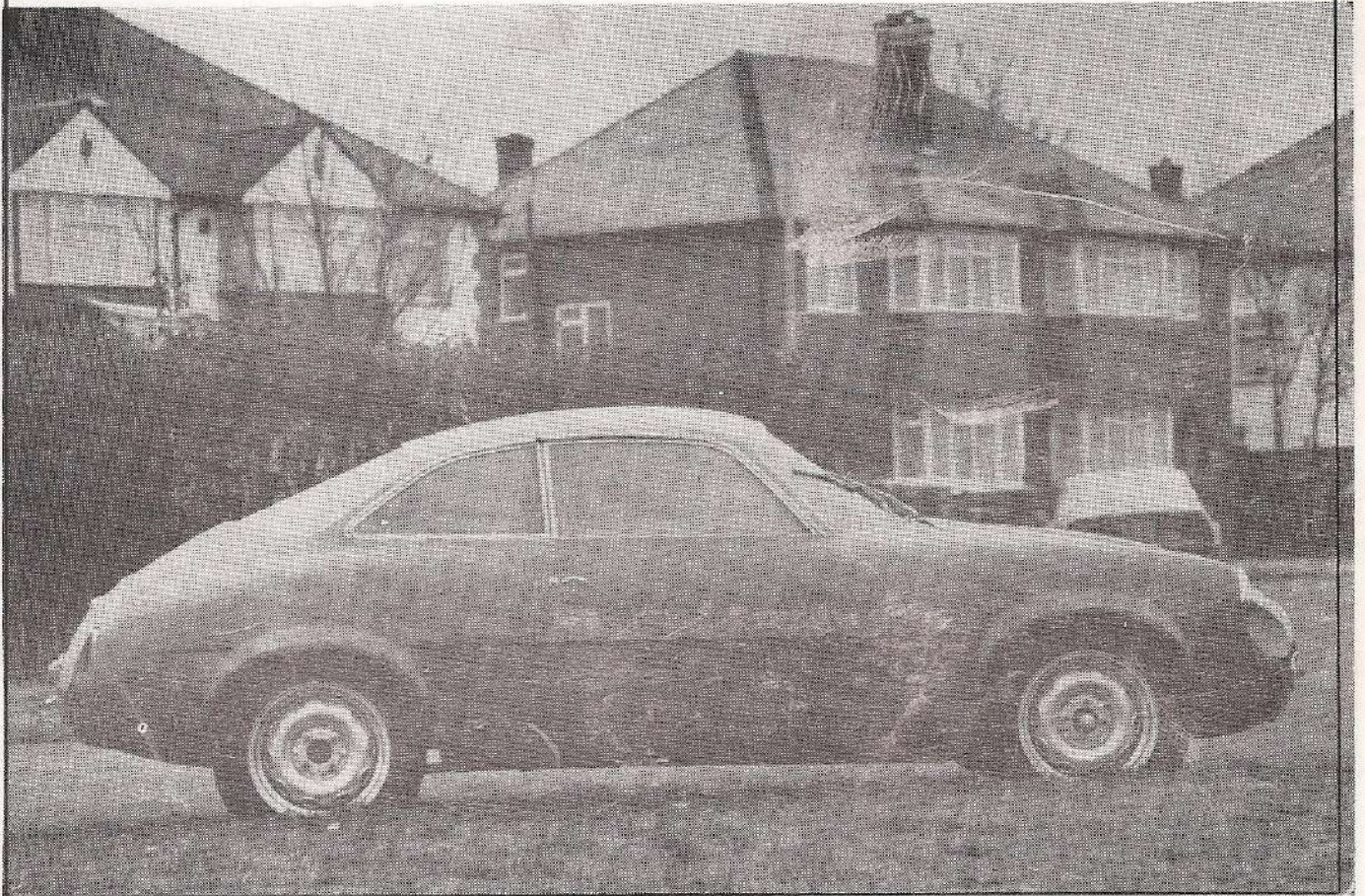


# AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA





# AlFacionada!

## ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

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

<b>OCTOBER</b>	12	Concours - Briggs Cunningham Museum
	26	Swap Meet - General Meeting
<b>NOVEMBER</b>	1	Pre tech for Time Trial #5
	8	Time Trial #5 at Riverside Raceway
	21	General Meeting
<b>DECEMBER</b>	6	Christmas Party

### CALVIN AND HOBBS By Bill Watterson



### ♣ COMMERCIAL AD RATES

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noy CALIFORNIA 86

**ALFAS GO**

by Joel Hoffman

John Ireland, script writer and NBC promo creator stepped up to the plate at Alondra Park on the 26th and hit a grand slam home run. John displayed his ingenuity and humor last March and May with the "what to carry in your Alfa trunk" and commentary on "The Racers" movie. Friday night was his "Family Feud" takeoff. Dividing the crowd of 65 into '74 model year and earlier and '75 and later he collected everyone's drivers license and put them into two hats. Calling one from each group at a time up to the front of the clubhouse he gave each contestant a little squeeze horn. After listening to the question they raced to the kitchen door, squeezed the horn and the winner had first crack with an answer. Among the questions were: 1. Name the three basic elements of engine ignition. 2. Name the road car Alfa produced with six forward speeds. 3. Disco Volante is: a. Latin for disc brakes. b. a flying saucer. c. a night club in Milan. 4. The Spica F.I. pump most resembles: a. four little carbs. b. an automobile engine. c. a roll bar. 5. Which engine never appeared in an Alfetta GT: a. a V-4 b. a V-6. c. a V-8. 6. In 1970 Alfa made how many Duetto Spiders: a. one b. 294 c. none of the above. The winning team, the '75 and later model owners, received gag prizes such as "Dan Ritter style" glasses and big nose set. The crowd kept laughing throughout all this and John got a big round of applause.

