

ALFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



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MAY 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!

THE ALFA ROMEO CLUB 1ST ANNUAL PICNIC IS JUST AROUND THE CORNER. JUNE 14, 11 AM TILL DUSK. BRING OUT THE WHOLE FAMILY. MEET NEW FRIENDS, SEE OLD ONES AND HAVE FUN AT AN OLD FASHIONED PICNIC. THE PICNIC WILL BE HELD AT EL DORADO PARK IN LONG BEACH; JUST TAKE THE 605 FWY TO SPRING ST. PARK IS VISIBLE FROM THE FWY. GO WEST ON SPRING ST. TO THE RANGER STATION, ONCE INSIDE JUST FOLLOW THE SIGNS TO THE PICNIC AREA. JUST BRING WHATEVER YOUR FAMILY WANTS TO BBQ AND A POT LUCK DISH. THE BBQ CHARCOAL AND REFRESHMENTS ARE FURNISHED BY THE ALFA CLUB. THERE WILL BE GAMES AND FUN FOR THE WHOLE FAMILY. THERE IS A SMALL LAKE FOR THE KIDS TO FISH, OR YOU CAN RENT A PADDLE BOAT. ENTRANCE FEE TO THE PARK IS \$2 PER CARLOAD. IF YOU PLAN TO ATTEND PLEASE CONTACT FRANK OR PAT KRANZ (213) 326-2589 DAY OR EVES. WE NEED A HEAD COUNT FOR PLANNING OR CALL FOR MORE INFO. SEE YOU ALL ON JUNE 14.

♣ COVER STORY

On the cover this month is Alfacionada Jim Morse getting very involved with his Spider. Jim had the engine out a Dave Vegher's Veloce Motors West and Dave used it for the dyno demonstration at last month's Engine Building Clinic which he hosted. Says Jim, "Dave took my picture in the empty engine compartment while I was repainting it and titled it "1/3 Morse Power". "

If any of the rest of you out there want to be famous cover girls (or boys) send you interesting Alfa shots to the newsletter editor!

♣ 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.

♣ PRESIDENT



by Joel Hoffman

BUILDING CLYDESDALES

It's fitting that our first Clinic of '87 came the day before Easter. Master engine builder, Dave Vegher, was the host, but instead of just twelve disciples, there were fifty. Among Dave's recommendations for a long life for your newly rebuilt engine were these: Brand new oil pumps may look clean, but tiny metal slivers that **MUST** be cleaned out. Don't lay trust in Alfa's own oil control rings, but replace them with Hastings' three piece rings. New pilot bushings should be placed in a container of heated oil so it can be absorbed. The rebuilt engine should be run lean during break-in so that the rings seat properly.

Jim Oddie was videotaping the Clinic for a future Alondra Park meeting. Many people were taking notes. Frank and Pat Kranz brought coffee, cookies and sodas. Everyone heard how smooth Jim Morse's newly balanced and blueprinted engine sounded on Dave's dyno. There are a lot of Clydesdales in his engine. Molto grazie, Dave.

ALONDRA PARK

With the newsletter arriving late and many members up at Willow Springs for the Time Trials, attendance was about forty. Mike Wells from So Cal Fire Safety Products put on a demonstration of an under the hood Halon fire extinguishing system. Was this guy a magician? He wet his hand with the liquid Halon and the ignited a cloth. He casually stood holding the burning cloth for about ten seconds without squirming and then removed the cloth to show his unburned hand. The canister, which is about six inches long, is meant to be

mounted on the firewall without any electrical connections. When it senses fire it automatically sprays the Halon. If this sounds interesting to you, speak with Al Cortes (213-970-0127). The screening of the second half of the video, "Circuit" rounded out the meeting.

TUMBLING TUMBLEWEEDS

Seventy-three Time Trialers and nine Special Intro drivers (what's your excuse not to have tried Special Intro yet?) experienced thunder and lightning, tumbling tumbleweeds blown by the wind, rain and heat, but mostly fun and excitement at Willow Springs April 25th and 26th. Joe Cannone of GTA Sports Cars (18734 Ventura Blvd. in Tarzana) sponsored the event. Remember that we welcome ALL marques at the Time Trials so go ahead and invite your friends to enter.

