

# ALFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 26 NUMBER 9 SEPTEMBER 1987

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## 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 legibility of any technical information appearing herein.

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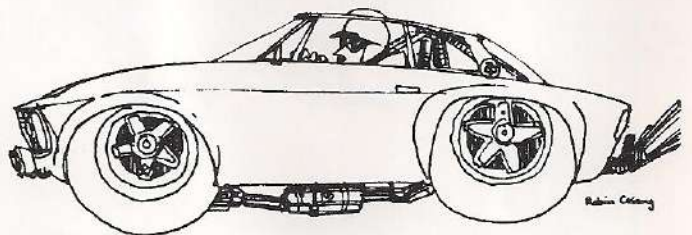
### ♣ ATTENZIONE!

!!!!ATTENTION RACE FANS!!!!

In the August 17th issue AUTOWEEK reported the final round of the International Touring Car series for Group A (homologated) cars. It will be run right in our own back yard at Laguna Seca on January 24th 1988. Presently, Alfa is running the 75 (our Milano) Evoluzione with the twin plug engine and turbo.

We would like to get a feel for the number of people interested in driving or sharing a ride to the race. If we have a good turnout, we could possibly share paddock space with the northern chapters and make hotel arrangements.

Let's see that Alfa spirit, cheer the factory team on, and beat their arch nemesis the BMW M3's. P.O.C. John Schiller (714) 781-4416 and leave your name and number.



### ♣ COVER STORY

Our two AROSC studs are shown with BIG, BEAUTIFUL, BOUNCY, BODACIOUS, BULBOUS, (etc., etc.) Linda Vaughn at the Tacoma Gran Prix Vintage Races held the first week of August. (Shown from left to right are: Mike Sperry, Linda, Linda, Dave Vegher).

♣ **PRESIDENT**



by Joel Hoffman

**FUN AND GAMES**

The meeting in the mountains started peaceably enough. Frank and Pat Kranz had placed cakes and cookies on the dining room table. Charlie's pool was heated to a comfortable setting. I suppose that it was because this was at the tail end of the age of bad vibes before the Harmonic Convergence, that set off what was to happen that evening. Or, maybe it was Charlie Thieriot's girlfriend, Joanne, in a string bikini. But everyone, and there were at least fifty members there, went bananas. All that was missing was John Belushi yelling "Food Fight". Roscomare Road was closed to traffic by three Spiders on the south end and three GTVs on the north end. An eighth mile drag strip was created and the mob roared to the battle of Milanos against GTV-6s. Our chapter's seventeen foot tall Alfa Romeo flag, lit in spotlights, waved in a light breeze. Up on the roof, five topless members were dancing to the music. Before the evening ended everyone was tossed into the pool. Overhead, police helicopters shined their spotlights on the action. The ice chest full of beer and wine was emptied. The pizza delivery man put thirty miles on his truck that night satisfying our frenzied appetites. At dawn we all went out for breakfast.

**IL PROFESSORE CI INSEGNA COME**

Alfa owner Shirley MacLaine confided to me that in his former life, Rex Chalmers was Tazio Nuvolari's riding mechanic. Following breakfast, twenty five members made their way to Rex's immaculately clean Omega Motorsports shop at 3822 Clarrington Avenue in Culver City to learn from the master. New members Guido Van De

Vyvere and John McCarty watched as Rex used his GTV for the demonstration. After Vice President John Green won the Alfa umbrella at Alondra Park in June, I'd be suspicious, to tell the truth, reading now, that Secretary Gianni Alfa won the free valve adjustment at the meeting. That is, if I didn't know that the raffle drawings were done in plain sight in front of a crowd of members. Gianni's Giulietta Spider Veloce race car was already at Rex's shop waiting for the installation of its engine. Therefore Rex used his own GTV. As usual, the Kranzes satisfied everyone's appetite. Scott Baysinger and Rex's partner Charles Holland snapped photos for the newsletter.

Among the important steps to remember from Rex's two hour demonstration are:

1. Loosen the plugs one half turn and then run the engine for several seconds to blow any fallen particles off of the valves and the seats to insure proper clearance readings.
  2. Be 100% sure that both cam timing marks and T.D.C. are all aligned when disassembling and then reassembling.
  3. At T.D.C. both cam lobes will point to the outside of the head.
- Molto grazie, Rex.

**A THOUSAND MILES AWAY**

There were sixteen of us at the Portland convention.

Except for a Stradale, the parking lot had most of the post-war Alfàs including nine Junior Zagatos. The AROC Board meeting went from nine till about six. There was a very long discussion of AROSC's proposal to require five point harnesses in Time Trials. Except for the Detroit chapter, none supported it. The Alfa Owners of New England and the New Jersey chapters were vigorous in their opposition to it.

Their main argument was that because of the expense of the five point harness (perhaps \$120) they felt that their Time Trial programs, one or two track days per year, would die because their entrants wouldn't pay the \$200. Also raised by one or both of them was the argument that

continued next page

people used to race in leather helmets and later just used lap belts, and that the standard equipment three point lap and shoulder belts are sufficient. Mike Winiarski, Ilona Shillman and Jim Wood can testify that stock lap and shoulder belts would not have prevented serious injury.

At the Time Trials there were several Spiders on the track that wouldn't be allowed to participate in our events because, while they did have roll bars, they didn't conform to SCCA and AROSC standards which require them to have a cross brace. More importantly, their driver's heads were sticking up HIGHER than the top of their roll bars. You can imagine what would happen to the driver's head, when in a roll over it would hit the track's surface before the bar hit. A bolt-in, removable bar from Autopower in San Diego costs about \$250. It extends at least eighteen inches over a helmet.

