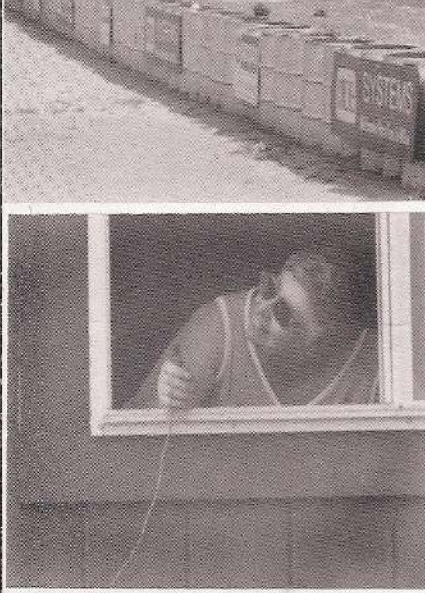
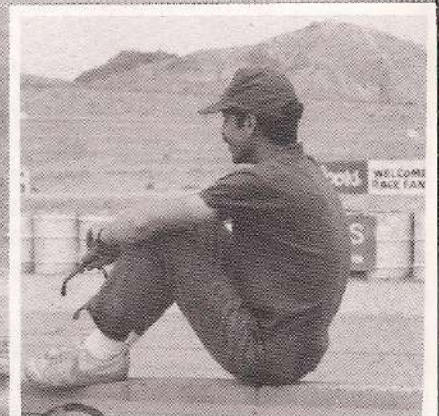
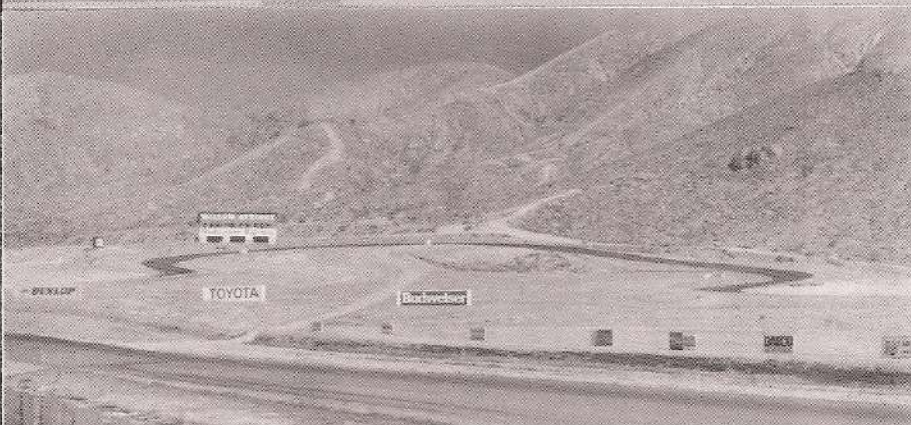


# AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 26 NUMBER 6 JUNE 1987

# 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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### ♣ ATTENZIONE!

#### ASSOCIATION OF CALIFORNIA CAR CLUBS

The ACCC First Annual Legislative Conference was held May 3 & 4 at the El Rancho Hotel in Sacramento. There were 65 car clubs represented by 109 registered delegates plus several dozen guests in attendance. The ACCC started 15 years ago as the voice of the horseless carriage clubs, but has since grown to include vintage, classic, special interest, hot rod, performance and sports. The roster list of marques represents everything from antiques to Alfas, Briklin to Gull Wing Group, plus a good sampling of every make seen out on streets and highways.

The conference had two goals. The first was to get everyone in the state together where they could voice complaints, concerns, and suggestions as to the future of the hobby. The second goal was to increase the ACCC's effectiveness as an initiator of favorable legislation rather than just reacting to unfavorable programs. To further this end, a number of important legislators and department heads were invited to attend as speakers. I will attempt to give you the most important highlights of speaker's remarks in order of appearance.

John McLaughlin is our senior lobbyist in Sacramento, and a retired chief registrar of the DMV. Part of his job is to review some 4,000 bills introduced in the legislature every year and sort out the good from the bad.

James Lombardo is our other lobbyist, who also represents several trucking groups (conflict of interest?) in addition to ACCC. He is chairman of the CHP Equipment Committee which helps "open doors" for us. Lombardo has authored several sections of the Vehicle Code regulating trucks.

John Tomerlin is a name that should be familiar to all of you who read Road Track. He was to far and away the most interesting speaker, relating his experiences with the federal bureaucracy in Washington. For example, the Claybrook "clones" and Naderites running the D.O.T.

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## PRESIDENT



by Joel Hoffman

### DAN RITTER SUCCEEDS AGAIN

After a week of wondering where the sun was, we finally found it at Will Rogers Park on May 17th. It highlighted a very long row of Concours and People's Choice Alfas. New members and new Platinum Milano owners Richard Lenarszyk and Francie Thieriot had a chat about ABS braking, soft suede interiors and their happiness with their cars. Novice Class entrants Jay Levey and Dave Lieberman's Duettos tried to take Best of Show honors away from last year's champion, Tom Stoner. Jim Morse got out of the engine compartment of his speedy Spider to take home a ribbon. Standing in for Membership Chairman Jim Wood whose daughter Beth was making her church singing debut, I signed up four new members.

After time out for picnic lunches, Charlie Thieriot had a crowd of forty members gathered around him for an hour. He took apart a Weber carburetor and explained the theory and operation of all the bits and pieces. Charlie said that it is actually a series of carburetors; an idle carb, choke carb, full-power carb and acceleration carb. He showed his special method for synchronizing Webers. Scott Baysinger was just one of several people taking notes. Thanks to Pete Valenzuela's videocamera work, everyone will be able to see this at an Alondra Park meeting.

