

ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 27 NUMBER 7 JULY 1988

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 \$40.00 membership fee paid to AROC, Inc. Meetings are held monthly on the fourth Friday of the month at 8 P.M. at Alendra 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 \$10.00 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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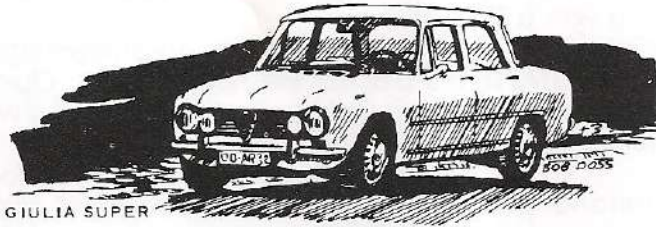
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♣ PRESIDENT



GIULIA SUPER

WELCOME TO A GREAT ALFA ROMEO SUMMER

In a few days we will be having our first general meeting in Studio City. This meeting, of course, is going to be the **GREAT SAUCE COOKOFF** at the **UNITARIAN CHURCH**, 12355 Moorpark Blvd., Studio City on Saturday, July 30th. The meeting will start at 5 P.M. and should be over before 10 P.M. We decided to hold this meeting away from Alondra Park for two reasons - the first is that it's nice to give people in different parts of town a chance to easily come to a meeting and second, (the real truth), L.A. County Parks won't let us consume alcohol. So bring your best sauce and a nice bottle of Italian wine and we'll supply the rest.

We've just recovered from the club's annual BBQ and Softball game. At least those under 35 have recovered, the rest of us are still recovering. Pat Kranz picked a lovely park in the city of Cerritos. The facilities were the finest I've seen in the greater L.A. area. We had a covered picnic area with a built-in BBQ pit and seven or eight picnic tables, rolling green grass to sun yourself on, shade trees to cool off under

and a nice ball field to play on. If you're interested in the softball game results, forget it! Anyway, we all had fun and only wished there had been more members to enjoy such a beautiful day.

Bill Werner's remodeled **Alfa Only** should have it's official opening in about a week. Bill has added three modern bays to his original two, a new parts room, two wheelchair bathrooms (don't you love bureaucracy) and a steam cleaning wash rack. Very plush. Bill has been very supportive of the club over the years so it's nice to see him doing so well. Did you know that outside of ARI Bill probably owns more Alfas than anyone in the world, he even owns one of only four Alfa Romeo vans. How about a clinic in the near future Bill?

NEW DEALER

Yea! There is good news from the South Bay. **PEYTON CRAMER FORD** has taken Alfa Romeo under his wing. The newest dealership, to be called PEYTON CRAMER FORD, ALFA ROMEO, replaces Diro in the South Bay area. That's not the only good news about our newest

dealership, it seems as if long time member, (17 years!), Henri Laborde, has talked his way into running things. Henri says, to quote him, "I'll help you with things as simple as an appraisal on a car you're trying to sell, or we'll correct problems you might have with your car, even if you bought it elsewhere." Now that's the kind of enthusiasm we need! The dealership is located at 1840 S. Pacific Coast Highway, Redondo Beach, (213) 540-2511. Welcome!

CARLSBAD TIME TRIAL

As many of you know by now, we were forced to cancel the July 3rd Time Trial at Carlsbad Raceway due to insurance problems. This is a problem that has been brewing for about a year now. Most of the insurance problems are aimed at safety; in car and on the track. The mandating of five point safety belts, Snell 1980 or later helmets, driving suits and roll bars in all cars are the most talked about points. Vintage Racing has been through a year of soul searching over the roll bar question alone. Whether or not to mandate roll bars in their very expensive and very old @ace cars has caused some organizations to completely rethink how they do business (and some rethink if they will even do business). This very issue, that of roll bars in closed cars, may cause every car club in America to go thru a similar process.

Right now our chapter, AROSC, requires a five point safety harness, gloves of leather (without holes) or nomex, natural fiber clothing head to toe, a 1980 Snell or better helmet and roll bars in open cars only. These

- continued next page...

are the same basic safety rules that most clubs time trial under. And it's these rules that are being looked at very carefully by our insurance company, K&K. Most of us are sure there will be some changes made before we go to Laguna Sec, and may have been made before you read this newsletter. Hopefully, we will send (or have sent) each of you a special mailer covering these changes. Any insurance genius out there willing to volunteer a little advice?

COMPETITION BOARD POSITIONS

There will soon be an urgent need for people to help fill some posts under Dan Ritter's Competition banner. Most notably will be that of Charlie Thieriot as Time Trial Director. Although Charlie won't be stepping down immediately the job is so vast that we will be replacing him with two or three people. We need assistants in all categories: registration, timing, assistant director, tech and rules to name but a few. These jobs are the very heart of the ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA and are exciting and fun. If you would like to volunteer for the competition board, regardless of your skill level give Dan or myself a call. You do not need to be a time trialer to serve on the board.