Ward and Deane's Suspension Clinic drew 23 members for the two hour session on September 20th. Winner of the longest distance traveled award was Scott Basinger from Chatsworth. On display were Larry Harvey's 1967 GTV with 15 x 7 wheels with 225/50 Goodyear VR50 tires and Kent Jamieson's '74 Spider race car with fiberglass everything and a nitrous oxide tank. New members Graem Elliot and Evans Webb enjoyed their first AROSC event. Objective answers to how the Ward and Deane spring and anti-sway bar set-up works on the track AND on the street can be gotten from me and many other members at the Swap Meet on October 26th. The Modification Information Exchange takes place there too.

AUTOWEEK magazine's September 22nd issue gives us an October 1st date for the resolution of the Ford-Alfa Romeo talks. They quote European sources who "suggest an entire new line could arrive in the 1990-91 period, including a new Alfa sports coupe, plus new Spider and Sprint models, both based on an already planned replacement for the Alfa 33." I think their source was Nostradamus. September 25th's WALL STREET JOURNAL reported that Fiat is still trying to win Alfa's heart. The LOS ANGELES TIMES the next day reported that "The rival bid was confirmed by Fiat Chairman Giovanni Agnelli, who said that Fiat will wait for Ford's proposal before announcing its own." PEOPLE magazine (inquisitive minds want to know) reports that the September 29th issue that the '88 Alfa Spider Veloce with an automatic transmission will be such a hot seller that GM will drop their Corvette convertible. In this Ford vs. Fiat buyout, who are you rooting for? When Fiat was in the U.S. marketplace they developed a reputation for rusting "Fix-it-again-Tony" cars. Fiat does own Ferrari and Lancia and they both build "macchine" which enthusiasts covet. Ford, which some people translated into "fixed or repaired daily" builds many high performance cars in Europe. Would either approve the development of new high performance Alfas for America? I'm betting on Ford to win. This buy-out talk first appeared on May 22nd. This reminds me of the long wait for the Milano but will be worth it.

My involvement with the AROSC Board of Directors began with the last of the January meetings held at ARI's former El Segundo headquarters in 1983. At that meeting president John Ireland announced that a membership chairman was needed and I volunteered. Along with John's program at Alondra Park on November 21st are the chapter elections. I've thrown my hat in the ring for another term. To join the planning for the meetings, tech clinics, rallies, etc. that we have, make a nomination. Volunteer yourself. Besides the chapters' spreading of technical information, having fun with your Alfa is our goal.

Remaining events for '86 include the October 25th rally. The Swap Meet is the 26th. Jim Oddie's suggestion for the Modification Information Exchange takes place there. For the many new members who have joined recently this Exchange will

continued next page



include a supply of magic markers and tape for the paper listing your improvements. The paper goes on your windshield. Members will list which cams, tires, air dams, brake pads, etc. they've used. Being such a friendly group, everyone will be happy to tell (or brag) how these mods work and how much they cost. Over the last two years many AROSC members have gone through the Special Intro Driving School and then on to the Novice and licensed Time Trial groups. I'd hate to think that with 376 members that we've reached the saturation point for AROSC members. There must be more of us who'd like to drive at Riverside on November 8th and next year too. Lately the percentage of our members in these groups has been low. Alfas don't have to be babied. Remember the expression that "every Alfa is a race car". The November program might be hot-rodding the GTV-6 and Milano. Then again it might be the seat covering demonstration (the fellow has been ill) or racing films or.....with John Ireland planning the program, it can't be boring. The final weekend of November brings the three day Palm Springs Vintage Gran Prix at the Palm Springs Airport. Bob Bondurant, Dan Gurney, Innes Ireland and Sterling Moss ought to be racing their former race cars. Come out and cheer on Mike Sperry in his TZ and Al Cortes, Henry Manney IV, Charlie Thieriot, and Dave Vegher in their GTAs. Len Frank, whose Volvo turbo wagon was on the pole and then finished 9th in class in Showroom Stock A at Mid-Ohio's 24 hour race, might also be racing. The Annual Xmas party at Charlies house will be December 6th. Call the Van Daalen Wetters (213-204-6156) to make a reservation.

Car magazines come and go all the time. A reincarnated one, SPORTS CAR ILLUSTRATED, in its December '86 issue has a report on the Alfa 75/Milano, the Alfa 33 and this years Mille Miglia. What makes this magazine so unique is that ALL the photography is in color. The Photographic Director is none other than AROSC's David Gooley. There are about 50 examples of his work printed on heavy stock paper (like IL QUADRIFOGLIO's) in this issue.