### ALFAS AT WORK

Two weeks after 80 cars raced at Willow Springs, another 60 took the opportunity for individual instruction from Dan McKeever on May 9th at Riverside. Time Trial event #4 had three different levels of instruction.

Over the May 30-31st weekend at Riverside Al Cortes placed 6th and Henry Manney IV 8th in a field of 30 in their GTAs. VP John Green's Giulia Super in E Modified Production was 4th of 20 and Phil Guiral's GTV was 6th of 20 in E Production. Dave Vegher (surprise, surprise) dominated his class.

### SPIDER OWNERS ARE DIFFERENT

The CBS Evening News with Dan Rather aired a report on May 12th about an unusual bank whose philosophy is to provide good customer service, have a good time and make a lot of money. It's possible to use the bank before and after regular banking hours. It provides unchained pens, free shoe shines and balloons. Unfortunately, it's not a local bank, but the Palo Alto National Bank. Its president, Carl Schmidt, was shown driving into the bank's parking lot on a foggy day in a late 70s Spider with the top down.

### UPCOMING EVENTS

First up is Cylinder Head Night at Alondra Park on June 26th. What's going on under the twin cams? Why does Mike use silicon aluminum bronze valve guides and teflon valve seals? What's the difference between a valve angle of 45 degrees and 30 degrees? How much power will porting and polishing and oversize valves add? Mike's cylinder heads are on numerous AROSC lap record holding car Alfas and countless street driven ones. Mike will be bringing slides and a head to the meeting. A 5 foot diameter Alfa Romeo patio umbrella with a base will be the most coveted of the raffle prizes that evening.

Charlie Thieriot is a busy guy and valuable AROSC member. He's our Competition Director, Spica Fuel Injection and Weber carburetor pro and the one in charge of the July 11-12th Time Trial and Intro event at Riverside. Now he's volunteered his home at 2500 Roscomare Road in Bel Air as the sight of a special AROSC meeting. Instead of Alondra Park on July 24th, everyone is

continued next page

invited to Charlie's for a regular meeting and swimming party. BE SURE TO BRING YOUR OWN TOWELS and folding chairs, if possible. The fun starts at 8 p.m.

Because of remodeling going on at Wegge Motor Cars in Pasadena, their Clinic is being switched to August 29th. Rex Chalmers of Omega Motorsports, home of the 1986 AROSC Time Trial Champion Giulia TI, will demonstrate the art of adjusting valves on July 25th. Who's going to be the lucky AROSC member whose car Rex will work on? Come to Charlie's house the night before and win this special honor. Rex's shop at 3822 Clarington Avenue in Culver City is the location for our 4th Clinic. As usual, we'll be providing refreshments. It all begins at 1 p.m.

## ON THE HOME FRONT

Gianni Alfa (John Ireland) became the first AROSC member to buy the potent Verde Edition Milano.

Happy motoring. Ciao.

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## WHO'S TOO OLD TO TIME TRIAL?

By Frank Kranz

My first exposure to the Arosc Time Trial Program occurred in 1976 shortly after I had joined the club. My son Dave and I had motored out to Riverside to view a club event. "Nice", I thought, "but nothing I'm really interested in." Switch now to early 1986. I had just gotten my '73 Berlina back on the road after spending three and a half years of part time endeavor rebuilding the engine and transmission. This time Dave suggested that we run in the Introductory Group to see if we'd like time trialing. My initial response was "I'm too old for that" (I was 54 at the time), "but if you're interested I'll crew for you." After some discussion I agreed to try it - but still had some reservations.

We entered the Introductory Group of the event held at Willow Springs over the Easter weekend in April 1986 and my enthusiasm moved up a notch.

After participating in subsequent Intro Group sessions at events held at Carlsbad and Riverside my enthusiasm increased further. Dave and I bought five point

safety harnesses and fire extinguishers for our cars and ran the November 1986 event at Riverside as first time competitors. My wife, Pat, became my timer and record keeper. We weren't very fast, but we had a ball! Then in January of this year we went with the club to Laguna Seca for a very memorable weekend. This event brought together Alfa Romeo Owners Club members from both Northern and Southern California. The weather was beautiful, the instruction good, the race track was fascinating, and the people were fantastic.

At this writing we have just completed two close coupled events. On April 25 and 26 we had a very enjoyable weekend event at Willow Springs. I was pleased because I came in second in class F (in all fairness I should note that there were only three cars entered in class F). I even had a few practice laps in the rain - it was quite an experience. Following this we had a one day drivers school and practice session at Riverside on May 9 where we had a chance to work at improving our driving skills.

It's interesting to note that my Berlina, which also is my daily transportation car, seems to run much better after an "Italian tune-up" at speed on the track. And I've found that my "civilian" driving habits have changed for the better - as a result of my track experience. Needless to say, I've been bitten by the time trial bug. In fact, I'm even beginning to think of the possibility of a streetable, but dedicated, time trial car.

It is important to realize that time trialing is not just going around the track at speed attempting to avoid running into obstacles. In the Time Trial Group there is instruction (both classroom and one-on-one) for those who want and/or need it, familiarization tours around the track, practice driving sessions, and corner work, as well as the final timed runs. In the Introductory Group there is instruction, track time driving behind an instructor followed by discussion to analyze your driving. Safety is uppermost in the minds of the event organizers. So is good sportsmanship (see Bill Pringle's article in the April 1987 Alfacionada). We are out to have a good time and, in the process, if we can go faster than someone else - so much the better.