VINTAGE RACING

On June 11th and 12th VARA ran its second race of the season at Willow Springs Raceway. There were a number of very good Alfa's in attendance. Tor McSpeed and his white "1600" GTV from Carmel Valley, John Ireland's Giulietta from the Hollywood Hills, Scott Gray's very fast Class D/P GTA, Scuderia

Frigo's Giulia T.I. of Dan Ritter and my own wonderful Giulia Super made up the AROSC contingent. Add to this list the growing Northern California collection of a pair of GTA's and a beautiful '67 GTV along with a TZ1, a TZ2 and one of the finest certified FIA Competition GTAs in the U.S. up from San Diego, made for a killer Alfa weekend.

John Ireland started his F Production race in 23rd, moved up to 12th by the end of the qualifying race, and finished a fabulous 6th in the championship race. Scott Gray continued his domination of Class D, but the other 1600 GTA's were beginning to press him hard by the end of the weekend. The TZ's had a nice "Sunday drive", Dan Ritter turned in a sterling 1:49 by race time for another excellent top 10 finish. Tor and I had our Alfa's running in perfect tune, (thanks to the suspension magic on my car by one of our clubs own wizards, Omega Motorsports' Rex Chalmers). I managed to sneak the pole away from Tor's GTV and Rick (the auctioneer) Cole's beautiful Siata two litre V8. Unfortunately I was able to run off and hide some seven seconds in front of 2nd place. Unfortunate because I missed what became the battle of the weekend between Tor and Rick. Apparently they swapped the lead on almost every lap. Rick on the straights, Tor on the corners. This went on through the qualifying race with Tor sneaking out a last lap second place. They carried the battle into the championship race with the same results. They tell me the other drivers and the spectators were standing on the pit walls and cheering them as they lapped the track. (What a deal, cheering for second place,

sheese!) A great tribute to a good driver and wonderful car. So ended another Vintage bash in the desert.

NEWSLETTER

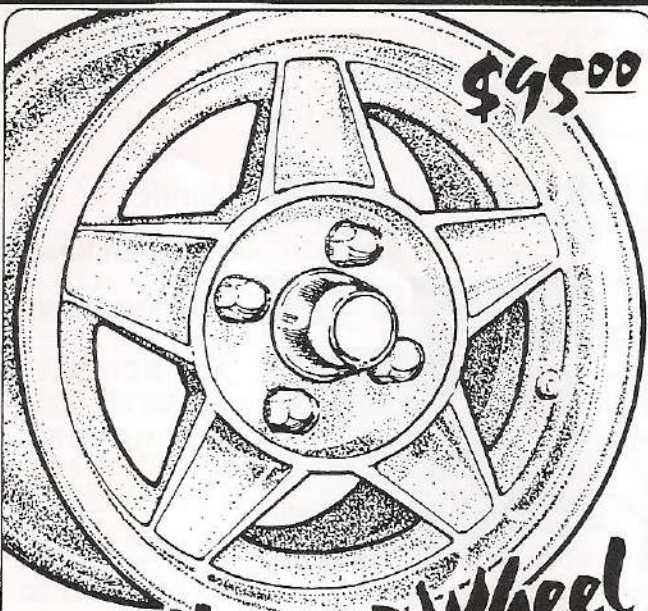
It is with great regret that I make the next request. Our excellent newsletter editor, William J. Pringle, will not be able to continue on as editor due to mounting personal and business conflicts. I, for one will be sorry to see him go. Bill picked up where Gene Zettle left off and has added his own style. Thanks, from all of us!

Kate Benson and John Schiller have volunteered to fill in as editor and recruit a new staff. Unfortunately, John has been shipped to Saudi Arabia for three months to beef up protection at our Air Force installations. Meanwhile, Kate will start on her own. We have a very good computer with desktop publishing and all that good stuff to make it as easy as possible, so if any of you would like to be part of the award winning ALFACIONADA staff and live in the Van Nuys, Sherman Oaks area, Please give me a call at my office (818-843-7470). (Just until we get our new phones in the new house.)

SPEAKING OF JOHN SCHILLER

John's wife, Tammy, Kate and a few other members are organizing a cookie bake for the Airmen in John's unit. The goal is to get 300 or more cookies, a recent club video tape and some special items from Tammy packaged and sent by the first of August. We're told it takes four to five days for packages to reach John so get baking - it's a good cause (just think of those

- continued on page 19



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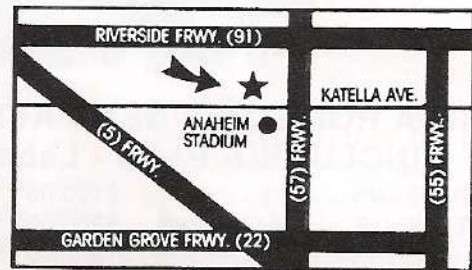
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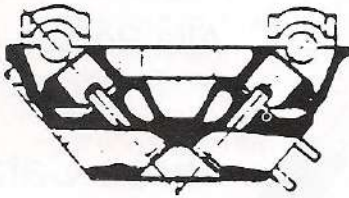
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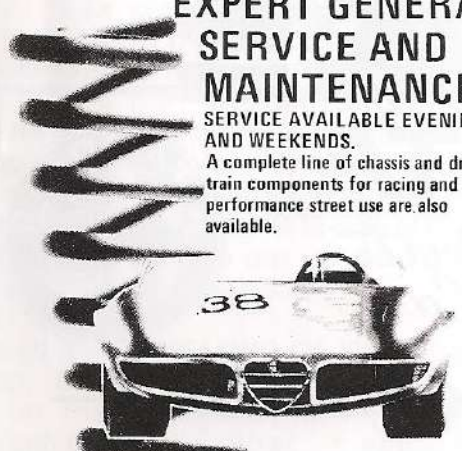
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♣ CONCOURS D'ELEGANCE