AROSC winners included Phyllis Gaylard, AROC Competition Chairperson, as Fastest Woman in the Time Trials. She and Pat Gillis, who unfortunately for us has accepted a position as a professor at Georgia Tech University, brought and ran our chapter's \$3500 timer for the Convention. John Green, aka Juan Verde placed second in his class. Tor McPartland, an ARA of Northern California member, who had the good sense to join AROSC as well, came in first in his class in the Time Trials and the Autocross. Foster Turner, who drove up rather than trailered up his '67 Giulia Super, took third place in his Concours class. I entered my Spider in it as well, but was trounced by friends Ray and Pat Hill (Treasurer and President of ARA of Northern California) whose '81 Spider won its class.

The Convention concluded with the ARI sponsored luncheon where 500 members listened to Craig Morningstar, ARI's National Public Relations Manager. He delivered an upbeat, but noncommittal, State of Alfa Romeo speech. He said the 164 sedan comes here in September of '88 as an '89 model, followed by a '90 coupe; and yes, there's a new 164-based Spider. Everyone received a copy of Alfa's Trivial Pursuit-type of board game which I described in the last ALFACIONADA. It's

called The Driving Spirit Safety Game by Alfa Romeo. We'll have one as a raffle prize for the next several meetings.

Except for the speeding ticket, the trip proved to be just what my car needed. A cracked piston necessitated a piston and liner job in May. Initial oil consumption was a horrible 250 miles per quart for the first 500 miles. Following that oil and filter change it improved to 700 miles per quart for the next 2000 miles. I was pleasantly surprised to see that only half a quart was used in the 1000 miles up to Portland and the same for the return trip. The Borgo 10.4:1 pistons contributed to the long break in for the rings.

#### GIANNI ALFA MAPS A WINNER

At 11:30 on August 16th there was one Alfetta GT, one Giulietta Spider Veloce, two Milanos, two GTVs, and four GTV-6s on the Tour. Since President Reagan is at the ranch near Santa Barbara, I made sure that everyone checked their Beretta "Freeway Specials" before we took off. Up the PCH onto Latigo Canyon Road, we wended our way into Ventura County past groves of orange trees. With a lot of exciting dicing we arrived for a very late lunch in Ojai where we were met by Lou and Sue Lisserini. Then on to Santa Barbara on Highways 150 and 192 winding through the hills, up to 6000 rpm, then down and back again. A batch of us posed by our cars in front of the 201 year-old Mission. If the idea of a Tour on December 13th interests you, contact me and we might add it to the Calendar.

#### IT'S GETTING CLOSER

The Los Angeles Times reported in late July that the Assembly Transportation Committee approved a bill enabling the CHP to use radar to crack down on speeding trucks and buses, but not on speeding automobiles. Their 8-4 vote sent the bill to the Ways and Means Committee. Remember that the CHP wasn't supposed to routinely ticket speeding cars from their unmarked cruisers, but do so to the tune of 28% of all tickets written. If you think radar use is an impending danger to your wallet

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because you think the CHP will go back on its word, as it did before, and use radar against cars, then contact your state congressman and the governor. Just wishing the above won't happen doesn't work. Letters and phone calls do. Or, accept my philosophy and consider CHP radar as an entertaining cat and mouse game you can win and write and call and support this bill. Dare them! The initial expense of \$180 for a Super Snooper or \$295 for a Passport is a lot, but the game is fun and you can win IF you stay alert. Radar detectors will make you a better driver.

## AN ANSWER TO EVERYONE'S PRAYERS

In the June '86 ALFACIONADA I promised to report on the CHiPs Detector. Finally, the July '87 issue of CAR AND DRIVER reported their test results. "Radar detectors are indispensable road gear for any modern day motorist, but imagine if you will, a device that can actually sniff out the police even when they're not using radar. The CHiPs Detector is just such an answer to the alleged perpetrators prayer. For \$495 you get a Fox BMP 10/60 ten channel public-service and mobile scanner that contains a special electronic circuit. Besides providing the Fox's usual features, the CHiPs Detector listens for a radio frequency used by the CHP and alerts the driver whenever it's in use nearby. With three miles of range, the CHiPs Detector is too sensitive to be of any use in urban areas, but it can be a license saver on the open roads of the Golden State." My birthday is January 12th, friends, but please don't wait that long.

## YOU'RE SO VAIN

Radio Station KNX has joined the Mothers Against Drunk Driving, the Los Angeles County Fair and several retailers to sponsor "The Great Southern California Personal License Plate Contest". There are ten personalized plate categories including the sexiest plate, the best use of numbers and/or letters, the plate that describes the owner best, etc. My ALFAS GO ought to win something. You can get entry forms at AM/PM Mini Markets, Andy Granetelli's TuneUp Masters, True Value hardware stores and Nissan dealers. It

costs \$2 to enter. Prizes include a Maxima, a six day vacation in Buenos Aires, \$1070 from KNX and Wimpy's dream come true... a year's supply of hamburgers from AM/PM Mini Markets.

## BYE BYE CRACKS, HELLO HAPPINESS

The August '87 ROAD AND TRACK has a report from Contributing Editor Peter Bohr on his recently purchased '73 GTV, with the assistance of AROSC member Blake Morris of JAFCO in Costa Mesa. He writes: "Even more unusual was the car's nearly flawless dash. The tops of GTV dashes easily crack in the sun, and most look as if they've been attacked by some psycho with a switchblade. Replacement dashes aren't available and I'm told that an uncracked dash will fetch \$900 at an Alfa club swap meet." They call this their Long-Term Affordable Classics group-car and will report on Peter's experience with the GTV. We've invited him to join AROSC. The August '87 ALFA OWNER has a full page ad for a perfect, affordable solution. Brad Bunch, owner of Alfa Ricambi told me that Spider 2000 dashcaps will be available around the middle of September to be followed by dashcaps for Alfettas and Duettos.