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♣ **CONCOURS D'ELEGANCE**

May 26, 1987

CONCOURS '87

The first concours event was held at the wonderfully serene Will Rodgers Park. Always a delightful affair, the May 17th competition proved to be a hotly contested event. In addition to the show, Competition director Charlie Thieriot expounded on the intricacies of the venerable Weber 45 DCOE and the participants wined, dined and enjoyed the beautiful cars.

Many thanks to Al Cortes for assisting with the difficult job of judging and to my wife, Ada for coordinating the entries, numbers and logistics.

Our next event which was to be in conjunction with the Newport GT has just been postponed. This is certainly a disappointment to many of the members who were preparing their cars for the event, apparently the new owners of the hotel are not concerned with the kind of quality show that is traditional with the Newport GT. However if the coordinators have approved another site the AROSC will be a part of the event.

Announcement of the next Concour event will appear next month.

RESULTS

Concours 'd Elegance May 17, 1987  
Will Rodgers State Park

Best of show: Tom Stoner '67 Duetto

Peoples choice: Alfred Bodek '58 Spider Veloce

CLASS	NAME	CAR	POINTS
<b>NOVICE:</b>			
First Place:	Dave Leberman	'67 Duetto	204
Second Place:	Jay Levey	'67 Duetto	192
Third Place:	Francie Thieriot	'87 Milano	189
	George Stewart	'79 Sprint Veloce	170
<b>COMPETITION</b>			
First Place:	Pete Valenzula	'83 GT6	183
Second Place:	Phil Giural	'74 GTV	170
Third Place:	Joel Hoffman	'81 Spider Veloce	168
<b>COUPES/SEDANS</b>			
First Place:	Larry Meyer	'79 Sprint Veloce	202
Second Place:	Sten Lindgren	'73 GTV	198
Third Place:	Fred Firschen	'71 GTV	197
	Rex Chalmers	'74 GTV	194
<b>SPIDERS</b>			
First Place:	Tom Stoner	'67 Duetto	217
Second Place:	Alfred Bodek	'58 Spider Veloce	212
Third Place:	Jim Morse	'74 Spider	170

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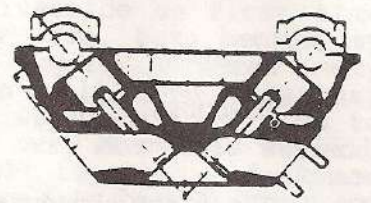


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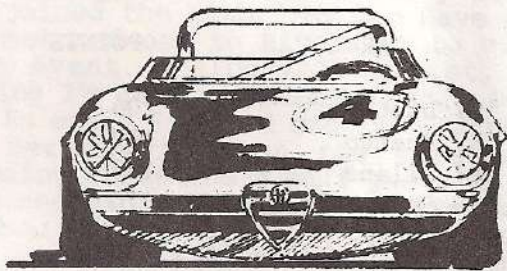
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☘ TIME TRIAL NEWS

GTA SPORTS CAR TIME TRIAL - #3

WILLOW SPRINGS - APRIL 25 & 26

Joe Cannone generously agreed to sponsor our third Time Trial this year. What made it even nicer for him was that his sons, Rick and Sergio were both entered. The turnout was good, but not heavy. In the Introductory Group, turnout was quite light. I think everybody needs to promote a bit more.

Saturday went very smoothly. Joanne Schwartz ran Registration flawlessly, as usual, with the help of Pat Kranz. Pat and Frank brought free coffee and donuts for everyone, which is a new feature of our Time Trial program. I figure that maybe between the caffeine and the sugar, we can get everyone to the driver's meeting more quickly thanks to their ongoing efforts.

Saturday night we had a cocktail party followed by a buffet dinner. It too, was a Kranz creation, and it was popular and enjoyable. The food was good, as was the company, and unlike Time Trials, the drive was unnecessary.

Sunday started out very innocently. The weather was nice, and everything had been, and was, running smoothly. We had already done practice and timed runs for 2/3 of the cars. At approximately 2:15 we broke for lunch.

While everyone enjoyed a lunch that no one would write home about, a weird storm appeared in the distance. We heard thunder and lightning, but it seemed distant. It seemed like someone else's problem. As is often the case, that was not correct. While we were putting the third group out on the track, the storm hit us like a wall of fury. The track management called me and asked, "you're not going to run through this, are you?" I answered, "You bet we are!" Apparently they thought that we were the SCCA or the Porsche club.

Lightning was hitting everywhere. I had to transfer everything from out of the Start/Finish tower, which is metallic and elevated, to trackside. I warned Phyllis Gaylord, who runs Timing, to not touch the Timer. I have found out now that it is very common for electrical bolts to travel down the sensing wires and to fry some of the timer. In fact Carlos Medica, the builder of our timer, told me that he gets back two units per year that have been damaged by lightning.

So Group 3 went out on the track with their windshield wipers, and in some cases headlights, on. Tumbleweeds were flying around all over but the rain was only moderate. This group, who were relative novices, did very well. I received no calls about spins or other problems. By later in their practice the storm had pretty much cleared and it was dry. Their timed laps went uneventfully, except for Phyllis Gaylard and Pat Gillis in Timing. Two or three times the Timer recorded tumbleweeds across Start/Finish, instead of the expected car. They were able to recover the correct times, but it took some work.

Judy Illeman continued her domination of Class G, exactly tying her January 25th lap record here. Skip Farnsworth won Class F, with Frank Kranz hot on his tail. Frank has shown tremendous improvement, as he was nearly six seconds faster than two Time Trials ago. Driving his "flying brick", Bill Pringle won Class E. Andy Steben broke his third-place rut by coming in second.