Concours in the Park

Our next Concours will be Sunday, August 7th at La Mirada Regional Park, Adelfa Dr, in the city of La Mirada.

Judging will begin at 10:00 AM, but please allow time for registration and putting the finishing touches to your cars.

Our judges for this event will be an old friend and past President of Alfa Romeo Owners of Southern California, Jack Becronis. Jack has had so much experience with concours cars that it would take this whole article to explain it. Our other judge will be Jean Paul Guiral, owner of Rotary Imports who does outstanding restorations on Mercedes Benz, and knows Alfas very well, so our judging will be very keen. However, don't let this scare you off. There are some great Alfas in Southern California that people would like to see. At our last general meeting I saw two very nice G.T.V.'s and when I talked to the gentlemen as to why they did not enter them in our Concours they replied: "well, I was going to, but...!!!"

Some people think entering their car in our Concours is like entering the Concours D'Elegance at Pebble Beach in Monterey. Not so. We all have a common interest, Alfa Romeos. It's not only in showing your Alfa, but seeing other Alfas and getting ideas, meeting some great people and exchanging information. I have never entered one of our concours where I haven't picked up some information or given information on hard-to-find parts, who does good body work and

paint, good chrome and polishing, etc.

The whole idea of our club is to be able to exchange information and have a good time while we're at it. If you have never entered one of our Concours, enter in the Novice Class. In our May concours Louise Velazquez entered her very nice GTV for the first time. She took second - only two points behind the veteran Alfa mechanic Rex Chalmers.

In the Competition Class, this Concours will be very close, with some great Alfas returning for this event.

So bring out your Alfas (enter them), bring out your friends and bring out your picnic lunches. However, remember that L.A. County Parks prohibit alcoholic beverages.

So come on out and join in on the fun and see the beautiful Alfas.

Sincerely,

Tom Stoner
Your Concours Director for the Month of August

P.S. I would like to extend an invitation to all to stop by my house for a beer, soft drink, hors d'oeuvre party after our Concours. I live but 3 1/2 miles from our Concours site, with a nice back yard garden setting. I hope to see everyone there. The address is: 10632 Avonbury Whittier, CA (213) 943-9421



L.A. /ORANGE COUNTY CONCOURS

September 11, 1988 will be our first concours involving both AROSC and our friends from the Orange County Alfa Owners. The Concours will take place at the Marina Pacifica mall in Long Beach. This is a very nice outdoor mall along Alamitos Bay. I have spoken to the management and they are looking forward to making this a memorable event for everyone involved. We will also have a discount available for anyone who wanting to have Sunday brunch at Barwinkles Restaurant which has an outdoor patio overlooking the concours area.

There are many fine cars in both clubs and it should be a treat to see this many Alfas in one spot. Please send your entry in early and if you have any questions call me anytime at (213) 439-5550.

Philip Guiral

TULSA BOUND

It's 8:00 PM Wednesday evening, the car is gassed up, the trunk and back seat are full, we buckle ourselves in the Alfa Ricambi Milano and wave good-bye!

Having never driven across the country we had no idea what we were in store for. My friend Tim and I just thought, no problem!!! We will switch off driving every couple of hours or so and we'll be there Thursday by lunch. We thought we had everything down perfect, so on the the 5 freeway we go... BUT WAIT A MINUTE!!!!

Tim and I look at each other and say, "Do you know where Oklahoma is?" Off at the first exit and into the first gas station..."Do you guys have a map or does anyone know how to get to Oklahoma?". They didn't have a map but someone said, "Just get on I40 and keep goin'." "Okay great, thanks. Wait! Where's I40?" Well, he told us how to get to I40 and we were, once again, on our way.

Actually, it was a very straight forward, easy drive. No funny, twisty, hilly, winding back roads to deal with. Just a nice straight 4 lane highway.. all the way there. And when I say straight, I mean straight. In some places you could see the road extending out in front of you and behind you with no end in sight. It was tempting to see just how fast a 2.5 Milano could go. But these are the places where you know there's a local sheriff just hiding in a fox hole (one that fits his whole car) and he's using a radar gun on periscope.

We did find out that the car would do 120 without any trouble



at all. No shaking, strange noises, or anything. It actually felt as good at 120 as it does at 65. And if you can believe it, the only time we got stopped the whole trip was for not wearing our seat belts. I think he just wanted to find out what kind of car we were driving.