On the way back on the Apple Valley Freeway I was cruising along at about 75 when Bill Pringle **FLEW** by me, followed closely by Andy Steben. This was impossible to pass up. Bill got through traffic beautifully and pulled far in front of us. After thirty miles, traffic finally thinned out where it met I-5. The two of us were neck and neck at 100 and then had to slam on our brakes to avoid hitting Bill who had slowed down to let us catch up.

A.R.I. and S.p.A.

Horsepower and torque lovers rejoice! The Verde Edition Milano has arrived. It is being introduced to the press on May 9th in Arizona. CAR AND DRIVER and ROAD & TRACK will have road test reports in about three months. These beauties are in very short supply at the dealers, but we'll be sure to have one at our June 6th Electrical Clinic. The automatic Milano is scheduled for June production and September delivery at the dealers.

Commercials for the Milano will be on TV soon. One is participating in the 8000 mile One Lap of America rally. Last year, KNBC aired a one hour report on the One Lap on a Sunday afternoon. John Ireland will alert us if they're doing it again.

continued next page

Last month's cover car, the 164, is scheduled for us in September of '88.

Have you seen the Milano that's in an accident in the American Express TV ad? The Balls Award goes to the company that borrowed it and a second Milano from Alfa and didn't tell them or lied to them about how they were to be used. After each was damaged in the same spot, they did a quickie, read cheap, repair job and brought them back as if nothing had happened. They made Alfa's s... list.

Attention Rene Arnoux: May you wake up and find a horse's head in your bed. You've ruined the '87 Formula One season for me. In an Italian TV interview he knocked the new Alfa engine, saying it was underpowered and unreliable. Alfa replied with VA FAN'culo and withdrew its engines from the Ligier team. Arnoux, you lousy stronzo, you should have kept your mouth shut.

There were two GTV-6s racing in the three hour Firestone Firehawk Endurance Race at Riverside on April 25th. One of them came in third in its class and 16th overall. It was driven and/or entered by Kieth Goring of Alfas Unlimited in Connecticut and the other had an English driver.

UPCOMING EVENTS

Why does the alternator light glow? Do the directional signals work intermittently? Is a fue always blowing? On Saturday, June 6th, Alfa of Santa Monica hosts our second Clinic. Tony Domicoli, Service Manager, will put on a demonstration on solving electrical problems. He will answer any questions you have. The time is 1 P.M. and the place is the shop at 11th and Wilshire. Their Parts Manager, Andres Fuentes, has many VERY SPECIAL specials for us. After this the fun shifts to the showroom at 928 Santa Monica Blvd. (two blocks south, one block west) for refreshments and test drives.

Our First Annual Family Picnic is set for Sunday, June 14th at El Dorado Park East in Long Beach. There'll be paddleboats, sailboats, fishing (bluegill, catfish, croppies), softball, BBQ pits and picnic tables. What about our Alfas? Just wash

your car for the People's Choice. We are providing the drinks and charcoal briquettes and asking everyone to bring a pot luck dish (macaroni or potatoe salad or whatever). Take the Spring Street exit on I-605 near the intersection with the 405. Remember it's El Dorado Park EAST. The fun begins at 10:30.

The June 26th meeting at Alondra Park is highlighted by an encore performance by Mike Sperry of Sperry Valve Works. Mike has been on our Board of Directors for three years while he's been tearing up Riverside and Willow Springs Raceways with his GTV and TZ. Mike's latest successful chapter opened las Thanksgiving weekend with his win at the Palm Springs Vintage races in his Ginetta. Mike will have slides showing six stages of high performance 4 cylinder head preparation and five stages for the V-6. Oversized valves, cams, porting and polishing..... come and tap Mike's expertise. An Alfa Romeo umbrella is the featured raffle prize.

ON THE HOME FRONT

Ray Beggs, who worked tirelessly in the movement to overturn the 55 is attending the Conference of California Car Clubs in Sacramento....Guilia and Guilietta parts seekers might be able to find what they're looking for by sending to Dennis Croy, 508 Airport Dr., Tallahassee, Fl. 32304 for a two page list.....Larry Harvey, Fred Schueddekopp, and Alan Ward finished well in the Firestone Firehawk Endurance Race at Riverside....CAVEAT ALFA once more: Jim Morse reports seeing a white unmarked CHP T-bird and Bob Regenos reports seeing an unmarked CHP Pontiac four door sedan.... Phil Saurenman's 6C 1750 Gran Sport won the Sportsman's Choice award at the April 18th St. Vincents School Concours. Look for it to appear in the June or July issue of MOTOR TREND, photographed by David Gooley....Shankle Automotive Engineering is a source for new 1750 and 2000 Spider dashboards for \$389.00.