## A PINT OF DISPLACEMENT IS WORTH A POUND OF PRAISE

ROAD AND TRACK said that about the 3 liter engine in their September '87 road test. They continue their carping about the Milano's handbrake, and rear hatch release lever, the angle of the steering wheel, and the radio. Amazingly, they think the Recaro seats are too snug for long trips and they said one or two of their staff found the seats too hard; but the suspension isn't stiff enough.

On the other hand they applaud the comprehensive set of analog gauges, the climate controls, the power steering that "provides exactly the right sensation of purposeful luxury". They like the five speed transmission and leg room and say: "Where this car excels is in high speed performance, both straight line and in sweeping turns... it's equal to anything in its price class, and superior to most."

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*Alfa Romeo*

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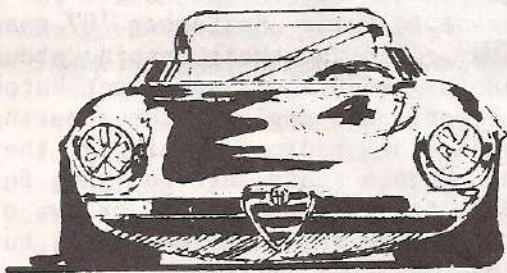
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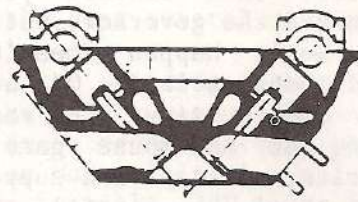


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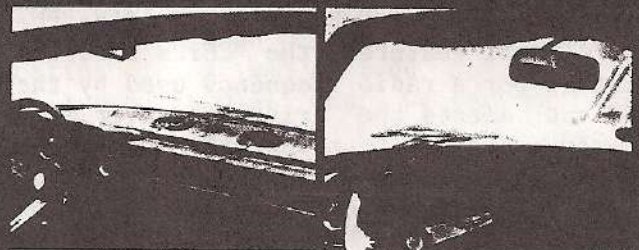
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They reserve their greatest praise for the engine. "But what that small increase in volume does for the Alfa Milano sedan is nothing short of remarkable. The Milano 2.5, as tested last year rated a positive response from all who came to know it. The Milano 3.0, however, evokes responses that blaze right past positive, winding up at the very threshold of passion.

Beside the extra pressure in the small of the back, there's a new sound underscoring the reality of the performance increase—a raw, barely civilized amalgam of induction noise and exhaust note that summons up the Red Mist in a trice. In another car this vaguely menacing crescendo might be regarded as mere noise; in this car it is wholly appropriate."

A zero to sixty time of 7.5 seconds and quarter mile time of 15.8 seconds. Wow, I'd love one.

#### UPCOMING FUN

Dan Ritter has arranged our second Concours to be part of the American Heart Association fund raiser. The Maserati Owners Club will be there as well as several others. It's at The Newporter Inn in Newport Beach on Saturday, September 19th. The judging runs from 9 till 1:30. Attend, you'll have a great time!

The September 25th Alondra Park meeting will feature either suspensions, making your speedometer 100% accurate, or gauges. I'll bet the presence of female mud wrestlers from the Tropicana whets your appetite.

Time Trial event # 6 might just be your last chance to time trial at Riverside. The Intro program's Driving School is a blast. Be there on September 26th!

The annual Swap Meet frenzy is on October 11th. Bargain Day.

#### ON THE HOME FRONT

All of us wish a continuing successful recovery to Peter Breisacher at 27731 Longhill, Rancho Palos Verdes, 90277.

Congratulations to new grandparents Frank and Pat Kranz on the birth of daughter Lori's son on August 12th. Welcome to Alfaland, eight pound, twelve ounce Franklin James Brainard.

#### THE INNOVATOR PASSES THE REINS

No one knew him two and a half years ago. He was merely listed as a Spider and GTV-6 owner. He stepped forward with the idea of volunteering. But, he had a vision. We're glad he did. He turned our newsletter into a multiple award winner. He transformed it into a publication that looked like a magazine. He, of course, is Gene Zettle. Gene, we all thank you.

P.S. Don't faint, but Alfa Romeo now has Gold Edition Milanos with ZF automatic transmissions coming to your local dealer at the end of September. Grab the moment! Bring into the showroom those friends, neighbors, and relatives who said they'd buy one if it were an automatic.

Goodbye.

#### SOCIAL CORNER

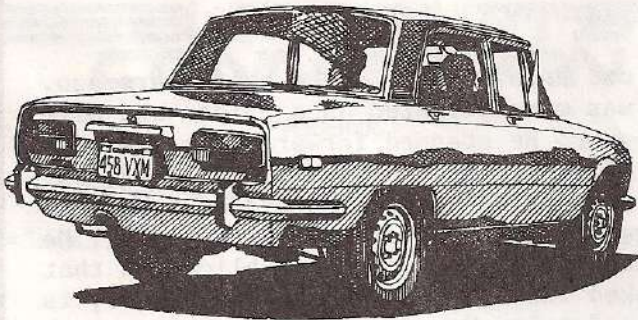
Frank and Pat Kranz

Just a few short lines to let all of you in on our fall social events. Starting with Sat. Sept. 26th, time trial at Riverside. It's a one day event so we thought rather than just stand around waiting for results, we will stand around and wait with a beer and a burger, and wait for the results. \$5.00 per person.