Competition is especially stiff this year in Class D, which had fourteen entrants. Tor McPartland, who came out of the woodworks of Carmel to win this class last time, did it again, shattering the lap record set by Harold Rich in January. Saturday morning Tor had talked to Bill Pringle about the classification of his car. Bill pointed out to Tor that he could install higher compression pistons and still stay in his class. Much to everyone's surprise, Tor sent his helper to Alfa Recambi that afternoon and bought a set. They installed them Saturday night. Sunday morning he blew the head

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## TIME TRIAL RESULTS

### GTA SPORTS CAR TIME TRIAL - #3

WILLOW SPRINGS RACEWAY - APRIL 25 & 26, 1987

Name	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Rcrd
<u>Class A</u>							
Manney, Henry	Alfa GTA	1:43.11	<u>1:42.29</u>	1:42.39	1:42.67	1:42.52	
Cote, John	Alfa GTAm	DNS					
<u>Class C</u>							
Simmons, Kit	Alfa 2000 Spider	1:48.60	1:47.70	1:47.42	1:47.58	<u>1:47.29</u>	
Farmer, Dale	Alfa GTV/6	1:50.23	1:49.01	1:50.77	<u>1:47.76</u>	1:48.61	
<u>Class D</u>							
McPartland, Tor	74 Alfa 2000 GTV	<u>1:45.75</u>	1:46.28	1:46.86	DNF		LR
Chalmers, Rex	Alfa 2000 Giulia TI	1:49.30	1:48.48	<u>1:48.30</u>	<u>1:48.30</u>	1:48.33	
Cannone, Rick	Alfa GT Junior	1:51.04	1:49.65	1:50.00	1:49.58	<u>1:48.82</u>	
Avery, Ron	Alfa GTV/6	<u>1:50.49</u>	1:50.89	1:51.12	1:51.55	1:51.38	
Regenos, Robert G.	Alfa GTV/6	<u>1:51.27</u>	1:51.64	1:53.49	1:52.11	1:52.17	
Ireland, John	Alfa GTV/6	1:53.64	1:53.20	1:53.49	1:54.01	<u>1:52.67</u>	
Cannone, Sergio F.	Alfa GT Junior	1:55.89	<u>1:55.43</u>	2:29.63	1:56.57	1:56.58	
Samson, John	Alfa 1750 GTV	1:57.56	1:56.77	1:56.87	1:56.73	<u>1:56.08</u>	
Feldman, Ken	Alfa 2000 GT Junior	2:02.11	2:00.28	<u>1:58.20</u>	1:58.53	1:59.32	
Buangsuwon, Ai	81 Alfa GTV/6	2:02.69	2:04.57	2:05.76	2:03.27	<u>2:02.16</u>	
Gaylard, Phyllis	Alfa 2000 GTV	2:04.67	2:04.17	2:03.95	<u>2:03.11</u>	2:04.71	
Gillis, Pat	Alfa 2000 GTV	DNS					
Green, John	Alfa 2000 Sprint Veloce	DNS					
Rich, Harold	Alfa 2000 Sprint Veloce	DNS					
<u>Class E</u>							
Pringle, Bill	Alfa 2000 Berlina	1:49.33	<u>1:48.02</u>	1:48.64	1:48.48	1:48.57	
Steban, Andy	Alfa 2000 GTV	1:52.48	1:51.76	2:24.34	1:51.03	<u>1:50.47</u>	
Wood, Jim	Alfa 2000 Spider	1:56.96	1:56.74	1:57.49	1:58.46	<u>1:56.11</u>	
Lehmann, Gerry	Alfa GTV/6	2:06.91	<u>2:05.09</u>	2:05.27	2:07.55	2:06.58	
Garland, Tom	76 Alfa Alfetta	DNS					
Montinola, Robbie	Alfa 2000 Alfetta GT	DNS					
<u>Class F</u>							
Farnsworth, Skip	Alfa 1600 Giulia GT	1:57.57	<u>1:56.90</u>	1:57.84	1:57.35	1:58.11	
Kranz, Frank J.	Alfa 2000 Berlina	1:58.44	2:01.52	1:57.72	<u>1:57.29</u>	1:57.38	
Abbene, John	Alfa Alfetta Sedan	2:06.36	2:00.70	1:59.88	1:59.79	<u>1:58.24</u>	
<u>Class G</u>							
Illeman, Judy	Alfa 2000 Spider	1:55.33	1:55.41	1:55.39	<u>1:55.14</u>	1:55.20	=LR
Beggs, Ray	Alfa 2000 Sport Sedan	2:22.10	<u>2:21.79</u>	2:24.17	2:23.01	2:22.69	



### Class M

DiLoreto, Joe	Dolphin Sports/Racer	<u>1:34.46</u>	DNF				TTOD
Fincher, Barbara	Dolphin Sports/Racer	<u>1:40.16</u>	1:41.31	1:38.37	<u>1:38.12</u>	DNF	
Peterson, Gary	Mazda RX-7	1:46.71	1:44.04	<u>1:43.83</u>	DNF		
Cahalane, Tom	Renault R5 Turbo	DNF					
DiBella, Mark	Renault R5 Turbo	DNF					
Peterson, Joanne	Mazda RX-7	DNF					
Voye, Tay	Renault R5 Turbo	DNF					