The plan went well, however, instead of arriving Thursday for lunch we arrived Friday morning at 4 AM...no big deal!!! We had an hour's nap and then it was back in the car and out to the Alfa Ricambi sponsored time trials. I didn't keep track of the winners so you'll have to read all about it in the next issue of Alfa Owners Magazine.

I thought the convention went well. It was well organized and you could just about make it to all the events and see some of Tulsa too without getting too burned out...as long as you didn't drive there from L.A. non-stop!!!

There were 4 of us who attended from Alfa Ricambi, Marc, Holly, D'ette and myself. D'ette and Holly ran our booth, selling T-shirts, sweatshirts catalogs and adding that special touch that only cute young girls give.

I truly enjoyed myself in Tulsa. Everyone was very friendly and helpful. The only drawback was the humidity and they tell me that it wasn't even as bad as it can get later in the summer...

I mentioned that Marc was there...where was he you ask? Well to quote Marc..."I know how to stay in a hotel, if I could I'd live in one"...and that's just what he did. We all loved Tulsa, Marc loved the room service, air-conditioning and cable TV stations. For those of you who didn't get to meet him...there's always next year...

Our thanks go out to Tulsa for hosting a great even...see you next year in Connecticut.

Warren Caswell

(Warren is one of those many fine people employed by Alfa Ricambi. As if their support wasn't already enough, now we find they also have talented writers! -Ed.)



ALFANATIC REBORN

By : J. Scott Carter

It was late that night in Portland, Maine. The kids were fast asleep in the motel's queen bed next to ours, and my wife was making motions that I should turn in too. I picked up a complimentary copy of "Portland Today" magazine that had been stacked neatly on the table next to the cable TV instructions, and the local "Homes on Parade" and "Whalers Village" brochures.

The magazine was light reading, but I was still wide awake having just flown in from L.A. and not yet acimated to the new hours. We were here on the first night of our short summer family driving vacation, planning to visit old friends in Bucksport the following day.

There, on page 12, was an advertisement, which soon was going to change my life.

It was a small ad, a simple drawing of an Alfa Milano. For several weeks previous, I had been in and out of show-rooms in Los Angeles, looking for this mysterious new Alfa model called the Verde. When one would show up somewhere, it would be gone again in hours, and always before I stopped in.

Road & Tracks' Paul Frere had written about the new "sport" Milano in a backpages magazine article earlier in 1987, and conjectured it might show up in America later in the year. I kept hearing little facts: big engine, goes fast, Recaros, rear spoiler, 924 in a business suit, etc. I was curious.

* * * *

I first became interested in Alfa Romeos while studying

Architecture for a year in Florence, Italy in the early seventies. There the Alfa is most commonly seen as a sedan, often as police cars. Because Italy charges licensing fees and taxes based on the displacement of the engine, most Alfas were Juniors. Most educated or sporty people drove Alfas instead of the more common Fiats. Later, while working in Boston, I had a good friend who had a GTV. In 1976, a new model, the Alfetta, showed up here in the States, and I made a bee line to every Alfa showroom I came near - although Alfa showrooms tend not to be near anything.

Eventually I bought a new red Alfetta GT with "GTV" markings, which I tooled around in, gloriously, for seven years, eventually trading it off to some Hare Krishna devotee who had proffered an Apple MacIntoch computer his rich grandparents had given him. Upon that Mac I now whistfully type this tale.

The Alfetta had been fun. I lapped at Riverside with the Club one Saturday. I put on Euro headers, Panaspports, and once spent an entire Sunday out under the car on the driveway, fiddling this way and that with the torsion bars trying to lower the car. Following the guide of a loosely written article in "Alfa Owner", I rotated right 35 clicks, and left 36 like I was unlocking a safe. Much to my suprise, as I lowered the jack, the car just settled belly down on the concrete and the wheels continued to rise right up into the wheel wells like a 747 after takeoff. I would have quickly corrected the situation, except the all-knowing magazine article was now trapped under the car. Oh well, such was life with an Alfa.

I sold the Alfetta and bought a sober but astoundingly quick and frugal Mitsubishi/DodgeColt Turbo Sedan. It was much faster than the Alfetta had been on any section of

road I was familiar with. The handling was twichy but then it only cost \$27 to get a full service. The Colt was parked at the L.A. Airport while we vacationed in Maine.

The magazine advertisement I had been looking at mentioned that the Alfa Dealer was in "Falmouth". The name stuck in my head as I finally turned off the light and slept.