Sunday, Oct. 18th, is the Swap meet and General meeting. We would like to get donations from all of you with those wonderful secret recipes (or Alpha Beta bakery) so we could have a bake sale at the swap meet. If you can donate we sure would appreciate it.

October 31st, November 1st, Carlsbad. This should be a really fun weekend. Saturday, a baseball game. Hopefully we'll have enough mitts for this one. Saturday night dig out your old Halloween costumes. We are having a Halloween party at the Olympic Resort in Carlsbad. This will include a buffet and a D.J. and we'll dance the night away. There will be prizes for the best costumes. Plan to attend, I think it will be a fun weekend.

## ✦ EDITOR'S DESK



"THE BRICK"

Editio princeps That's a Latin term meaning "first printed edition". Well, this is my first edition as the new editor, er, ah...Editor-in-Chief! That's it! Yea. Make that the Publisher! Kinda like a modern day Citizen Kane and this is my private little Xanadu! In fact, this month's cover symbolizes my journalistic philosophy which is "smut is entertainment!" Let's hear it for Yellow Journalism.

On the serious side, taking on this job is a far greater headache than I ever imagined. Mostly it takes a great deal of TIME. My goal is to eventually streamline this newsletter in a way that will make it easier to assemble this thing every month. Specifically, I would like regular columns from the president (with a limit on size - ha! ha!), editor, social chairperson, etc., etc. That way the general membership will have a familiar spot to look each month for his or her favorite writer.

Thanks to everyone who has sent me articles and photos. I encourage you all to send more, but please keep in mind the deadline will positively be the 1st of the month for that month's issue. Also, b & w photos are extremely desirable.

Even though I was coerced into this job by Zettle, I suppose it helps build character...yea! Right! Hope you enjoy this issue and others to come.

## TIME TRIAL #5 - JULY 11 & 12, 1987

### RIVERSIDE RACEWAY - SHORT COURSE

Our fifth Time Trial of 1987 was well-attended with slightly over 100 cars running. We tried out a new format in which drivers worked corners only once per day instead of two. It worked well, although we were a bit short of workers for one group. In the future, we will use this format if there are enough entries.

As far as I can tell, we seem to be very lucky about weather. This event was no exception, as the temperature was fairly mild for the time of year. I had planned to run the long course, but Riverside vetoed that (there's no 2/3 override with racetracks) because they have added a "lake" between Turns 7 & 8. Their insurance company said that we could not run that course because if someone ended up in the "lake", they might drown before anyone reached them. I concurred, mostly because I had zero choice, and partly because I would have had difficulty explaining to anyone how someone could have drowned in "The Inland Empire".

Anyway, Saturday went fairly smoothly, with surprisingly few spins, perhaps due to our previous school, perhaps due to the fact that a two-day event is less pressuring, or perhaps due to the fact that Dan Sullivan, our Chief Instructor at most events, is learning what our group needs to learn most.

Saturday night was different however. Just about everyone was in the hotel pool before dinner having a much welcome cool-off. Rex Chalmers was launching Allison into the pool from great altitude when Juan Verde arrived. It was bad enough to see him jump in the pool with his grease-soaked clothes on, causing an oil slick that would normally be attributed to iRAN, but to cause severe toxic contamination at a AROSC event is nearly unheard of. It only happens at my house, but everyone signs a waiver here.

Dinner was terrific, which for a group buffet, is unusual. Everyone had a nice relaxing dinner until IT happened. I figure Pringle fired the first shot. A



pretty-good food-fight ensued. All the blame for having fun and any other sins rest on him. At John Ireland's suggestion, you should call Pringle and complain, typically on Friday afternoons and Monday mornings. That will drive him crazy.

Sunday started early. I had announced on Saturday that no matter what, we would start on-time Sunday. (I have noticed a recent trend toward many entrants staggering in late on Sunday mornings, probably due to the Kranz's successful social efforts the night before). We started on-schedule and by mid-morning, we were actually ahead of schedule.

The timed runs started out on a bad note. The first driver, on his first timed lap, crashed in the second turn. Thanks to his racing seatbelts and to his Alfa, Jim Wood was not hurt. A lot of people, having seen Jim's car, were amazed that he was not hurt and that the doors still opened easily. That is one of many reasons that people own Alfa Romeos. The cars protect their owners.

So far as results go, the times were unusually fast. I suspect that our first advanced school coupled with our first two-day event at Riverside, fueled the fast runs. Class G had to be combined with Class F, causing Judy Illeman to win F and tie her own lap record in G. David Herting, a relative newcomer, got second, a good accomplishment in a competitive class. Our Director of Workers, Skip Farnsworth, got third with some mechanical problem I guess. A look at David and Frank Kranz's times is educational—they were in the same car, and on the first lap turned the same times. David then got faster and Frank slower. I think that means that David was gaining speed because of practice, while Frank was trying too hard. Ideally, your fastest lap should be your fourth out of five. That would mean that you were pushing yourself reasonably and progressively, but not outside of your current capabilities.

Phil Guiral won Class E, breaking the lap

record in the process. Phil had the lap record in this class for years until Rex Chalmers captured it last November. Bill Pringle came in second also breaking Rex's past time. Andy Steben once again received third, a good finish in this large class. I think Andy now has enough trophies to serve a big dinner on silver plates. In Class D Tor McPartland again won and again broke the lap record. If you look at his times, you will see that his total variation was only .63 seconds. No wonder he is breaking records. Former Formula Ford driver Rex Chalmers got second in his "sleeper" Giulia TI. Would-be lawyer Harold Rich captured third in his first finish in awhile.