Milano fever. Catch it. Ciao.

CHARLIE'S SPICA TUNE-UP WORKS!

And How I Proved It

by Jim Oddie

The Spica Fuel Injection Clinic given by Charlie Thieriot last July happened to coincide with my Alfetta GT nearing its' mileage equivalent of three times around the globe. As the required service at 75,000 miles includes an FI tune-up, I compared the cost of the tools needed (\$125) with the price of the work being done at Veloce Motors West (\$60), and discovered that doing the work myself only twice (16K worth of driving) would pay for the tools. Prior to watching Charlie do a tune-up I would never have considered doing this, as the factory maintenance manual is badly written and employs what seems like a dozen expensive looking devices; but Charlie did such a good job of explaining things that I decided to give it a try.

Alfa Ricambi saved me \$20 on the most expensive tool, the throttle stops limit setter; but I had to order the hollow dummy thermostatic actuator and deceleration solenoid wrench at the only Alfa dealer close to me at full price. I already had the Shankle distributor wrench (\$15), and hence the timing was already correct. As I have another car to drive, I decided to use the tune-up as rest and relaxation and do it in the evenings as time allowed. As it consists of discrete steps, it can be done nicely in half hour increments; and the system is a joy to work on, having lots of finely machined and alloy pieces to admire as you go. It's really pretty much a "cook book" technique, requiring no previous knowledge; and all went well until I discovered that I had neglected to note when the dummy actuator is removed and replaced with the real one. I learned the semi-hard way (no damage done, just time wasted) (typical when you do it that way, ed.) that it is after you have replaced and adjusted the control rods.

The hardest part for me was adjusting the running mixture. Possibly because my pump

is worn, I could move the solenoid considerably without noticeably affecting the acceleration of the car; and I ended up using the intake vacuum at idle and the sound of the engine at 2500 rpm as my guides. Fortunately these both seemed to be best at the same setting. Charlie said that insensitivity to mixture adjustment can also be a sign of the pump being 180 degrees out of phase, so I checked taht and found it to be OK. Fortunately I happen to have a dentists mirror, as the pump timing mark is on th front of the pulley.

So how did I do? Well, the thermostatic actuator was way out of adjustment, so the car sure starts better when cold. And I got a 6% increase in mean power output across the rev band. How do I know that? Digging out an old high scholl physics text, one finds that Power = work done per unit time. $P=W/T$. The ratio of two powers is therefore:

$$\frac{P_2}{P_1} = \frac{T_2}{T_1} \frac{W_2}{W_1}$$

But if the work done is the same, such as accelerating a car from one predetermined speed to another, then the W's drop out and:

$$\frac{P_2}{P_1} = \frac{T_1}{T_2}$$

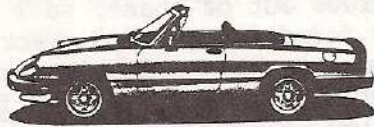
where P= power and T= time required to accelerate the same car from one velocity to another. We can thus get the % change in power resulting from a tune-up by measuring the time required to accelerate from one specified speed to another before the tune-up and comparing it to the time required after the tune-up.

What speeds does one use? It doesn't matter as long as they are below those at which air resistance becomes significant. For this reason 0 - 60 is not a good set of values to use. Also, I have always felt that this is too graetly influenced by the driver's willingness to abuse his driveline and/or the state of the gearbox synchros, hte adhesion of the rear tires and so on. Also, we have very few roads

continued page 7

Alfa Romeo

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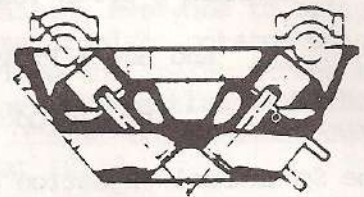