The LOS ANGELES TIMES and AUTOWEEK have both reported that the Platinum edition Milano will cost \$18,995. Here's what that gets you vs. the \$14,500 for the Gold edition: STANDARD air conditioning and FM stereo/cassette, 15 x 6 alloy wheels with 205/55 VR 15 tires, rear headphone jacks, heated mirrors, heated driver's seat, power slide and tilt sunroof, ZF limited

slip and ABS brakes, plus power leather/suede seats. Catch that Milano fever!!

On the home front: None of the 21 Duetto owners (two new members have Duettos) agreed to lend their beauties to be in "House 2". The skinflints at New World Pictures wanted the car for eleven days and wouldn't pay them anything. They used an '86 Spider Veloce instead....A show of hands at September's meetig showed about 20 of the 65 members there wanted to attend an AROSC night at the Comedy and Magic Club in Hermosa Beach. We'll now pick a date, announce the comedian, the cost and collect the money....Can't take the time and expense of a two or three day driving school but are looking for a competitive edge at the November 8th time trial? Then contact the B.F. Goodrich tire store in Pasadena (213-681-3160) for \$75, 14 inch and \$85, 15 inch, 2nd generation Comp TA's shaved to racing depth- not for street use....Steve Treece's new number at the Alfa Recycler is 818-786-3169....Brad Bunch, owner of Alfa Ricambi, reports that Ronal 15 x 7 alloy wheels for GTV-6s and Milanos are available for \$125 and that fiberglass fenders for Alfetta GTs are in stock....John Shankle of Shankle Engineering reports that he has a supply of three piece, 15 x 7, 5-star design alloy wheels from Australia for GTV-6s and Milanos as well as sheepskin seat covers, sisal mats and suspension kits for the above....Teh U.S. Senate last week passed a bill which allows states to raise the speed limit to 65 on RURAL sections of interstate highways. The CHP has already designated which sectins would change, but unfortunately none are in the Los Angeles area.....Pete Valenzuela has brought his JVC VHS-C Camcorder to the July Concours/Clinic, the September Ward and Deane Suspension Clinic, and will be at the Briggs Cunningham Concours and the Swap Meet this month. He's putting all the footage together to show at January's meeting....Dying to buy a Milano but find the "sharp rear kick up" turning you off? SOLUTION: buy a set of shorter rear springs, which lower it and inch and a half and the car will sit level. Jim and Teri Wood are pleased with the new look of their Milano....Ask John Ireland if your answers were correct.

Ciao! Enjoy your Alfa!



# Adventures

## ALFA OF SANTA MONICA TIME TRIAL

Our fourth Time Trial, sponsored by Alfa of Santa Monica, was an ambitious undertaking. First of all, we had seventy entries in the Time Trial and forty in the Intro Group for a one day event on Riverside Raceway's 3.25 mile long course. Even though we reduced the number of timed laps from the normal five to four, there was scepticism that we could finish even close to on-schedule. Secondly, we had planned to use radar to clock everyone's top speed on the extra-long straightaway. Unfortunately, due to a mix-up, we did not get the radar gun. It was very disappointing, as alot of people were quite interested in their top speed. It is on our future acquisition list. Finally, we were prototyping our new custom-software \$3,000 timing computer. Carlos Medica, of Southern Cross, came out to run it and see how a Time Trial was conducted, as his experience with his machine is in the area of ski racing which has many different rules pertaining to timing. Carlos sold us our first timer in 1974 and we have used it ever since. He has, over the years, been around to repair and update it as necessary and his support has been outstanding. We used our old timer together with our new one at this event as a double-check. This club should be proud of itself - our old timer is still quite current for organizations of our kind, and our new timer is truly a "hot item". We will display and operate it at our January meeting for anyone interested. Our thanks to Carlos for donating alot of time to our club and for supporting us through all these years!

John Samson ran our Intro Group with the precision and care that is characteristic of him. With me bending his arm slightly, he agreed to accept forty entries instead of our usual cast-in-concrete maximum of thirty. He pulled it off on-schedule. John has up-graded our Intro program to include teaching students with videos of themselves and others on-track less than one hour earlier. He has found this to be a valuable teaching tool. For anyone interested in trying high speed driving for the first time, our Intro Program is the ultra-safe way to go.

The morning's Time Trial practice was relatively unreportable, except that we had a few more spins than usual. Larry Armi and Carlos Medica spent the morning doing aerodynamic testing with our new timer. We set up two speed traps and measured how long a car coasted between them. I have not had time yet to study the data and publish it. Rick Cannone decided that it was silly to have a number four braking marker before Turn 9 when Alfa's brake between the number two and one markers. With typical youthful determination, he removed it with his car. We have not been billed for it yet, and I have my fingers crossed.

As for the results, Mike Sperry was the fastest in Class A, not a surprise since he had no company in that class and no one was in Class B. Nevertheless, Mike's performance was noteworthy because he went very quickly. His one recorded time is a new AROSC class lap record, finally breaking the old Dave Vegher record by over two seconds. Sorry Dave, but if you want to be current, you have to drive (an Alfa). But Dave sort of won too, as he built Mike's engine.

