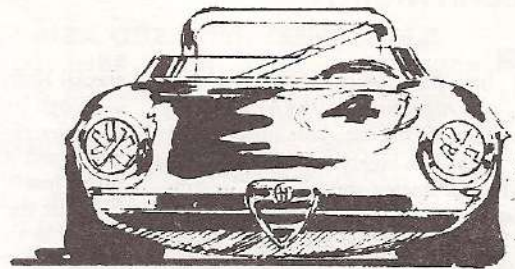
Last summer in Monterey I met the people from USAG Eurotool. You may have seen their ads in Autoweek, they bill themselves as "The Official Tools Supplier of the Ferrari Racing Team"...and that isn't shabby company. Well, having had a few bargain tools break on me, I bought a set of USAG screw drivers...and I am very satisfied...they feel good, they seem quite strong, the detail and finish says quality. So, I thought I'd invite them to do a program on "the importance of quality tools"...and that would put all of you shade tree mechanics together with someone who may have something you need.

SPECIAL NOTE: This isn't going to be a program for the expert mechanic...this is also for the beginner...I am asking USAG to put together what they feel is a good "basic" tool kit, plus the optional extras they would recommend. The basic tools that when combined with a service manual, could get you on your way...or just save you some money. It is my hope that this program will be a companion piece to the clinics that Joel Hoffman has been putting together with the dealers around Southern California. So...I hope you'll join me and learn how a few tools can make you enjoy your Alfa even more.

If any of you have an idea for a program you would like the club to present, contact me, John Ireland, at (213) 851-3165...and leave a message on my machine if I'm not home.

RALLYE NEWS AT THE APRIL MEETING...DON'T MISS THE FIRST ONE OF THE YEAR, THE DATE AND ENTRY FORMS WILL BE AT THE MEETING!

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Alfa Romeo GTA: Less than the opposition expected

By John Matras

There's not much to the interior of an Alfa Romeo GTA. Memory fails all but the most important details, things like highly legible gauges, the Alfa-typical dogleg shifter, the Connolly-leather covered bucket that hold the occupant like a miser holds his ledger. There's the shoulder-belt-only restraint system—no lap belt—that hopefully works better than it feels. Mamma velours need not look for the hides of their long lost babies in the GTA, however, and the only way you'll find carpet in the car is to drive to a rug sale. There's no radio either, but that doesn't really matter. The Alfa has its own special sound system: Due to a total lack of noise insulation, every sound made by engine, exhaust and suspension is your constant companion.

That in itself isn't bad. As English is the international language of air traffic control, Italian is that of music, and the GTA speaks that language very well. Except when it comes to the broken concrete and patched asphalt that passes for residential streets in Washington, DC. There the GTA is slowed to a crawl and even then it crashes over cracks and potholes as if it were reinventing the sound track for Fibber McGee's closet.

The GTA in question is one belonging to one John Brodman, and the business of prowling the byways of Washington is a matter of getting to and from his home, where resides also his Alfa.

Of course, the GTA was not bred for urban duty. It was built to be a racer. Based on the Giulia GT, it was a lightweight homologation special (the A stands for "Alleggeritea," or "Lightened") weighing some 400lbs less than its parent thanks to the extensive use of light alloy bodywork, a spartan interior and the aforementioned lack of insulation. Alfa went so far as to use snap-out vinyl mats in place of carpeting, and a

special Hefty-bag thin vinyl for upholstery—though Brodman negated this somewhat by recovering the seats with the Connolly hides (and who, having sat in the car, can blame him?)

Under the hood Alfa put a special twin-plug, big-valve head version of the Giulietta-derived DOHC four, displacing 1570cc and producing 115bhp at 6000rpm and capable of pushing the Bertone coupe to 115mph in stock form. About 100lbs lighter still was an even more special version, the "corsa," which with its compression ratio bumped from 9.7 to 10.5:1 and *smaller* valves made 170hp at 7500rpm. It could do 135mph.