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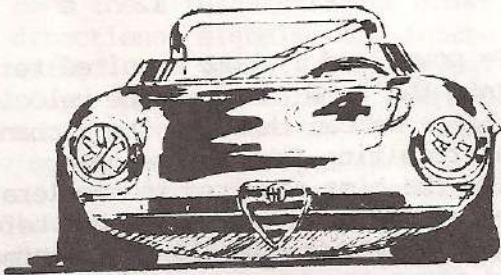
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in this country where one can come to a stop and then sprint to 60 without attracting unwanted attention. For these reasons, I use acceleration from 2000 to 5000 rpm in second gear, which translates into about 18 to 45 mph. This eliminates any variables due to starting off or shifting. The 2000 rpm starting point can be used either with the car already accelerating or running at a steady speed. I prefer to use the latter, as it then also measures the engine's response to abrupt throttle changes. I therefore stabilize the car at 2000 rpm in second and then simultaneously mash the accelerator and start the stopwatch. When my ears tell me that the engine is getting up near 5000 rpm, I follow the tach the last bit and hit the stopwatch at 5000. This is repeated about six times and the results are averaged to get the final result. The process is then repeated after the tune-up or engine modification. These two final results are then used to determine the % change in the engine power across the rev band resulting from what was done.

For my car the average before the tune-up was 5.82 sec while after it was 5.48 sec. $5.82/5.48 = 1.063$ or about a 6% increase. One is tempted to translate this into a horsepower amount, but I am not sure about the validity of doing so. It probably is safe to say that this translates into roughly a 6hp change in peak rpm net hp in an engine which produces about 100 hp those conditions, but I am not certain. Any engineers in the club who would care to let me know what correction factors would be necessary?

One could argue that 2000 rpm is below the optimum operating range of an Alfa engine, but I found that if I started at 3000 rpm the times were in the 3.5 sec range. This made the differences between successive runs too great a percentage of the times themselves. As I did it, the fastest run before the tune-up was slower than the slowest run after the tune-up, so it is unlikely that the apparent improvement was simply the result of chance. One word of caution, however: the before and after tune-up testing must be done under nearly identical temperature conditions. I found that the car was significantly quicker on a cool summer evening than it was in the scorching midday temperatures at which I did both sets of tests.

NEW "SMOKE" THEORY OF ELECTRONICS

From the Auspuff of the Cascade Sports Car Club who credit Mr. Jack Banton of the PCC Automotive Electrical School.

A sheet of paper crossed my desk the other day and as I read it, realization of a basic truth came over me. So simple! So obvious we couldn't see it. John Knivlen, Chairman of Polamar Repeater Club, an amateur radio group, had discovered how IC circuits work. He says that smoke is the thing that makes IC work because everytime you let the smoke out of an IC circuit, it stops working. He claims to have verified this with thorough testing.

I was flabbergasted! Of course! Smoke makes all things electrical work. Remember the last time smoke escaped from your Lucas voltage regulator? Didn't it quit working? I sat and smiled like an idiot as more of the truth dawned. It's the wiring harness that carries the smoke from one device to another in your Mini, MG or Jag. And when the harness springs a leak, it lets the smoke out of everything at once, and then nothing works. The starter motor requires large quantities of smoke to operate properly, and that's why the wire going to it is so large.

Feeling very smug, I continued to expand my hypothesis. Why are Lucas electronics more likely to leak than say Bosch, Hmmm Aha!!! Lucas is British, and all things British leak! British convertible tops leak water, British engines leak oil, British displacer units leak hydrostatic fluid, and I might add British tires leak air, and the British defense unit leak secrets...so naturally British electrics leak smoke.





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	Rcld
<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	2:06.56	
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	1:40.16	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	DNS						
DiBella, Mark	Renault R5 Turbo	DNS						
Peterson, Joanne	Mazda RX-7	DNS						
Voye, Tay	Renault R5 Turbo	DNS						

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	1:47.33	<u>1:47.00</u>		
Ingram, Gary	87 Mazda RX-7 Turbo	1:48.53	<u>1:48.15</u>	2:01.38	1:49.01	1:50.58		
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	1:53.89	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	DNS						
Fillion, Gerard	Mazda RX-7 Turbo	DNS						
Morgan, S. Jan	Renault R5 Turbo	DNS						
Rosenstock, Jerry F.	O.S.C.A. 1500 TN	DNS						

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		
Gaborino, 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

♣ CONCOURS D'ELEGANCE

Concours '87

The second Concours competition will be the weekend of June 27th and 28th. This is in conjunction with the Newport G.T. and will be held at the Newporter Inn, Newport Beach. The coordinator, John De Tamaso has prepared a high caliber event, many of the entrants will be entering the Pebble Beach event. There will be space for 15 Alfas, 10 spaces for road going coupes, sedans and spiders and 5 spaces for competition machinery. The prospective participant is encouraged to start the preparation of your car now!