### Class N

Spencer Jr., William	Mazda RX-7 Turbo	1:42.04	1:41.96	1:41.53	<u>1:41.24</u>	1:42.09	
Clark, Bud	Saab Sonett	1:48.18	1:47.79	1:47.46	<u>1:47.33</u>	1:47.00	
Ingram, Gary	87 Mazda RX-7 Turbo	1:48.53	<u>1:48.15</u>	2:01.38	1:49.01	<u>1:50.58</u>	
Presto, Anthony	Saab 900 Turbo	<u>1:49.86</u>	1:51.16	1:51.32	1:50.54	1:51.11	
Hitchcock, Curt	Lotus Elan	<u>1:53.89</u>	1:52.90	1:51.61	1:51.58	<u>1:50.47</u>	
Romine, Chris	Renault R5 Turbo	1:52.26	1:52.13	1:52.45	1:51.90	<u>1:51.87</u>	
Hansen, Gordon	Porsche 924 Turbo	1:54.44	<u>1:53.87</u>	1:55.79	1:57.01	2:07.93	
Kranen, George	Ford Thunderbird Turbo	<u>1:54.43</u>	1:54.82	1:56.01	1:54.70	1:54.52	
Schlicht, Mike	Lotus Europa	1:59.95	<u>1:59.02</u>	DNF			
Bobitch, Henry M.	Porsche 914-6	DNF					
Fillion, Gerard	Mazda RX-7 Turbo	DNF					
Morgan, S. Jan	Renault R5 Turbo	DNF					
Rosenstock, Jerry F.	O.S.C.A. 1500 TN	DNF					

### Class O

Talbot, Bob	Mazda RX-7	1:48.65	1:55.81	1:48.83	1:49.02	<u>1:48.58</u>	
Rees, Perry	Sunbeam Tiger	1:55.20	1:52.80	2:14.31	<u>1:52.57</u>	3:01.78	
Gin, Edward	Mazda RX-7	1:53.81	<u>1:52.79</u>	1:55.08	1:54.98	DNF	
Mangino, Edd	Mazda RX-7 GSL-SE	1:54.54	<u>1:53.19</u>	1:54.07	1:53.93	1:53.94	
Gaborno, Neil V.	Toyota Corolla GTS	1:54.50	1:53.55	<u>1:53.20</u>	1:54.41	1:53.80	
Lenkeit, Wayne	Honda CRX Si	1:55.09	1:54.00	1:55.55	1:53.97	<u>1:53.73</u>	
Meade, Duane	TVR 2500 M	2:03.27	2:02.44	<u>2:02.30</u>	2:05.37	DNF	
Ito, John	VW Scirocco	2:07.29	2:09.29	2:03.71	2:03.39	<u>2:02.78</u>	
Hearn, Sandy	Mazda RX-7	2:03.18	2:11.99	2:03.68	2:05.75	<u>2:03.16</u>	

### Class P

Broen, Peter	VW GTI	1:52.90	<u>1:52.41</u>	1:52.59	1:52.62	1:52.53	
Lenkeit, John	Honda Civic Si	1:55.98	1:55.22	<u>1:54.62</u>	1:54.72	1:55.00	
Samson, Steven	VW GTI	1:59.20	1:58.25	1:57.74	1:56.87	<u>1:56.08</u>	
Clements, Mike	Datsun SPL311(Roadster)	2:00.07	1:58.20	1:56.93	<u>1:56.17</u>	1:56.45	
Okada, Warren	Mitsubishi Pickup	<u>1:56.65</u>	1:59.32	2:01.83	1:57.92	2:01.66	
Bjorkman, Ray	Fiat X 1/9	1:59.52	1:58.78	1:58.58	<u>1:58.10</u>	2:01.21	
Callen, Tom	VW GTI	2:06.11	2:04.71	2:04.07	2:03.44	<u>2:02.93</u>	
Chikahisa, John	Mazda RX-7	2:09.67	2:09.02	2:07.31	2:06.17	<u>2:04.69</u>	
Hollowell, Ed	Chevy Corvair	2:12.04	2:11.19	2:09.90	2:11.16	<u>2:09.30</u>	

### Class Q

Hearn, Vincent	Mazda RX-2	<u>1:53.07</u>	1:53.37	1:53.59	1:53.67	1:53.11	
Hearn, David	Mazda RX-2	1:54.92	1:54.23	<u>1:53.88</u>	1:57.55	2:08.06	
Tomassian, Kirk	Renault Fuego	<u>1:55.32</u>	1:55.40	1:56.06	1:56.80	1:57.44	
McCormack, Frank	MGB	1:57.29	1:56.69	<u>1:56.17</u>	1:58.33	1:56.27	
Pederson, Pat	Mazda RX-2	2:00.63	2:00.41	1:58.54	<u>1:58.25</u>	1:59.23	
Kranz, David	VW Scirocco	2:02.29	<u>2:02.21</u>	2:03.00	2:07.31	DNF	
Blankenship, Paul	Ford Escort GT	<u>2:06.46</u>	2:06.67	2:06.94	2:07.92	2:07.73	