Mostly because of mechanical problems, Classes A, B, and C were combined into Class A. John Green got fourth, but he was in Class C, so who knows what that would mean if there were more people in his class. I suspect he would have won, but, that does not buy dinnerware. Henry Manney was the top Alfa, winning Class A but unfortunately, (from my point of view), not Top-Time-Of-the Day (TTOD).

Moving on to the pagans, due to an aberration related to how busy I've become, I have totally screwed up the Class R (Renault) finishing order. My friend Rick Au would remind me that "computers are never wrong, just their operators." That pisses me off even more, because he is exactly right. Unlike what is listed, Danny Weyland got first in his first run with us. Rob Tweed was second. Chris Romine was third, and had the best set of lap times if you look at his consistency.

Jim Pizzuti was very angry that we did not have his lap times for display after the event. It was because we made a decision to cut it off at a certain point in order to tell as many people as possible their times. But the data was intact, and he won his class. Ray Bjorkman had to settle for second, for a change. In Class P, AROSC Time Trial promoter Neil Gaborno received his first win. Kirk Tomassian got second in his

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Name	Car	Lap Times					Note
<b>Class N</b>							
Spencer, William Jr.	Mazda RX-7 Turbo	1:42.68	1:42.62	1:45.85	1:56.99	1:57.85	
Jackson, John	Porsche 944 Turbo	1:44.97	1:44.42	1:44.83	1:45.01	1:45.39	
Lawrence, Christopher	Turner Mk 11 1500	1:51.68	1:45.21	1:48.40	1:48.74	DNF	
Ingram, Gary	Mazda RX-7 Turbo	1:48.29	1:46.82	1:48.66	1:52.83	1:51.80	
Presto, Tony	Saab 900 Turbo	1:52.44	1:53.67	1:51.40	1:57.50	1:55.76	
Rees, Perry	Sunbeam Tiger	1:55.49	1:57.48	1:55.97	1:57.42	1:55.68	
Nanzig, Paul	Sunbeam Tiger	1:55.62	1:55.88	1:57.67	1:56.62	1:58.39	
Fasnacht, Alan	Porsche 914-6	1:58.82	1:57.26	2:00.42	2:19.37	2:02.55	
Lucas, Ed	Fiat 124 Coupe	2:01.43	1:59.70	2:01.44	2:00.41	1:59.37	
Goodman, Randy	Porsche 914-6	DNF					
Lawrence, Jennifer	Turner Mk 11 1500	DNF					
Range, Ron	Toyota Supra	DNF					
Schlicht, Mike	Lotus Europa	DNF					
<b>Class O</b>							
Baysinger, Scott	Mazda RX2-13B	1:53.10	1:53.70	1:53.03	1:51.49	1:52.40	
Lenkeit, Wayne	Honda CRX SI	1:57.62	1:57.49	1:56.01	1:55.43	1:55.93	
Kranen, George	Ford Thunderbird Turbo	1:56.61	1:56.93	1:55.64	1:55.84	1:55.98	
Kranen, Lorien	Ford Thunderbird Turbo	1:59.43	1:58.59	1:57.31	1:57.16	1:56.39	
Meade, Duane	TVR 2500 M	1:58.56	DNF				
Lake, L. Fred	Jaguar XK-120	2:00.73	1:59.08	1:59.54	1:59.00	1:59.37	
Peterson, Jon	Datsun 510	2:02.35	2:03.28	2:03.06	2:03.61	2:26.01	
Anthony, Mark	Triumph TR-8	DNF					
Rae, Buck Jr.	Jaguar XK-120	DNF					
Samson, Steven	VW GTI	DNF					
<b>Class P</b>							
Gaborino, Neil	Toyota Corolla GTS	1:55.97	1:54.63	1:53.82	1:53.14	1:53.99	
Tomassian, Kirk	Renault Fuego	1:56.10	1:55.55	1:57.55	1:55.71	1:55.95	
Lenkeit, John	Honda Civic Si	1:58.59	1:58.40	1:57.74	1:57.05	1:56.70	
Kojima, Mike	Toyota Corolla	1:57.23	1:58.65	2:02.20	1:59.43	1:58.42	
Okada, Warren	Mitsubishi SP Pickup	1:59.47	1:59.31	1:58.88	2:00.50	1:59.35	
Buntaram, Rudhy	Toyota Corolla GT-S	1:59.30	2:00.59	1:59.36	2:11.56	2:03.77	
Callen, Tom	VW GTI	2:01.31	2:00.88	2:01.41	2:00.78	2:01.26	
Graeber, Steven	84 VW GTI	2:07.78	2:11.03	2:06.50	2:06.13	2:05.14	
Culp, Tracy	Ford Capri	DNF					
<b>Class Q</b>							
Pizzuti, James	VW Golf GTI	1:59.79	1:57.09	1:57.76	1:56.89	1:58.27	
Bjorkman, Ray	Fiat X1/9	1:59.53	1:59.35	1:58.88	1:58.54	1:59.15	
Murph, Gary	Opel GT	2:01.15	2:01.80	2:01.84	2:02.10	2:00.98	
Peltola, Jeffery	Triumph TR-7	2:04.21	2:03.97	2:03.43	2:03.61	2:03.30	
Becker, Douglas	BMW 2002	2:04.05	2:03.57	2:03.59	2:12.32	2:06.09	
Fedele, John	73 BMW 2002	2:06.32	2:04.71	2:04.23	DNF		
Blankenship, Paul	84 Ford Escort GT	2:05.56	2:05.56	2:05.24	2:04.24	2:05.09	
Peltola, William Jr.	VW GTI	2:07.20	2:06.11	2:05.43	2:05.53	2:05.67	
<b>Class R</b>							
Morgan, Jan	Renault R5 Turbo	1:55.16	1:58.47	1:56.20	1:57.06	1:54.24	
Romine, Chris	Renault R5 Turbo	1:52.22	1:53.40	1:52.31	1:52.15	1:51.88	
Rosen, Jack	Renault R5 Turbo	1:53.43	2:05.13	1:54.31	1:55.42	1:56.00	
Tweed, Robert	Renault R5 Turbo	1:53.25	1:50.94	1:51.57	1:50.39	1:52.98	
Weyand, Danny	Renault R5 Turbo	1:49.27	1:52.46	1:52.14	1:50.00	1:49.59	