The entrant must bring his car on Saturday June 27th to the golf course for exhibit. The car will remain on the course until Sunday's judging and award presentation is concluded.

There will be within the club awards for those participating and this event will count for year end points.

The entry fee is 30 dollars. there will be a cocktail party on Saturday evening at the hotel (sounds like jackets required). This is an opportunity for the outstanding cars of the club to exhibit and compete against other well-prepared machines. Any questions please call me 213-374-3153.

Dan Ritter

Dan Ritter



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A Crash Course in Track Manners

by BS Levy

Racing, as it is practiced in the SVRA, is quite a bit different from any other kind of racing. For this we should all be thankful, because vintage racing encompasses several unique conditions. First, there is the beauty and value of the cars. And the laws of physics being what they are, two solid objects still have a tough time occupying the same piece of track, even if they happen to be a Ferrari NART Daytona and a Corvette Split-Window Coupe. The inescapable fact is that you can't dial up JC Whitney & Co. and have them pluck new bits and pieces out of the parts bin and ship Next Day Air. Noooo. These lovely old hulks need to be treated with a little respect.

Which does not mean that vintage drivers are supposed to go puttering around on the idle jet, sooting up the plugs and waving to the fans. These cars were bred and built to race, and to bring them out to a racing circuit and not put your foot in it is almost as disrespectful as flinging them into the guardrails. The whole idea is to enjoy the cars, to get the oil hot and blood pumping for car and driver alike.

Which brings us to special condition number two: Nowhere else in racing is there such a wide variety of driver talent, skill, and experience (or lack thereof) as in Vintage Racing. At one end of the spectrum you've got people like Bertil Roos and Brian Redman who make their living with steering wheel and shifter. Then there are people like Patsy Boling and Ed Henning and so many, many more who are excellent, excellent drivers, the kind you can go door-to-door against with the confidence that they will respect your piece of track *and* your peace of mind. At the next level down are the journeymen drivers, the majority of whom have the wisdom to place the value of their cars above the value of a tin cup and who, moreover, have a realistic view of their own limits. At the far end of the spectrum, there are the drivers "on the edge." They may be rookies testing the waters for the very first time or two, or they may be somewhat experienced racers who suddenly find themselves strapped into a car that is too much for them, or they may simply be good drivers who, in the heat of competition, fall victim to "the red mist" and venture beyond their limits.

The key here, as has been stated in every SVRA drivers meeting I have attended, is to go out and have fun. Drive hard, but drive well, and don't prang any of that wonderful equipment. To this end, the SVRA "Crash-Out" rule is both fair and responsible. The idea that "winning isn't all that important" makes great policy and even better conversation, but the fact is, when you buckle up, flip your visor down, and fire up the horsepower, the adrenaline starts pouring out both ears and it's kind of difficult to retain that lovely detachment. Which brings us to the heart of the matter.

That little island inside your helmet (. . . as the field thunders around on the pace lap, weaving back and forth to heat up the tires, checking your belts and gauges, sneaking a look at the guy next to you on the grid. . .), that place is the most private, solitary place in the universe. Racing is a supremely individual sport, and all the gladhanding chatter in the paddock and pitlane disappear like a vapor when you are


inside the beast. Alone.

And yet, here in the hollow center of this inner sanctum of isolation, you are an integral part of a blood-serious secret society, your fate intertwined with every other driver on the track. This is the cornerstone of the camaraderie that is racing. *I will try to beat you, and you will try to beat me, but we will take care of each other, so that we may do this again another day.* It's not something you consciously think about, but it is there, always. And it should be.