All of this was introduced at the 1965 Geneva Auto Salon, but sufficient examples for homologation were not produced until the beginning of the 1966 competition season. The delay did not seem to affect the car's speed. At Sebring, on Mar 12, 1966, future world champion Jochen Rindt won the four-hour Touring Car Race. It was the GTA's first win. Trailing in second place by more than a lap was Bob Tullius in a Dodge Dart, followed by Andrea de Adamich in another Alfa.

The race was especially significant for being the first TransAm ever. Alfa went on to take the under 2.0liter TransAm crown that inaugural year and also garnered a class title in the European Touring Car series.

There isn't room here to list all the GTA's victories; suffice to say that the Alfa became a staple of the small bore class in TransAm as long as it lasted, as anyone who witnessed Horst Kwech in epic battles first (in vain) against the Porsche 911 and then (not so much in

vain) against the Datsun 510/BMW 2002 can testify. In Europe, the GTA backed up its maiden year ETC title with two more, in 1967 and 1968, and the European Challenge series in both 1300cc (GTA Jr) and 1600cc classes in 1969. In 1970 the swollen fendered 1750 GTAm (the "m" standing for "maggiorata," or "enlarged") won the ETC championship outright and the 2000 GTAm took class honors in 1971.

To do all this racing the GTA had to be homologated, which under FIA rules required 1000 copies in one year. One of these, with factory installed rear fender flares, was delivered to an enthusiast in France who used it for semi-serious rally competition, installing a roll bar and grinding that sweet little twin-plug engine and replacing it with a single-plug 2.0liter unit. Brodman bought the car in France and had it restored in Belgium. The restoration is a story in itself, including the bankruptcy of the original restorer and several years of letters with a second team that finally finished after almost all hope of seeing the car again was lost.

Back in this country, Brodman has used the car for touring and has two Alfa Owners Club national meet concours second place trophies. The 2.0liter engine remains for the time being, a little tamer than the twin-plugger and a little more easy to manage, but still ably dispatching beltway competition. On smooth secondary roads it's classically tidy, no tricks or quirks, honest as Abe, what-you-see-is-what-you-get handling.

From the driver's seat, one cannot see the crude wire-screen grille nor the wonderfully nubby mag-alloy wheels, but they mark the Alfa as much as the no-nonsense interior. The GTA was, and remains, a serious automobile. And that explains why it's more fun than velour hunts, carpet sales, or listening to the radio. **AW**



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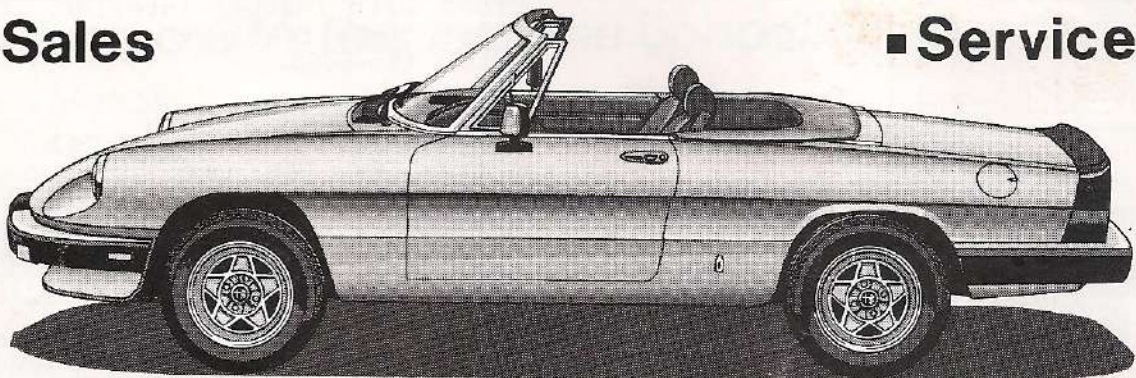
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