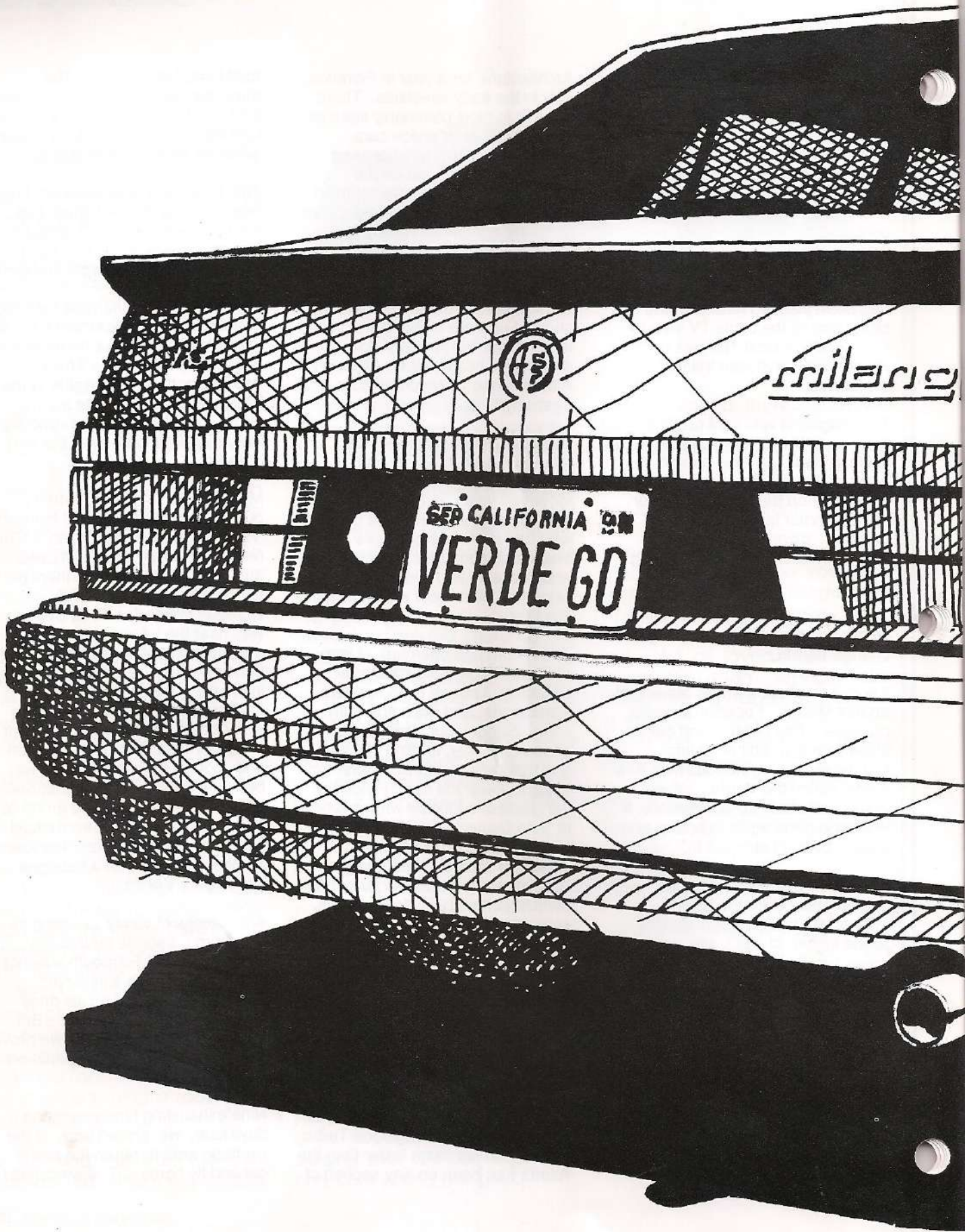
We left Portland, the next morning, heading north in our rented car. It would take about four hours to get to our friends' house. The kids had just gotten comfortable in the backseat, when much to my suprise we approached a road sign indicating Falmouth was the next offramp.