Which brings us, in a round-about way, to the point: Given that the performance envelope for cars in SVRA racing varies greatly, and given that the variety of driver ability and experience varies even more, a driver (especially a good one) must make allowances for "the idiot factor" when the green is out. This is not to say that inexperienced drivers are idiots, but that they are not likely to do what the experienced driver would do in the same situation. If a driver is out there for the first time with his guts in a knot and a death-grip on the steering wheel and his eyes the size of buzzard eggs, he is somewhat past the limits of well-considered thought. In fact, he is over his head, and should probably ease off, point the pursuing cars past, try to fall in line on an empty piece of pavement, and get into the program of learning how to race. But, as we observed, you really don't know what this fellow is likely to do (which figures, as he doesn't know either) but you can be pretty sure that he is busy and probably not in touch with his mirrors.

And, the thing of it is, until you have a mental "book" on every car and every driver (which may be impossible in SVRA racing), you don't know which car/driver combination may fall into the "idiot" category. This means that you have to treat every car with a certain, extra care, particularly on those first few laps when the field is bunched and the drivers are really keyed up. If an accident occurs because a rookie driver does the unexpected, the experienced driver who gets involved is equally to blame. He didn't consider "the idiot factor."

There is a difference, in racing and in life in general, between "fault" and "responsibility." If a rookie driver doesn't see you making your move to pass and introduces you to the guardrail, it may well have been his fault, but it was your responsibility. If you fail to realize that 8/10ths for you may well be 11/10ths for someone else, you are not practicing Vintage Racing. You are practicing Blood Racing. There is nothing wrong with that kind of serious competition, but there are many other places to practice that manifestation of the sport. Try the Barber or Russel series or Sports Renault or buy a Formula Ford and order up a big slice of humble pie.

Vintage racing is something unique. It includes the competitive spirit, but it should not be slave to it. Many of these cars were driven by the greats in their heyday: Fangio and Moss and Hill and Shelb and all the rest. We may never attain their skill, but perhaps we can follow the example of their judgment. The most important thing is to respect the limits of car, of self, of track, and of fellow racers. 