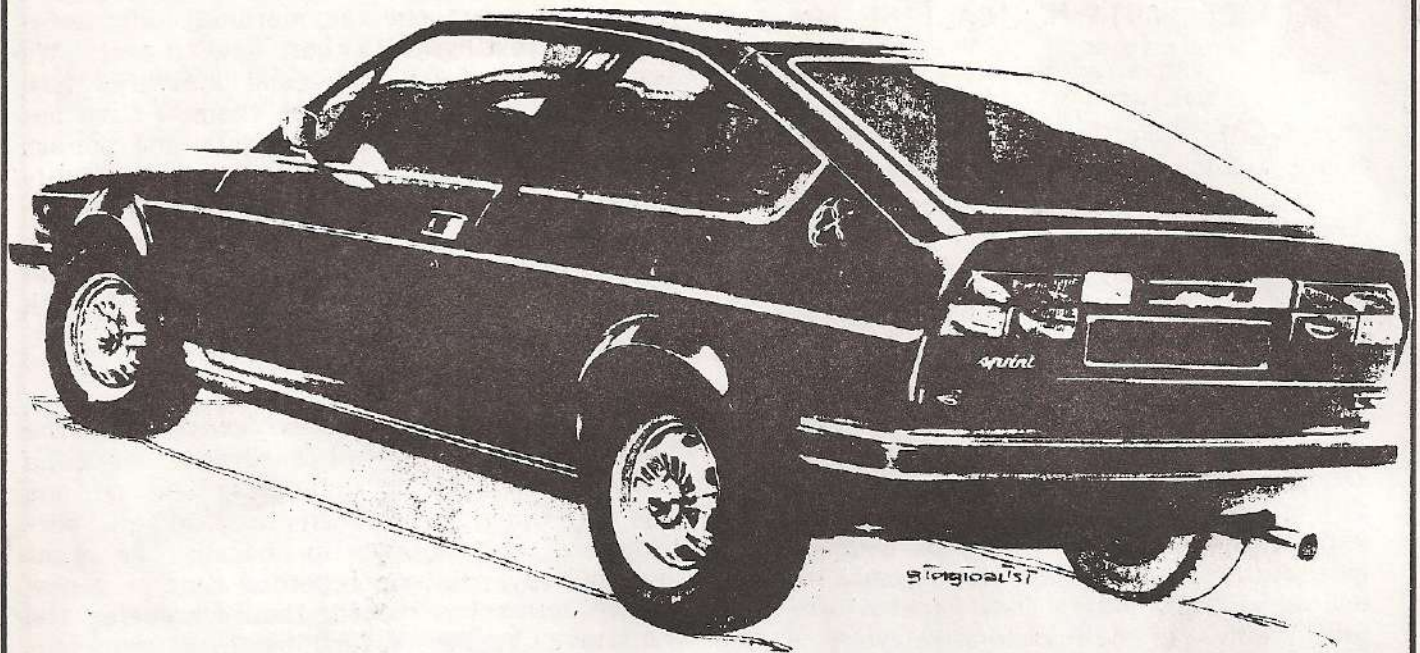
In Class C, newcomer Andy Galloway's 28-year-old Alfa got beaten by Lou Alaman's 14-year-old Spider, although both sets of times were rather leisurely for Class C. Some people are predicting that this class will be invaded by GTV/6s next year, so watch out!

Class D had very heavy competition as usual, with the top five finishers within one second or .6%. John Green, Alan Ward, Dale Farmer, and Andy Steban have been contesting this class all year. Dale won in the first Time Trial, Alan in the second, and Dale in the third. Andy has received third in all three of them. Alan's knowledge of Turn 8 obviously paid off as he won, followed by Dale and John. David Brunette, in his first Time Trial, captured fourth ahead of Andy, quite a surprisingly good performance. John Ireland and Harold Rich followed close behind. Harold is sorting out a new car and I'm sure he will be a real threat soon. John Samson was so busy running the Intro Group that he got little practice. He'll go better next year when we put him out to pasture.

continued page 10



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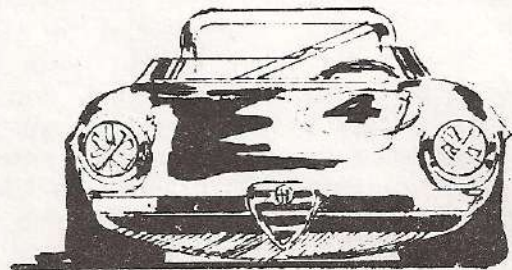
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**at**  
**The OCTOBER**



## SWAP MEET

Modification Information Exchange

Reminder

In what club activity can you actively participate which is free, requires only a few minutes of preparation, and demands no prior commitment on your part? The new Modification Information Exchange! There is no fee and no entry blank to fill out by a certain date. You can spend as much or little time there as you like. (See the August newsletter for more details about the activities of the event itself.) It is held in conjunction with the swap meet, so you will probably be going there anyway.