Name	Car	Lap Times					Note
Class A							
Manney, Henry	Alfa 1750 GTA	1:47.32	1:47.31	1:49.36	DNF		
Cote, John	Alfa GTAm	1:48.68	2:12.65	1:48.45	1:51.70	1:48.54	
Cortes, Al	Alfa 1750 GTA	1:52.04	1:48.59	1:50.46	1:49.95	1:49.93	
Green, John	(C) Alfa 1650 Giulia Super	1:51.14	1:53.98	1:50.72	1:52.94	1:50.72	
Wein, Phillip S.	(B) Alfa Romeo 2000 GTV	DNF					
Alaman, Louis G.	(C) 74 Alfa 2000 Spider	DNF					
Class D							
McPartland, Tor	74 Alfa 2000 GTV	1:48.00	1:47.82	1:47.37	1:47.61	1:47.94 L.R.	
Chalmers, Rex	Alfa 2000 Giulia TI	1:48.74	1:48.71	1:49.21	1:49.19	1:52.40	
Rich, Harold	Alfa 2000 Sprint Veloce	1:50.62	1:50.70	1:51.48	1:51.90	1:51.76	
Samson, John	Alfa 1750 GTV	1:57.53	1:59.03	1:59.08	1:57.94	1:59.08	
Schiller, John	84 Alfa GTV/6	1:59.75	1:59.46	1:58.65	1:58.01	1:58.76	
Perez, Raul	Alfa 2000 GTV	2:01.51	2:00.73	2:00.86	2:02.76	2:01.48	
Gaylard, Phyllis	Alfa 2000 GTV	2:03.56	2:08.67	2:04.34	2:02.74	2:03.01	
Cannone, Rick	Alfa 1700 GT Jr.	DNF					
Cannone, Sergio	Alfa 1700 GT Jr.	DNF					
Class E							
Guiral, Philip	Alfa 2000 GTV	1:52.15	1:51.92	1:51.26	1:50.39	1:50.73 L.R.	
Pringle, Bill	Alfa 2000 Berlina	1:54.87	1:53.09	1:51.77	1:51.79	1:51.43	
Steban, Andy	Alfa Romeo GTV	1:55.52	1:54.89	1:53.85	1:53.48	1:52.55	
Mangino, Edd	Alfa 2000 Spider Veloce	1:54.85	1:54.62	1:55.17	1:54.50	1:55.39	
Montinola, Robbie	Alfetta GT	1:58.00	1:57.59	1:57.53	1:56.83	1:57.05	
Lehmann, Gerry	Alfa GTV/6	1:58.61	1:59.12	1:59.02	1:59.88	2:00.51	
Shillman, Ilona	Alfa 2000 GTV	2:01.71	2:00.30	1:59.10	1:59.30	2:00.47	
Gillis, Pat	74 Alfa 2000 GTV	2:06.37	2:04.30	2:06.27	2:06.24	2:06.32	
Buffa, Carl	74 Alfa 2000 GTV	2:07.57	2:06.90	2:08.17	2:07.50	2:08.41	
Wood, Jim	Alfa 2000 Spider	DNF					
Class F							
Illeman, Judy	(G) Alfa 2000 Graduate	1:57.44	1:58.06	1:57.21	1:57.00	1:58.59 L.R.	
Herting, David	Alfa 2000 Sprint Veloce	1:59.80	1:58.61	1:59.21	2:10.33	1:59.18	
Farnsworth, Skip	Alfa 1600 Giulia GT	1:59.30	2:00.33	DNF			
Kranz, David	Alfa 2000 Berlina	2:00.74	2:01.06	2:00.07	1:59.97	1:59.83	
Kranz, Frank	Alfa 2000 Berlina	2:00.74	2:02.38	2:02.80	2:02.44	2:02.72	
Stoehr, Hans	73 Alfa 2000 GTV	2:03.78	2:03.01	2:02.74	2:05.23	2:04.46	
Herting, Erika	Alfa 2000 Sprint Veloce	2:05.13	2:05.38	2:04.90	2:10.43	2:06.16	
Stoehr, Dirk	73 Alfa 2000 GTV	2:09.57	2:10.84	2:09.22	2:09.36	2:06.84	
Levi, Alain	73 Alfa 2000 GTV	2:18.37	2:21.82	2:17.31	2:17.01	2:16.89	
Lacey, John	78 Alfa Sports Sedan	DNF					
Clements, Mitch	(G) 56 Alfa 1300 Sprint	DNF					
Class M							
Kruse, Dave	Porsche 911 Race Car	1:35.46	1:33.94	1:38.27	1:32.44	1:33.35 TTOD	
Foye, Kevin	Chevy Camaro	1:42.38	1:45.74	2:51.75	DNF		
Peterson, Gary	Mazda RX-7	1:45.83	1:46.95	1:45.27	1:45.03	1:45.57	
Rosenstock, Jerry	Lotus 15	2:04.74	2:15.23	2:05.92	DNF		
Lawrence, Chris	Lotus 15	DNF					
Shienkle, Bill	Porsche 911	DNF					
Hauft, Robert	73 Porsche 911 Carrera	DNF					