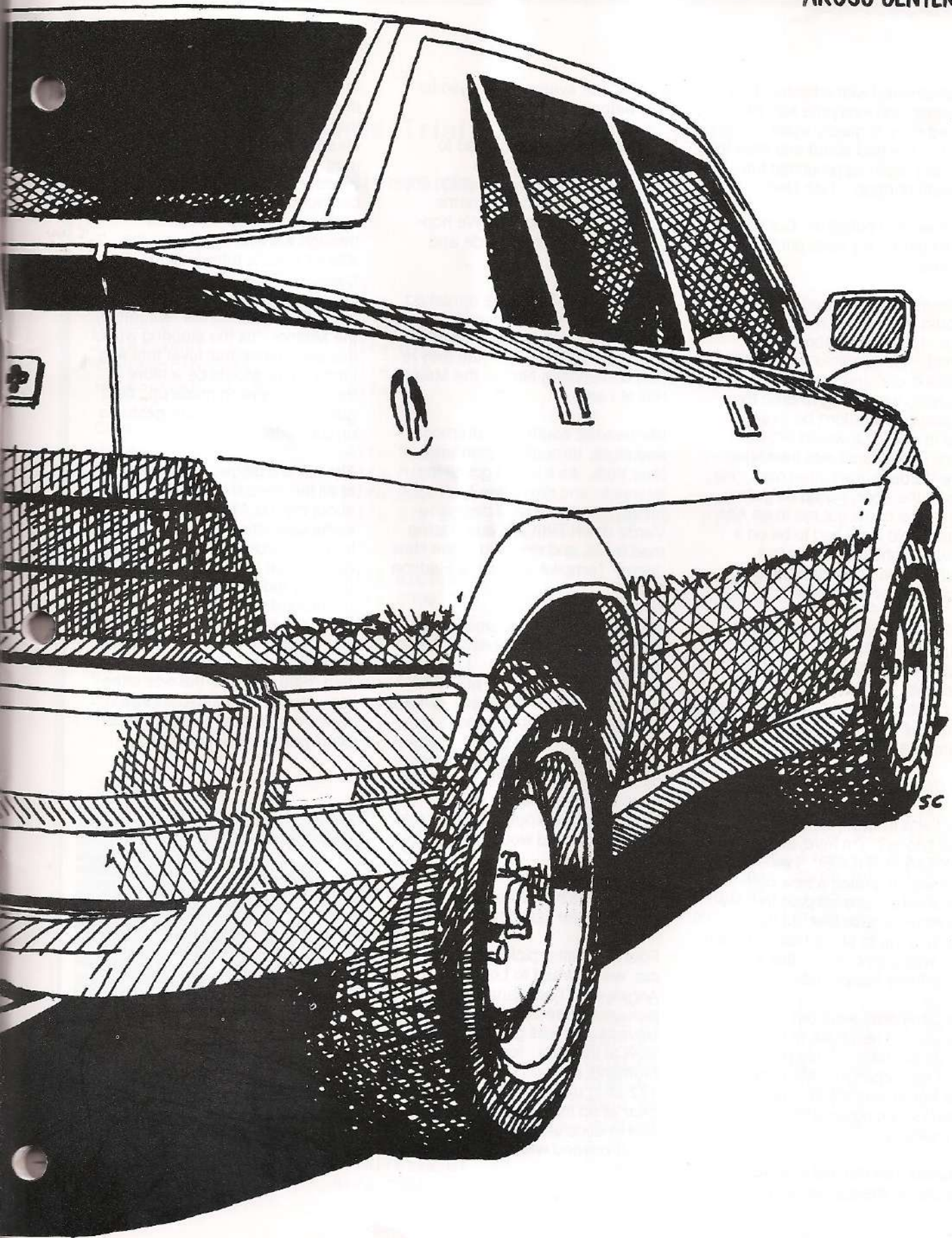
My wife wasn't noticing when I pulled off the interstate. I figured "Hey, this is my vacation too"! The rest of the family wasn't amused that I had started without them in mind. Fortunately, the Alfa Romeo/ Mercedes Benz Dealer was near the Interstate, so mercifully my "little vacation" could be short while the family sat waiting in the car. It was Sunday morning, and this being Maine, everything was closed down. Most of the car inventory was still out in the open and I got my jollies winding my way between the various 300Es, 560 SELs, and used cars to a group of Milanos in the rear. There was a platinum, a gold, a silver, lets see, another platinum, oh a blue one, and a grey Verde.

After weeks of vainly seaching in Southern California for this car, here in obscure Falmouth was not one but two of the little devils. They looked nice. The list price even sounded reasonable. But the dealer was closed, so we drove off leaving only my nose prints on Verde glass.

Nine exhausting family vacation days later, we arrived back to the Portland area to return the rental car and fly home. The windshield

- continued on page 12





was all covered with smashed bug carcasses, and everyone sat all stooped over in glassy eyed silence. We had about one hour to spare as I again approached the Falmouth offramp. Heh Heh.

Off we went. I pulled in. Got out. Walked back. My nose print was still there.

A salesman approached. Told me he could get me in a Mercedes cheap. I asked him about the Milanos. He admitted they didn't sell well there, and that the dealership was going to drop the Alfa lineup. I wouldn't be interested in one. "Or would I?", he asked. I told him I was interested in the Verde, hadn't seen one. He opened the door. Said he'd deal. Told me he could get me in an Alfa cheap. I told him I had to be on a one-way flight to L.A. in a few minutes. He knocked \$2500 off the price. I said I'd call him.

Back in L.A. I contacted my bank, explained the situation. They thought it was workable. I called the dealer. "Make it \$3000 off, and I'll take it", I said. This is getting to be fun I thought. I was still having Maine culture shock.

The dealer said "OK".

Now I was in California shock. What Have I done? I'm here, the car is WAY OVER THERE! I wasn't even planning on getting a new car! The Colt is here - its even paid for! My wife reminded me that if I had merely gone to sleep that first night like I was supposed to, this would never have happened.

The bank draft went out on Federal Express. I flew back to Falmouth two weeks later. They picked me up at the airport in a Mercedes. The Verde was clean of nose prints when I saw it again at the Dealer. It was raining.

It dawned on me that I hadn't ever test driven the car, nor any other

Milano, nor even any six cylinder Alfa before.

The following morning I had to meet a new client outside Washington D.C. Fortunately, my retired father decided to come along for the company. We hopped in the new grey Verde and drove off.

The salesman had once remarked to me that he was unique in the area since he once sold a car to a customer in Ohio. I'm sure they're now considering him for the Maine Hall of Fame.

We headed south that afternoon and night, through Boston and New York. As a lark, I got off the Interstate and drove into Manhattan. At nine p.m. I drove the Verde down Fifth Avenue, racing mad taxis, and returned to the New Jersey Turnpike under the Hudson River.