The only thing you need to prepare is a list of non-stock items on your car—the mods. This only takes a few minutes, but you do need to avoid the trap of procrastination. It goes like this: You figure you'll make up your list the day before the event. But then something comes up and you don't get to do it that day. You end up not participating. Making the list requires so little time that it could be done the day of the event, but you would probably forget to list something in your haste. So take advantage of a quiet half-hour or so on some evening or weekend soon and look the car over, starting at the front bumper and working rearward. Memory is imperfect, so you will probably discover mods you have made but would not have remembered without actually looking the car over. Be sure to include restoration work such as upholstery and carpeting, especially if you did it yourself.

For the list itself, I think we should all use a sheet of typing paper on the windshield. The words need not be typed, but I think the cars will look much better if we don't have 20 different sizes and colors of paper being used. Listing the mods by category may help members find cars with those they are most interested in. The categories of

- 1) engine/drivetrain
- 2) suspension /wheels
- 3) interior
- 4) exterior /body

would seem logical.

Please forgive the hard sell, but I think this is an event which we can all enjoy. Who would not enjoy riding in differently prepared Alfas? This club is only what we make it-- let's all participate and make it that much more fun!



Alfa Romeo

# Winning

ALFA OF SANTA MONICA TIME TRIAL - #4  
RIVERSIDE RACEWAY - LONG COURSE - AUG. 9, 1986

Class A

Mike Sperry	2000 GTZ	---	<u>2:06.24</u>	DNF	* Lap Record
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Class C

Louis Alaman	2000 Spider	2:35.17	2:33.73	2:32.73	<u>2:31.53</u>
Andy Galloway	1300 Spider Veloce	2:36.87	<u>2:35.48</u>	2:37.84	2:39.28

Class D

Alan Ward	2000 GTV	2:28.21	2:25.58	2:26.02	<u>2:25.50</u>
Dale Farmer	2500 GTV/6	2:27.46	2:26.64	2:26.07	<u>2:25.83</u>
John Green	2500 GTV/6	<u>2:26.30</u>	2:27.16	2:27.19	2:27.37
David Brunette	2500 GTV/6	2:27.80	2:26.66	2:26.97	<u>2:26.30</u>
Andy Steben	2000 GTV	2:27.02	2:26.61	2:41.09	<u>2:26.36</u>
John Ireland	2500 GTV/6	<u>2:28.42</u>	2:28.51	2:28.79	2:28.52
Harold Rich	2000 Alfetta GT	2:30.00	2:29.68	2:29.93	<u>2:29.55</u>
John Samson	2000 GTV	2:37.70	2:38.73	2:38.25	<u>2:37.19</u>
Philip Wein	2000 GTV	DNS			

Class E

Rex Chalmers	2000 Giulia TI	2:25.91	2:25.76	2:26.33	<u>2:24.99</u>
Skip Farnsworth	2000 GTV	2:28.11	2:28.47	<u>2:27.37</u>	2:32.60
Ilona Shillman	2000 GTV	2:38.02	2:36.26	2:36.29	<u>2:35.19</u>
Jim Wood	2000 Spider	2:39.13	<u>2:35.79</u>	2:36.51	2:35.83
Raul Perez	2000 GTV	2:42.86	2:40.77	2:42.54	<u>2:39.57</u>
John Cote	2000 Spider	DNS			

Class F

Rick Cannone	1600 GTV	<u>2:32.33</u>	2:33.80	2:32.63	2:33.17
Phil Guiral	1600 Spider	2:40.18	2:39.76	2:38.90	<u>2:38.22</u>
John Lacey	2000 Alfetta Sedan	2:44.21	2:42.09	2:40.77	<u>2:40.40</u>

Class G

Dan Ritter	1750 Giulia Super	3:14.77	2:41.65	<u>2:41.02</u>	2:42.33
Al Cortes	1750 Giulia Super	2:45.17	2:43.97	<u>2:42.72</u>	2:43.08
Judy Illeman	2000 Spider	2:44.89	2:45.54	2:44.68	<u>2:44.16</u>
Mitchell Clements	1300 Sprint Veloce	2:48.30	2:49.58	<u>2:47.65</u>	2:47.84
Ray Beggs	2000 Alfetta Sedan	3:02.85	3:01.59	<u>2:58.42</u>	3:01.19

Class M

Bob Reynolds	1975 Corvette	2:06.36	<u>2:05.71</u>	2:08.94	2:09.02 TTOD
Morris Kessler	Ferrari 288 GTO	<u>2:09.12</u>	2:09.77	2:24.49	DNF
Robert Pond	Ford Mustang Fastback	2:18.96	2:13.11	<u>2:11.96</u>	2:13.77
Larry Armi	1976 Chevy Monza	2:20.68	<u>2:16.18</u>	2:16.75	2:16.71
Kevin Foye	Chevy Camaro	DNS			
Bob Helmig	Ford Mustang GT	DNS			



## Class N

Larry Vollum	Peugeot 205 Turbo 16	2:19.91	2:19.14	<u>2:18.61</u>	2:18.80
Scott Bassinger	Mazda RX-2	2:35.44	<u>2:29.23</u>	2:30.33	2:49.63
Michael Johnson	1979 Corvetta	2:34.93	2:35.98	2:33.85	<u>2:33.35</u>
Dave Krug	Datsun 240Z	2:38.28	2:37.54	2:38.64	<u>2:37.47</u>
David Gissen	1600 Lotus Super 7	DNS			
John Goodlad, Jr.	1985 IROC Camaro	DNS			