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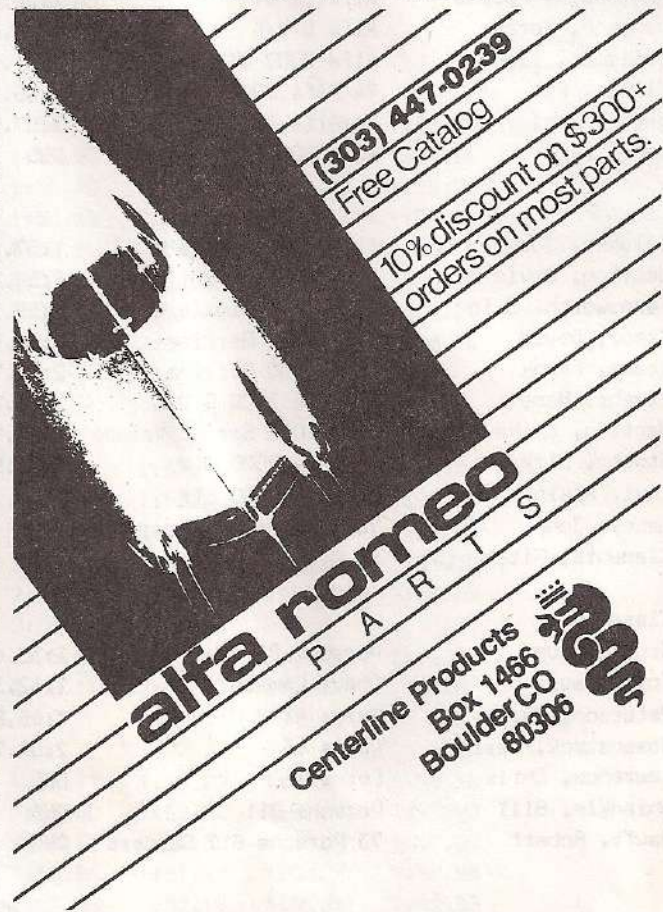
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THE SPECIAL INTRODUCTORY TIME TRIAL GROUP When simple fun is not enough!

In case you didn't know it John Sampson is a wonderful man. Not only has he given Southern Californian Alfa lovers a great legacy in the Time Trial program he has also given us something ingenious and unique within the Alfa Club. He gave us the Special Introductory Group. For those of you who have joined us for an Intro Group session, you know how much fun and sometimes anxious it is.

The Intro Group was founded to give inexperienced drivers an inexpensive and safe way to test their Alfa skills at speed. To this end S.I.G. was started. This program allows drivers to experience controlled high speed driving under safe and (hopefully) entertaining circumstances. How often have you said to yourself, "If only I could find a place to drive my Alfa hard and not worry about breaking the law or my car." You've probably thought the preparation and expense of Time Trialing or racing to be too expensive. Well, that's where the Intro Group comes in. We allow you to run your car on the race track with only minimal expense. The entry fee is \$40.00 to \$50.00. You must be dressed, head to toe, in natural fibre clothes (wool or cotton, not virgin polyester). Your cars own stock belts will be allowed or at least a good lap belt in cars that did not have belts as original equipment. Leather gloves, with no holes, or racing gloves must be worn and you must have a helmet that is at least Snell 1970 (or better) approved. Eye protection either from the helmet or sunglasses is also needed. Some helmets and gloves can even be borrowed at the track. Beyond the equipment you need, your car must pass technical inspection. This is not as involved as the Time Trial inspection since it is focused mostly on whether your car can stop and turn without breaking.

The day begins early, usually with registration and a mandatory station wagon track session, at 7:30AM. Then we all attend the drivers meeting. (My favorite line - Charlie: "O.K. drivers make sure you're bladders are empty and your not

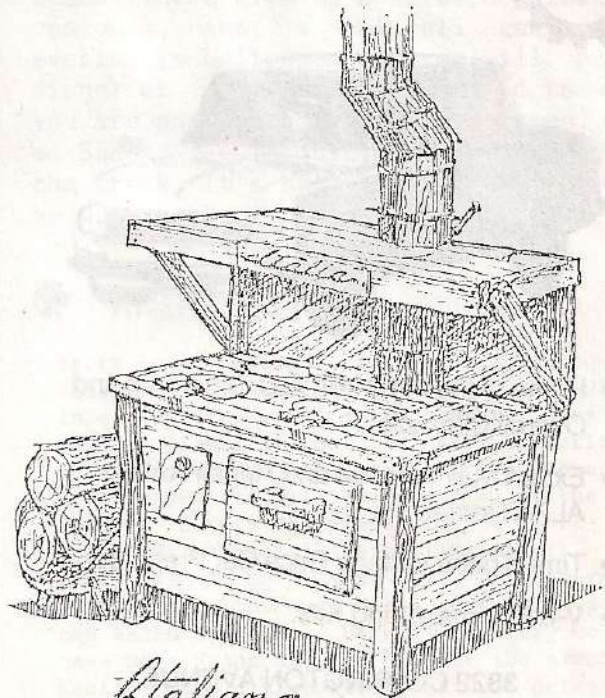
chewing gum and have fun." Great way to start the day!). We then give rides in the instructors time trial cars for all interested Intro students during the first two practice sessions. These last about two laps each and are not mandatory. The schedule then calls for us to attend ground school for an hour or so. Then it's track time. This session is a lead and follow with no more than five cars behind each instructor. After our 30 minute track session we do a debriefing meeting to end the day. If it's a one day meet that ends the day or we break until the end of the day for more track time if it's a two day meet.