The next day, after a productive meeting with my client near Washington, we turned west. I had telephoned ahead and made appointments for the break-in 1500 mile servicing in Indianapolis, or the next day in St. Louis. There was 1389 miles on the odo when I pulled into Indianapolis. I had told them the week before on the phone that we would be on a cross-country trip, and would appreciate a quick service.

Indianapolis has a well earned reputation for fast pit stops.

Four days after picking up the car, we returned to Los Angeles. I had managed to pick up a speeding ticket in Nevada, but was going relatively slow at the time - fortunately. Moments before I had been at 122 after upshifting from fourth gear at an indicated 118, but had to decelerate for a tight curve beyond which sat a patrol car.

The car was comfortable to drive throughout the trip. As the engine broke in the gas mileage improved steadily and eventually gave 30 mpg. The curious arrangement of window and sunroof switches still confounds me today. My father and I entertained ourselves through Kansas by playing the Alfa's Owner's Introduction Cassette Tape, which with cheerful classical music as a background, carefully explained the features of the Milano: "tilt the steering wheel this way, move that lever that way". I think there should be a more Italianized version made up, but I guess you can't capture gestures on cassette.

The car is a giggle. It reminds me of all the great things I remembered about my old Alfa, but now with some sophistication. I need not go to the dipstick to find out I'm two quarts of oil low - now a huge flashing red light dominates the dashboard within milliseconds of using the first espresso-cupfull of oil. The car was purchased rather inexpensively, I thought, but it also had 3600 miles on the odo after four days of ownership. I look forward to another seven event-filled years. I feel reborn!



 TIME TRIAL RESULTS

Time Trial #2 April 16, 1988

Riverside - Short Course

Name	Car	Results			
CLASS A					
Cote, John	Alfa GTAm	1:50.00	1:48.59	1:47.86	1:48.16
Farnsworth, Skip	Alfa GTA	1:52.51	1:52.76	1:52.12	2:00.66
Rosenstock, J. F. (B)	Alfa TZ				
CLASS C					
Green, John	Alfa Super	1:48.21	1:48.26	1:47.91	1:47.07
Zimmerman, Jeff	Alfa Milano	1:54.76	1:51.37	1:50.86	1:51.94
Alaman, Louis G.	Alfa 2000 Spyder	1:57.77	1:57.46	1:55.78	1:55.59
Gaylard, Phyllis	Alfa GTV 2000	2:08.18	2:14.88	0:00.00	0:00.00
CLASS D					
Chalmers, Rex	Alfa Giulia TI	1:49.00	1:48.91	1:48.73	1:49.48
McPartland, Tor	Alfa 2000 GTV	1:51.29	1:50.30	1:49.36	1:49.79
Ritter, Dan	Alfa Giulia T.I.	1:52.31	1:51.51	1:50.88	1:53.00
Rich, Harold	Alfa Sprint Veloce	1:52.04	1:51.30	1:51.30	1:51.56
Deghi, John	Alfa GTV-6	1:59.42	1:59.02	1:58.72	1:57.54
Samson, John	Alfa 1750 GTV	2:01.34	2:03.16	2:02.98	2:02.24
Buangsuwon, Ai	Alfa GTV-6	2:02.64	2:01.45	2:05.12	0:00.00
Stoehr, Dirk	Alfa Spyder Veloce	2:04.14	2:05.42	2:06.36	2:04.61
Schiller, John	Alfa GTV-6				
CLASS E					
Steban, Andy	Alfa GTV	1:52.90	1:52.79	1:52.47	1:52.65
Guiral, Philip	Alfa 1750 GTV	1:53.90	1:53.07	1:52.90	1:53.11
Shillman, Ilona	Alfa GTV 2000	1:55.67	1:55.20	1:54.66	1:55.52
Bueno, Allan R.	74 Alfa GTV	1:58.47	2:03.88	2:04.99	1:59.97
Lehmann, Gerard	Alfa GTV 6	1:59.23	2:00.23	2:00.40	2:01.31
Jones, Chris	Giulia Sprint Veloce	2:14.64	2:10.63	2:10.53	0:00.00
Schueddekopp, Fred	Alfa GTV				
CLASS F					
Mangino, Edd	Alfa Spider Veloce	1:55.30	1:54.03	1:54.11	1:54.02
Illeman, Judy	Alfa Graduate	1:58.25	1:57.64	1:56.38	1:56.46
Tweed, Robert	Alfa GTV	2:02.25	2:19.11	2:27.53	1:59.66
Smith, Steve (G)	Alfa GTV	2:03.08	2:00.18	0:00.00	0:00.00
Kranz, David	Alfa 2000 Berlina	2:01.46	2:01.14	2:00.23	2:01.25
Buffa, Carl	79 Alfetta GT	2:00.90	2:05.06	0:00.00	0:00.00
Richard, Rob	78 Alfa Spider	2:05.75	2:03.10	2:02.36	2:02.71
Gillis, Pat	79 Alfetta GT	2:05.94	2:02.93	2:06.25	2:04.25
Allen, Dan	79 Alfetta GT	2:08.95	2:06.62	2:05.59	2:03.90
Kranz, Frank	Alfa 2000 Berlina	2:04.65	2:04.83	2:07.79	0:00.00

- continued next page...