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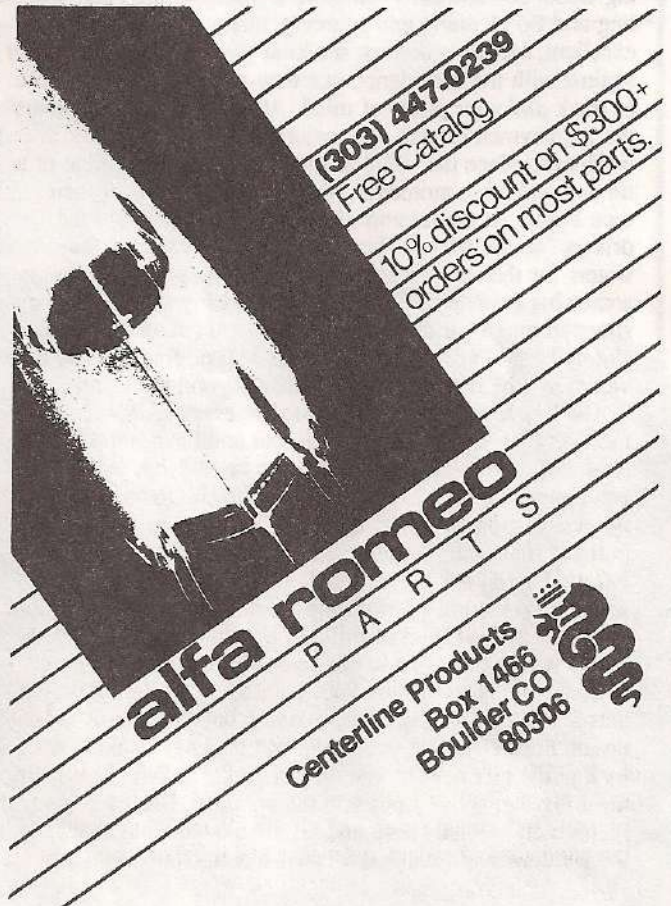
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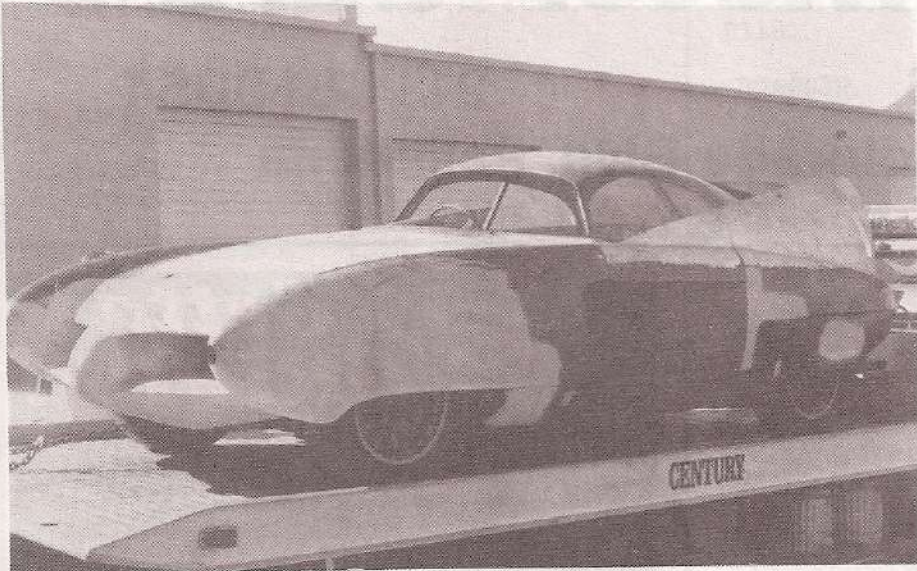
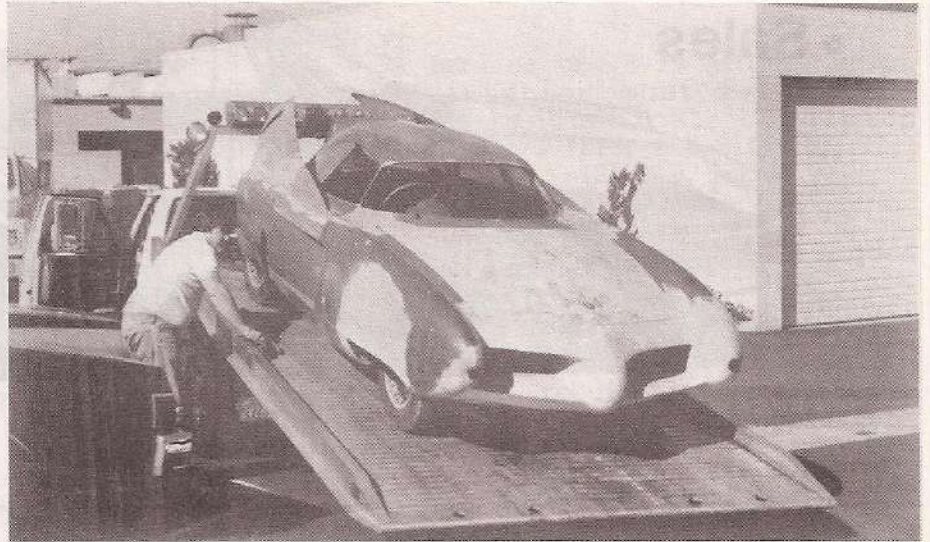
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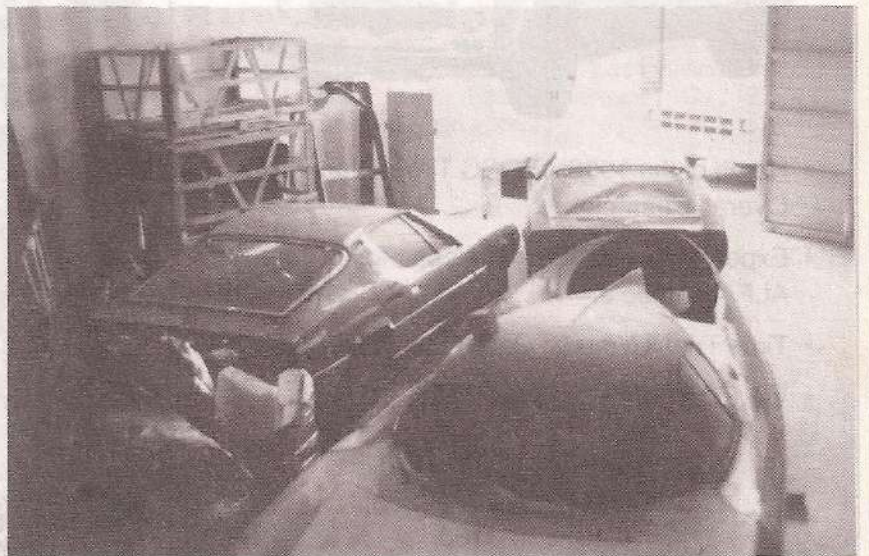
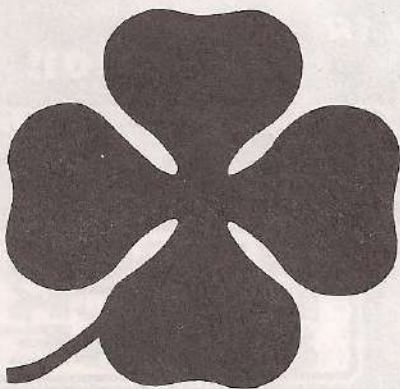
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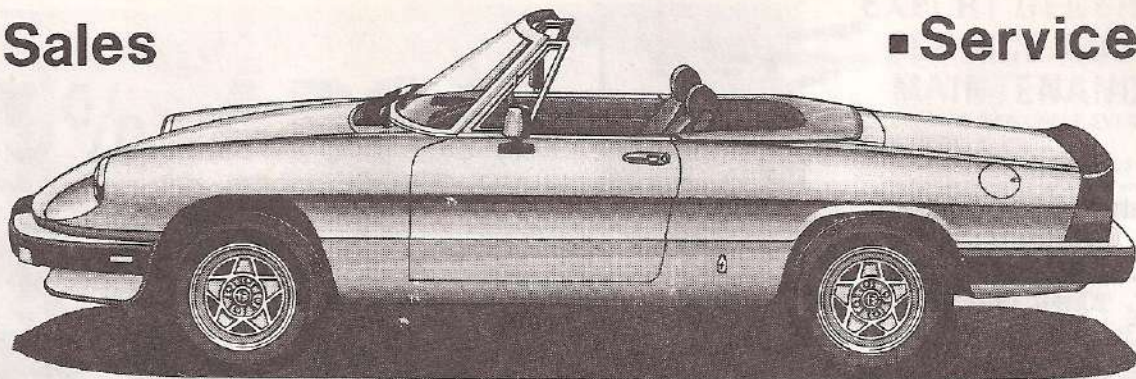
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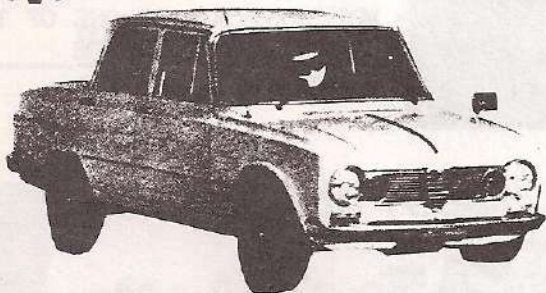
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JANUARY 24/25 Time Trial and Intro at Willow Springs 30 General meeting at El Camino College	FEBRUARY 3 Board meeting 27 General Meeting Alondra Park 28/1 Time Trial at Laguna Seca Raceway	MARCH 27 General Meeting at Alondra Park 28 Tour to J. Paul Getty Museum. 15 car limit 31 Board Meeting	APRIL 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
MAY 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	JUNE 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	JULY 11/12 Time Trial and Intro at Riverside 24 General Meeting at Alondra Park 25 Clinic - Wegge Motors 31/ Aug 1/2 National Convention in Portland, Oregon	AUGUST 11 Board Meeting 16 Tour/Picnic No General Meeting this month/ Historic Auto races at Laguna Seca 29 Omega Motorsports Valve Adj. Clinic
SEPTEMBER 25 General Meeting at Alondra Park 26 Time Trial and Intro at Riverside 29 Board Meeting	OCTOBER 11 Concours d'Elegance at (Tentative) 18 Swap Meet & General Meeting/Modification Info Exchange. 27 Board Meeting	NOVEMBER 7 Clinic E & J Auto Body 20 General Meeting & Elections at Alondra Park. 21 Clinic - DIRO. 24 Board Meeting	DECEMBER 5 Christmas Party



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