## Class O

Rob Trotter	MGB E/Prod.	2:27.98	2:24.13	<u>2:22.33</u>	DNF
Morris Paulson	1984 Mazda RX-7	2:32.01	<u>2:31.43</u>	2:33.50	2:46.60
Tony Dixon	Nissan 300 ZX	2:36.85	2:38.47	2:37.01	<u>2:35.62</u>
Tracy Culp	1973 Mercury Capri	2:39.59	2:38.67	<u>2:36.66</u>	2:38.02
Ed Smith	Triumph TR-6	2:37.76	<u>2:37.17</u>	2:38.92	2:37.61
Fred Chandler	MGB E/Prod.	DNS			
Aaron Ravo	Mazda RX-7	DNS			
David Ravo	Mazda RX-7	DNS			

## Class P

Wayne Lenkeit	Honda CRX SI	2:33.80	2:31.96	2:34.14	<u>2:31.73</u>
Jonathan Haines	VW GTI	2:35.43	<u>2:35.30</u>	2:35.98	2:41.42
Steve Kenyon	Chevy Citation X-11	2:42.09	<u>2:39.84</u>	<u>2:38.64</u>	2:39.82
Ray Bjorkman	Fiat X1/9	2:41.86	<u>2:41.32</u>	2:42.95	2:41.72
Kirk Tomassian	Renault Fuego	2:45.16	2:43.00	2:47.86	<u>2:41.61</u>
Darrell Nakagawa	Mitsubishi Mirage Turbo	2:45.61	<u>2:42.28</u>	2:46.10	2:43.33
John Ito	1700 VW Scirocco	2:42.79	2:44.10	<u>2:42.37</u>	2:43.67
Jerry McNess	1974 Honda Civic	2:45.68	2:45.50	2:45.30	<u>2:44.71</u>
Frances Moore	1974 Honda Civic	2:46.63	2:46.24	2:46.36	<u>2:45.62</u>
Brooks Sturgeon	Honda Prelude	3:04.36	3:09.11	<u>2:58.56</u>	3:02.74

## Class R

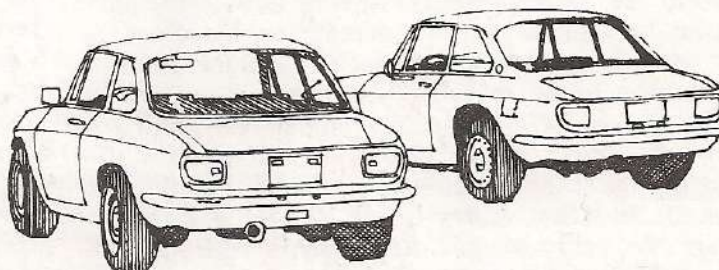
Dick Richards	Renault R5 Turbo	2:13.35	2:13.39	2:12.90	<u>2:12.29</u>
Tay Voyer	Renault R5 Turbo 2	<u>2:13.02</u>	2:14.38	2:14.26	2:15.17
Mark DiBella	Renault R5 Turbo	2:15.19	2:15.38	<u>2:13.50</u>	2:18.28
Tom Cahalane	Renault R5 Turbo	2:22.05	2:27.58	2:21.66	<u>2:19.04</u>
Jan Morgan	Renault R5 Turbo	2:36.57	2:33.94	2:33.33	<u>2:32.95</u>
Nick Kunewalder	Renault R5 Turbo 2	DNS			

## TIME TRIAL MEETING

November 2, 1986 12:00 Noon

at: Charlie Thierlots  
2500 Roscomare Road  
Los Angeles, Ca. 90077  
(213) 476-8812

Anyone welcome but please  
RSVP if not a Time Trial  
Board member.





Rex Chalmers won Class E for the fourth time this year in his flying refrigerator. Of course it's easier to fly into turns when you put the car together by yourself. Skip Farnsworth received a fast second but fell asleep on the last lap. He won Class F a year and one-half ago with the same time as his last lap. Ilona Shillman and Jim Wood had a close race for third place. With the assistance of Henry Manney, Ilona improved by 18 seconds in one day. Raul Perez has been out of commission for awhile as he went over four seconds faster a year and one-half ago.

Rick Cannone's high-speed stunt didn't prevent his winning Class F easily. But Phil Guiral hasn't Time Tried in over three years, so he will probably put the heat on Rick at the following event. John Lacey did well in his first Time Trial. I suspect that Alfetta Sedans are not very aerodynamic, a very big factor on the long course.

Dan Ritter won Class G as usual. What is different is that this class has a number of other cars in it now. It's nice to see this class develop. Al Cortes co-drove Dan's car for second. I have always found it hard to drive someone else's car fast for fear of breaking it. Judy Illeman drove fast and consistently in her first Time Trial. Her performance speaks very well for both herself and John Samson who taught her in our Intro Group. Welcome to Mitchell Clements who drove well in his first Time Trial. Retired fireman Ray Beggs is showing improvement learning to drive fast without a siren.