LR = Lap Record

TTOD = Top Time Of Day

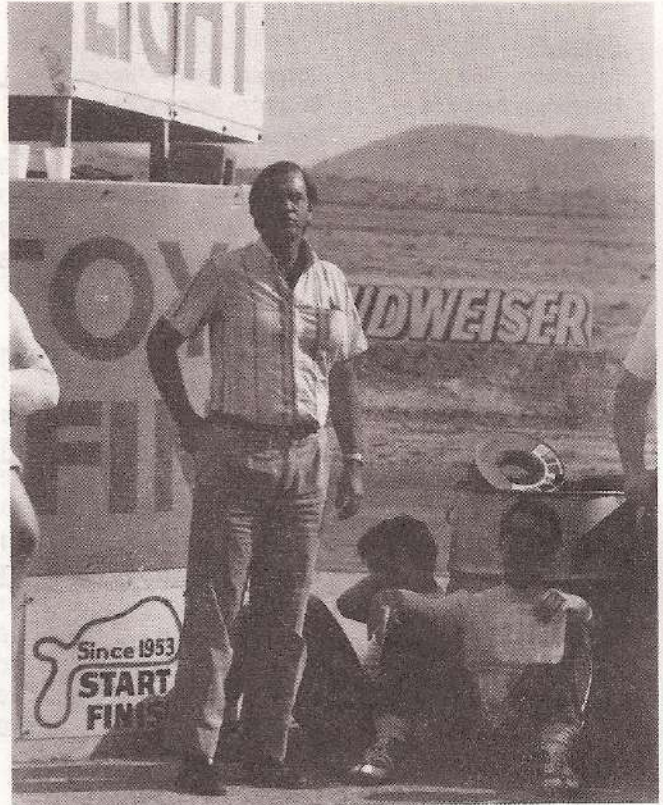
gasket spraying water all over his windshield. But he taped his hood closed to keep the water away and managed to get in three laps before having to pit. Pretty dramatic effort! Rex Chalmers drove with his usual consistency for second place. Third, fourth, and fifth went to three drivers who have all improved alot recently: Rick Cannone, Ron Avery, and Bob Regenos. Bob ran his GTV/6 with an open exhaust, which is the first time we have heard a six uncorked. It was loud and nice.

Northerner Kit Simmons bettered now-Northerner Dale Farmer to win Class C. John Cote debuted his GTAm, but didn't run, leaving softporn (typo) consultant Henry Manney alone in Class A. Henry bettered his January time by 1 1/2 seconds, meaning that I may have some good competition when and if my GTA ever gets out of the body shop.

In order to improve competition, we have now expanded the non-Alfa classes to five. Therefore class comparisons to previous events are difficult. Vincent Hearn won Class Q with very consistent driving. His son David got second in the same car. Kirk Tomassian received third, but it cost him a fried piston in his Renault Fuego. I believe Kirk is now looking for an Alfa. Peter Broen has improved alot, cutting 1 1/2 seconds off his January time to win Class P. John Lenkeit grabbed second place, bettering his last Willow run by a second. Close behind was Steven Samson for third.

Bob Talbot won Class O, with vintage racer Perry Rees getting second in his Sunbeam Tiger. Veteran driver William Spencer Jr. borrowed Gerard Fillion's RX-7 Turbo and went incredibly fast to win Class N. Bud got second place, going a second faster than in January in his turbocharged Saab Sonett. Top Time of the Day went to Joe DiLoreto in his Dolphin Sports/Racer.

We finished the day only ten minutes behind schedule. The storm had subsided, and as we were packing up, the same tumbleweeds that had blown past only two hours before, came blowing by again as if returning to their home for the night.



continued from page 4

A subsidiary benefit of my time trial participation is that I am getting more enjoyment from my AROSC membership. We have a good group of people in the club. This has further enhanced our benefits of club participation. There are many forms of automotive activities that we can take part in. The club presently sponsors time trials and concours. There are also several club members involved in vintage racing. We are also planning some social events for total family participation.

But, as I said earlier, try time trialing - I'm sure you'll like it, I DO!!

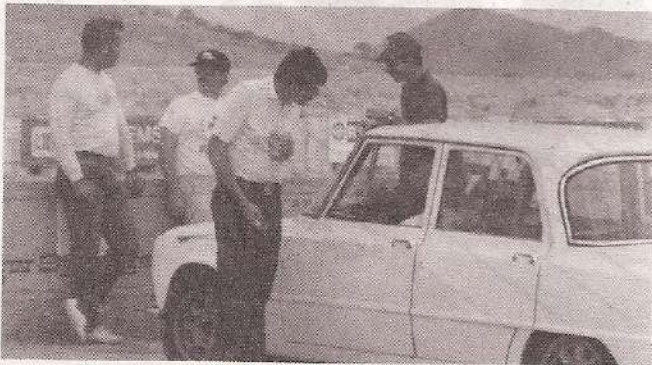
## TIME TRIAL SCHOOL - #1

### RIVERSIDE - LONG COURSE - MAY 9

On May 9th we had our first Time Trial school. Nearly sixty people signed up and it is interesting to note how many of them were experienced Time Trialers. We essentially had three levels of school: the Introductory Group, Time Trial novice, and advanced Time Trial. About half of the entries were experienced Time Trial drivers who wanted more tips, often ones that one dare not teach to a novice. We ran the long course at Riverside, in anticipation of running it again in July. Unfortunately we have had to change the July event to the short course because Riverside has built a lake in the area of Turn 8. So the long course and the Nascar course are no longer usable.

The day went smoothly and alot of people told me that they really enjoyed it and found themselves going faster with less effort. In the afternoon we again got threatened by a thunderstorm. It rained lightly for a short while, but there was no sudden rash of spins. Good work everyone. The track management expressed some concern about the rain, but they were informed that we already had the surface condition flags out and that everything was in control.

Not having to do any timing made the day quite relaxing, and we didn't have to worry about the schedule very much. I had had some apprehension about the success of having a school, but I think it was a popular and successful event. It will be interesting to see how many of the participants go faster at Riverside in July.