This program was designed for you to see if you like Time Trialing and want to go on without the expense of buying belts, fire extinguishers, etc. It was also designed to give you lots of fun.

So as the legendary driver/instructor, Judy Illeman, once said, "What! You brake for turn 9? Why?." Why not indeed.

So dig out those unused and rusting desires along with your Alfa and come join us for the next event!

John Green

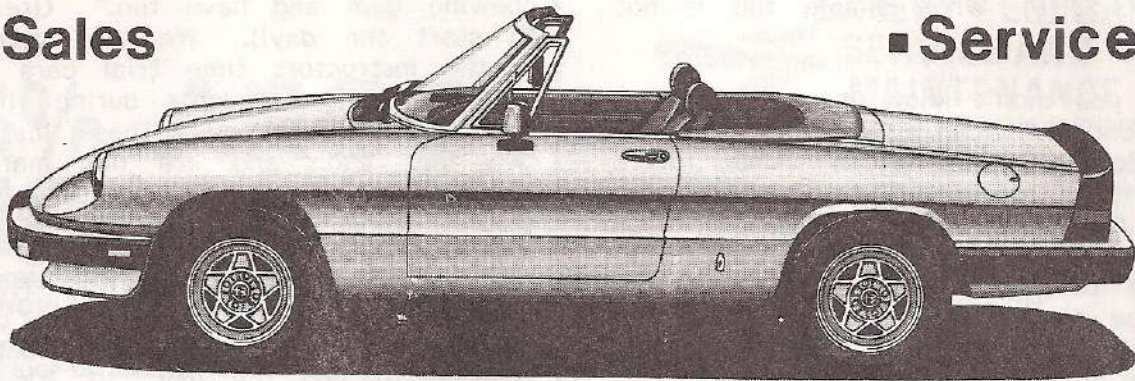


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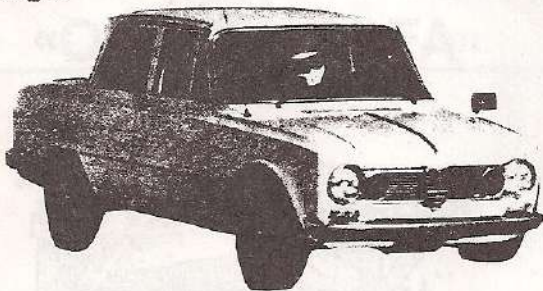
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## ♣ CLASSIFIEDS



### FOR SALE

105 1600 Alfa motor - complete less carbs, starter, generator. \$500 OBO. Rex at Omega Motorsports. (213) 836-3160.

### 1976 ALFA ROMEO GTV

Am/Fm Cass. stereo, 5 spd., 10 mi., mint cond. Very clean inside and out. \$2,650 Or best offer. (818) 885-8775 eves. (818) 709-6948 or (213) 382-3777 days.

### 1978 ALFA ROMEO SPORTS SEDAN

Dark blue, A/C, leather, stereo, Marelliplex, Konis, new starter, new convtr, 120K miles, one owner, full records, Alfa Milano service, garaged, excelnt. cond. \$3,500. John Tobin. (818) 355-0471.

### FOR SALE

Four Pirelli P3 185/70 x 14 excell. shape. \$75 for all four. Two distributors. (1) Marelli 103BA, (1) Bosch from '67 Duetto. \$30 ea. One front windshield '74 GTV \$75. Phil Giural. (213) 439-5550.

### 1964 GIULIA SPRINT GT

Beautiful original car owned and maintained by current owner for 18 years. Less than 1000 mi. on rebuilt 1600 normal and 5 speed. \$ 5,000. Bob (213) 596-8221

### 1974 GTV

Air, nice condition, gold. \$4,500 or best cash offer. Must sell for truck. Bruce Sharpe. (213) 839-3013.

### 1969 BERLINA

Maroon, Webers, body and trim very good, engine needs some work to make it to the 21st century. \$1,400 OBO. Bruce Berens. (805) 834-6952.

### 1972 MONTREAL

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best finish to date. Regular runner Scott Baysinger polished off Class 0 for his first win. It appears that he stuffed one on his fourth lap. Second- place finisher Wayne Lenkeit showed a similar pattern of times. George Kranen edged out his daughter Lori for third.

William Spencer Jr. once again showed off his driving skills in the borrowed Mazda to win Class N. Newcomer John Jackson received second with some nice consistent times. Chris Lawrence got third in his pretty and unusual Turner. Top Time Of the Day was taken by Dave Kruse in his Porsche race car. Kevin Foye got second while breaking in a new motor. Kevin only ran three laps as he discovered that his Camaro needs a MUCH bigger oil cooler. Gary Peterson received third going three seconds faster than he was projected at.

It was a good fun event. I'm sorry that we lost a car, but it seems to happen about every year and one-half. Our next event is Riverside again on the short course.

Carlsbad at Halloween is our last event this year. It begins Saturday October 31 at San Dieguito State Park in Solano Beach. There will be a barbecue lunch, a concours, and a softball game. That evening is Halloween and we will have a dinner at our hotel in Carlsbad to which you are encouraged to wear costumes. Then on Sunday it is just a one mile drive to the track. It's rumored that Elvira will be working Registration.

## ♣ ATTENZIONE!

There is an informal, no points auto-cross, tentatively scheduled for October 18, 1987 in conjunction with the Swap Meet. Cars will be classified per the AROSC Competition Code, except no open exhausts allowed. Tech inspection will be conducted at the course. Safety equipment will be as required for "Special Intro" time trials. Entry will be on a first come, first served basis at the Swap Meet, at a \$5.00 per car AROSC donation. We will also try to have Dave Evans and his Dyno at the event. Contact Harold Rich for additional details.

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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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