Class M was a killer class this time with all the cars having pounds per horsepower figures of less than ten. Bob Reynolds beat Mike Sperry's Alfa GTZ on his second lap for Top Time of Day. Morris Kessler once again received second in his beautiful Ferrari. He is reportedly having problems putting his "pedal to the metal" as his floor is made of Kevlar. Rob Pond's "Thunder Valley" Mustang came in third. Rob called me before the Time Trial inquiring about the muffler requirement. I told him that he would definitely get the neighbors upset if he did not run a muffler. Larry Armi drove consistently but he almost got in trouble during the morning's aerodynamic testing. He entered the first speed trap in his Chevy Monza at

196.721 kilometers per hour - no problem. He went through the second pair at 165.137 kph - big problem! Larry braked as hard as he could but went off the pavement and stopped in the dirt just short of disaster.

I wish we had a better way to classify non-Alfas. As it is now, I spend a lot of time dividing everyone up into classes for each event and it usually turns out pretty well. This time I clearly missed the boat by miles on Classes N and O. Their times were about the same. Oh well. Larry Vollum won Class N easily in his not-very-budget Pudget. His car is Peugeot's answer to the Renault R5 Turbo. Rocket-man Scott Bassinger captured second in his second Time Trial. Rob Trotter drove his MGB to win Class O but then retired, undoubtedly with some sort of British problem. First-timers Morris Paulson, Tony Dixon, and Tracy Culp all did well - they turned in respectable lap times and were not featured in any newspaper's sports section the next day. (Local papers, if you haven't noticed, consider auto racing to be a basically boring sport, made interesting by crashes, preferably resulting in great dramatics. This, of course, is the sole reason that we are not featured on the front page of very many sports sections).

Class P was a class that I visualize as needing a good book to read as they tried to go faster on Riverside's long back straightaway. All listed top speeds were 107 mph or less. So it was clearly a separate class. Wayne Lenkeit won in his first Time Trial, but the "best performance" award goes to Jonathan Haines in my view, because his first three laps show a consistency that indicates the discipline that is developed with time and experience. Steve Kenyon got third in his Chevy Citation (only GM would name a car after a traffic ticket). Ray Bjorkman's finish in fourth was impressive when you figure his car has a weight/power ratio of 32 lbs./hp. Jerry McNess drove new instructor Frances Moore's Honda Civic so aggressively that he beat Francis by almost a second.

Long-time Alfa driver Dick Richards temporarily defected to win Class R. Tay Voyer showed great improvement by beating the Cahalane - DiBella dynasty. Mark DiBella really risked unemployment by going 5½ seconds faster than his boss.

continued page 15





## PREPARING YOUR ALFA FOR A CONCOURS.

Compiled by Pat Hayes

### INTRODUCTION.

The tips and techniques listed below are those that I have found to work the best over several years of concours competition. Some are my own, but many were originally related to me by others. Those other persons who helped me in years gone by are far too numerous to list here - but you know who you are, and thank you.

I have directed this write-up primarily towards preparing a car that is driven on the street as everyday transportation. If your car is a "special occasion only" vehicle, most of the techniques are still valid but your schedule will, of course, be much more flexible.

In the course of the discussions below, I will be mentioning many brand names. I do not necessarily intend to endorse these products to the exclusion of other similar brands - these are simply the ones that I happen to use: Names are listed only to indicate the general type of product I am referring to.

On first reading through this, it's going to look like an enormous amount of work. Well it is and it isn't. The thing to remember is that most of the items are things that you would do anyway in the normal course of maintaining your car - it's just doing them all at once that makes it look so bad. Just think of all the leisure time you'll have **after** the concours. Also, I have tried to cover everything here - if your car is clean to begin with, don't hesitate to skip unnecessary items.

### SCHEDULE

The first thing to do is to lay out a schedule for doing everything that needs to be done. I find the following works well:

o Two to three weeks before the show:

- Fix all those those little things you've been meaning to get to for the last six months. (If you kept a list, that will help.) The coat hanger holding up the exhaust and the chewing gum on the window winder may work just fine, but they won't cut it at a concours! Touch up any chips in the paintwork. Clean up the battery terminals. Tidy out the trunk. Check the condition of all belts, hoses, wiring, etc., in the engine compartment.
- Check that your car has everything on it. (When last did you look at the spare?). Valve caps on all the wheels? Do you still have the tool kit that came with the car? (If so, check that it isn't rusted to hell - clean it up if so.) Where's the Owners Manual? Are all the light bulbs working? (Don't forget the back-up lights). Take a look at the Concours Competition Code. See those **bonus** points for fire extinguisher, first aid kit, etc? Have those? If not, go get them now and figure out where to mount them in the car.

continued page 14



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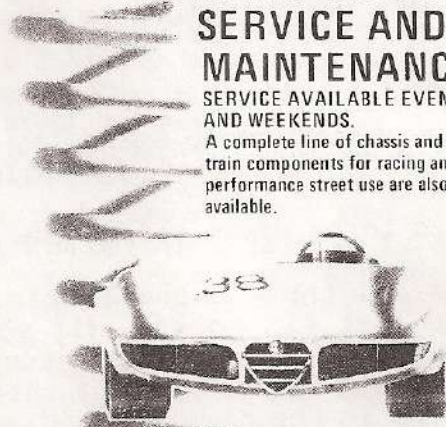
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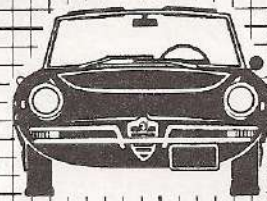