Alaman, Louis	74 Alfa 2000 Spider
Arruda, Jeff	Volvo 242 Turbo
Baysinger, Scott	Mazda RX2-13B
Bjorkman, Ray	Fiat X 1/9
Blankenship, Paul	84 Ford Escort GT
Bobitch, Henry	Porsche 914-6
Broen, Peter	VW GTI
Buangsuwon, Ai	81 Alfa GTV/6
Buck, Marshall	84 Corvette
Buntaram, Rudhy	Toyota Corolla GT-S
Callen, Tom	VW GTI
Cannone, Rick	Alfa GT Jr.
Cannone, Sergio	Alfa GT Jr.
Clark, Bud	Saab Sonett III
Clements, Mike	Datsun Roadster
Cote, John	Alfa GTAm
Fasnacht, Alan	70 Porsche 914-6
Fisk, Kent	Gremlin RS
Gaborno, Neal	Toyota Corolla GTS
Gaylard, Phyllis	Alfa 2000 GTV
Gillis, Pat	74 Alfa 2000 GTV
Harvey, Larry	VW GTI
Schueddekopp, Fred	VW GTI
Harvey, Sioux	Alfa Milano
Hearn, David	Mazda RX-2
Hearn, Sandra	Mazda RX-7
Herting, David	2000 Alfetta
Herting, Erica	2000 Alfetta
Hitchcock, Curt	Lotus Elan
Hollowell, Ed	Chevy Corvair
Ingram, Gary	Mazda RX-7 Turbo
Kranen, George	Thunderbird Turbo
Kranz, Frank J.	Alfa 2000 Berlina
Leum, Michael	Crossle Formula Ford
Linton, Tom	Porsche Carrera RSR
Lucas, Ed	Fiat 124 Sport Coupe
Mangino, Edd	Mazda RX-7 GSL-SE
Meade, Duane	TVR 2500 M
McClintock, David	Porsche 914-6
McCormack, Frank	MGB
McManamee, Ed	Porsche 911 E
McManamee, Mike	Porsche 914
Murph, Gary	Opel GT
Okada, Warren	Mitsubishi Pickup
Paquin, Jeff	Mini Cooper S
Peterson, Gary	Mazda RX-7
Presto, Tony	Saab 900 Turbo
Pringle, Bill	Alfa 2000 Berlina
Rees, Perry	Sunbeam Tiger
Romine, Chris	Renault R5 Turbo
Romine, Merry	Renault R5 Turbo
Sansom, Steven	VW GTI
Samson, John	Alfa 1750 GTV
Schiller, John	Alfa GTV/6
Schlicht, Mike	Lotus Europa
Jacuzzi, Gail	Lotus Europa
Swears, Don	Sports Renault
Tomassian, Kirk	Renault Fuego

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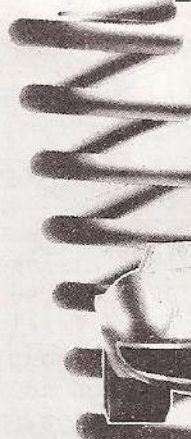
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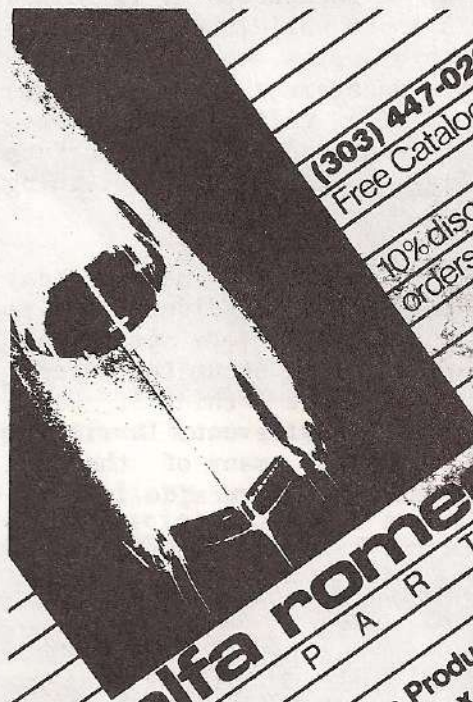
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and NHTSA simply multiplied the worst year fatality stats by 30 to justify retention of the 55! Big Brother wouldn't lie to us would he? The there was the tradeoff of rear seat restraint standards for bumper standards to mollify the insurance companies - that's why European sedans have rear shoulder belts and U.S. cars don't. It's not just our hobby at stake, it's our lives!.

The second most interesting speaker and very probably one of the few true friends the car nut has in Sacramento is Richard Katz of Sepulveda, Chairman of the Assembly Transportation Committee. He has authored the state law raising the speed limit to 65 mph on rural interstates. Also of interest to all car owners is Katz' "Rocks on the Road Bill" which, if passed, will stop gravel trucks from dropping gravel on the freeways. Last year California insurance companies paid out \$60,000,000 in windshield claims (that's what he said folks!). With the insurance lobby pushing Katz' bill, it looks like it has a good chance to override the trucker's opposition, but it would be a good idea to call your local assemblyman's office if you want this one passed. I don't know about you, but both my Alfas have rock pits on the windshield, and I'm mad.

Alvin Livingston was appointed Deputy Director of the DMV by Governor Deukmejian in 1985. His most important qualification was being the Governor's Orange County campaign manager, but he seems to be doing a good job. Livingston's first official act was to send all DMV personnel to "charm school" to improve the DMV's public relations. He is working on updating their computer system to provide faster automated service.

Novella Crouch is a DMV specialist in "problem" registrations. Livingston referred the tough questions to Mrs. Crouch, so if you get stymied at your local DMV office, keep her name in mind, particularly on out-of-state title transfers.

James Smith worked his way up through the ranks to Commissioner of the CHP. He isn't going to let his officers allow us any slack on the 65 mph speed limit enforcement, and he's a stickler for little things like front license plates, but otherwise seems to be a pretty fair person.