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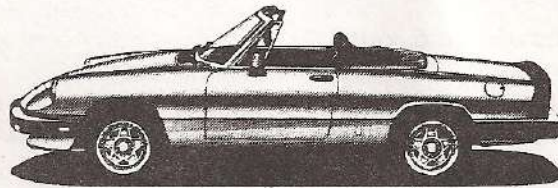
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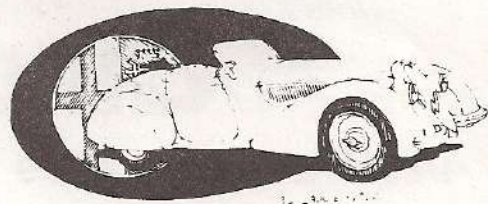
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- Odds are, the judges will request you to start the car at the show. If you've been promising it a tune-up, now is the time to do it. Same goes for any other routine servicing - if it's close to oil change time, do it now. (Ever tried to maneuver a drooling oil filter out of an engine compartment you just spent three hours detailing?)
  - Take an inventory of supplies - rags, wax, Armor All, paint, etc., etc. Make a shopping list so everything will be at hand when you start preparing the car for the show.
- o Weekend before the show:
- Clean the engine compartment.
  - Wash the underside (don't forget the wheel wells).
  - Wash and wax the car. (Yes, I wax it the weekend before the show.)
  - If time permits, get the major crud out of the interior - vacuum in all the nooks and crannies like under the seats (one of the judges favorite spots). Clean the headliner.
- o Day before the show:
- Wash the car thoroughly, dry very well to avoid water spots. (Armor All the exterior plastic and rubber the night before - see following section.)
  - Clean the wheels. I find it easiest to remove them from the car entirely. Plus, this lets you get in to clean and detail the suspension components while each wheel is drying.
  - Detail the engine compartment.
  - Detail the underside.
  - Clean the interior. (Don't forget to vacuum the trunk.)
  - Clean the glass, inside and out.
  - Pack your stuff to take with you the next day, put it in the trunk, then sit back and consume several beers - if you did this properly, you earned them!
- o Day of the show:
- Plan to get there early, so you have time to set the car up, do any last minute touch-ups due to puddles on the way, etc., etc.

LOOK FOR TIPS AND TECHNIQUES IN NEXT ISSUE







**1979 SPORT SEDAN**

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Well, the day went very smoothly. There is always a large element of luck, of course, as anything can happen to delay things badly. But we only finished one-half hour late. Both timers worked well, so the trophy ceremony was at a reasonable hour. No one had enough beer for the presentation ceremony so Mike Sperry was dispatched for reinforcements. (Next year Mike may become Director of At-Large, Beer). We gave out trophies next to Riverside's office because they no longer allow beer in the paddock. I thought it was a much better location anyway.

Much thanks to all the people whose volunteer work makes these events possible. Also, thank you, Alfa of Santa Monica, for helping us out. They have the most handsome new showroom that I think I've ever seen. And for those of you non-Alfa drivers who are sick of DNS's and DNF's, they now have new Milanos and Spiders.

Our next Time Trial is at Riverside Raceway on November 8. We will use the short course and entry will be more limited. As usual, acceptance will be on a first-come first-served basis. If you are listed on our Time Trial mailing list, your entry should arrive before October 15. Otherwise call (213) 476-8812 during the day or early evening. Ciao!

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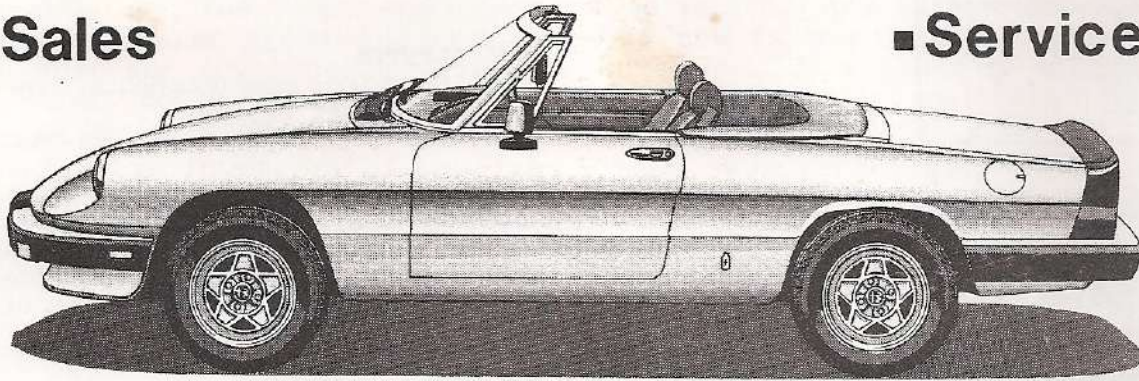
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