I've saved the worst one for last. Martin Dyer is chief of the Bureau of Automotive Repair and its subsidiary, the smog inspection program. He has served and worked with various departments of state government for twenty years. He is a career bureaucrat who landed the biggest plum of his career in 1986. My impression of Mr. Dyer is that he doesn't know one end of a combination wrench from the other. Dyer is working on several smog programs with Senator Presley of Riverside. One bill will expand the existing inspection program to every year for cars over 10 years old. The other is something out of "Star Wars", a new system to be installed over freeway onramps that will electronically sample the air behind vehicles driving on the ramp and take a photo of the rear license plate. Results will be mailed to offenders. Two of these devices will be in operation by January '88. When Dyer was asked why 1955 models still have to be smog checked, his reply was "We can't make any exceptions," - spoken like a true bureaucrat! Reading between the lines I translate that to mean "I will not give up any authority that might diminish the power base of my bureau, even though it won't have any significant impact on air quality."

But the worst is yet to come. Assemblyman Jerry Eaves of Rialto has introduced a bill for a two million dollar feasibility study to have cars driving on freeways individually remote controlled by a master computer through sensors buried in the roadway. Thirty years from now our kids and grandkids will be riding around in transportation modules without accelerator pedals if this goes through.

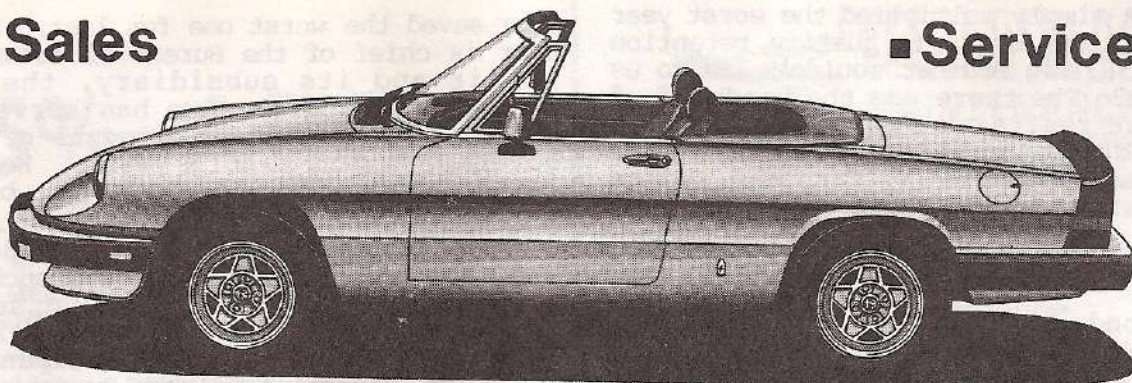
Don't let this happen. The Citizen's Coalition made the difference at the national level by organized lobbying to get the 55 mph repealed - at least on rural interstates. We need a larger, stronger ACCC to protect our hobby in Sacramento. You can join as a Member at Large for \$15 as I did, or call Joel Hoffman and tell him you feel we should have an election to raise our dues \$2 per year to cover the cost of AROSC joining ACCC. Professional lobbyists cost money. Don't let our lawmakers legislate our hobby out of existence. Call me at (714) 792-0144 for membership forms for the ACCC.

Ray "Molasses" Beggs

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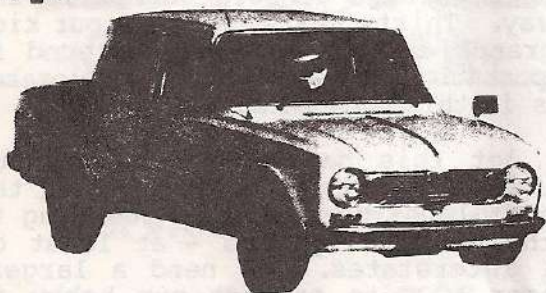
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# ♣ CALENDAR 1987

<b>JANUARY</b> 24/25 Time Trial and Intro at Willow Springs 30 General meeting at El Camino College	<b>FEBRUARY</b> 3 Board meeting 27 General Meeting Alondra Park 28/1 Time Trial at Laguna Seca Raceway	<b>MARCH</b> 27 General Meeting at Alondra Park 28 Tour to J. Paul Getty Museum. 15 car limit 31 Board Meeting	<b>APRIL</b> 18 Engine building clinic at Veloce Motors West. 1 PM. 24 General Meeting at Alondra Park 25/26 Time Trial and Intro at Willow Springs. 28 Board Meeting
<b>MAY</b> 9 School, Practice & Intro at Riverside Raceway 17 Concours d'Elegance at Will Rodgers & Weber Carb. Clinic 22 General Meeting at Alondra Park 26 Board Meeting	<b>JUNE</b> 6 Alfa of Santa Monica Electrical Clinic 14 1st Annual Picnic, Softball game and People's Choice Conc. El Dorado Park, 11:30 26 General Meeting at Alondra Park 27/28 Concours/Newporter Inn. Call Dan Ritter	<b>JULY</b> 11/12 Time Trial and Intro at Riverside 24 General Meeting at Alondra Park 25 Omega Motorsports Valve Adj. Clinic 31/Aug 1/2 National Convention in Portland, Oregon	<b>AUGUST</b> 11 Board Meeting 16 Tour/Picnic No General Meeting this month/ Historic Auto races at Laguna Seca 29 Clinic - Wegge Motors
<b>SEPTEMBER</b> 25 General Meeting at Alondra Park 26 Time Trial and Intro at Riverside 29 Board Meeting	<b>OCTOBER</b> 11 Concours d'Elegance at (Tentative) 18 Swap Meet & General Meeting/Modification Info Exchange. 27 Board Meeting	<b>NOVEMBER</b> 7 Clinic E & J Auto Body 20 General Meeting & Elections at Alondra Park. 21 Clinic - DIRO. 24 Board Meeting	<b>DECEMBER</b> 5 Christmas Party



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