Alfa Romeo

CLASS M

Irwin, Guy	Lola T 440	TTOD	2:00.02	1:40.95	1:39.54	1:39.45
Jackson, John E.	Porsche 944T		1:40.56	1:42.28	1:40.16	1:40.69
Halverson, Hib	Chevy Corvette		1:46.74	1:44.59	1:43.59	1:43.28
Mirell, Mike	Porsche Carrera		2:07.30	1:43.72	1:44.63	1:43.71
Peterson, Gary	Mazda RX-7		1:47.05	1:46.95	1:44.20	1:49.53
Anderson, Mark	Porsche 928S		1:46.44	1:49.14	1:46.32	1:46.23
Le Alcalá, Mario	P.R.S. FF		1:58.30	1:48.04	1:47.16	1:48.05
Kronish, Jay	80 Toyota Corolla SR5		1:56.09	1:55.32	1:57.44	1:53.20
Green, Jim	Ford Mustang		1:54.73	1:54.20	1:55.42	1:59.00
Peterson, Joanne	Mazda RX-7		2:03.46	2:01.99	2:02.78	2:03.88

CLASS N

Buck, Marshall	Corvette		1:46.35	1:45.70	1:45.67	1:45.05
Kessler, Morris	Corvette		1:49.52	1:46.92	1:46.42	2:06.34
Baysinger, Scott	Mazda RX2-13B		1:51.44	1:49.55	1:47.70	1:46.95
Bilinski, Scott	Mazda RX-2		1:49.61	1:48.87	1:49.00	1:47.79
Ingram, Gary	Mazda RX-7 Turbo		1:48.53	1:47.90	1:47.80	1:47.97
Talbot, Bob	Mazda RX-7		1:56.79	1:49.64	1:48.40	1:48.42
Clark, Bud	Saab Sonett III		1:50.37	1:53.08	1:51.07	1:49.60
Thomason, Gary	Chevrolet Camaro Z28		1:52.09	1:50.12	1:52.80	1:51.96
Kranen, George	Ford Thunderbird Turbo		1:51.52	1:51.05	1:50.62	1:50.68
Bjorkman, Ray	Toyota MR-2		1:52.72	1:52.17	1:52.70	1:53.45
Presto, Tony	Saab 900 Turbo		1:56.71	1:54.45	1:53.80	1:52.70
Fisk, Kent	AMC Gremlin		1:53.85	1:54.36	1:57.18	1:53.71
Cannone, Rick	Datsun 260-Z		1:56.23	1:54.68	1:54.36	1:54.49
Hasslinger, Tom	Chevrolet Camaro Z28		1:55.90	1:56.18	1:55.43	1:56.14
Hearn, Sandra	Mazda RX-7 Turbo		2:03.04	1:56.29	1:57.19	1:57.89
Rees, Perry	Sunbeam Tiger		1:59.17	1:59.24	1:57.95	1:59.75

CLASS O

Bilinski, Kurt	Datsun 1200		1:49.61	1:48.87	1:49.00	1:47.79
Holmes, Steve	Mazda RX-3		1:49.24	1:49.35	1:48.51	1:49.53
Christie, Andrew	Ford Mustang GT		1:52.05	1:48.56	1:49.87	1:49.95
Wetterings, Jorgen W.	Datsun 240-Z		1:52.55	1:53.44	1:51.34	1:50.58
Lenkeit, Wayne	Honda CRX SI		1:56.85	1:54.21	1:53.92	1:53.10
Peterson, Ted	Pontiac Trans-Am		1:59.41	1:57.21	1:55.25	1:55.64
Powell, Doug	66 BMW 1800 TISA		1:58.41	1:55.87	1:55.53	2:25.30
Moore, Alix	Mazda RX-3		1:57.09	1:56.73	1:58.83	2:04.67
Lenkeit, Cindy	Honda CRX SI		1:58.74	2:05.78	0:00.00	0:00.00
Culbertson, Paul	Mazda RX-7		1:59.33	1:59.84	2:11.00	0:00.00
Lee, Joseph	Toyota Celica Supra		2:00.87	1:59.93	2:01.32	2:21.94
Airth, David W.	66 Porsche 911		2:02.13	2:02.22	2:02.08	2:01.25
Seho, Kenneth	Mazda RX-7		2:03.06	2:02.56	2:03.07	2:10.06

CLASS P

Tomassian, Kirk	Renault Fuego		1:54.92	1:53.78	1:53.35	1:53.53
Broen, Peter C.	86 VW GTI (8V)		1:55.82	1:54.30	1:54.12	1:57.87
Lee, Vaughn J.	Toyota Celica		1:57.96	1:56.89	1:54.82	2:00.09
Kaiser, Mark	Porsche 914		1:56.24	1:54.96	1:57.25	1:55.61
Culp, Tracy	Ford Capri		1:55.46	1:55.75	1:55.70	1:55.65
Samson, Steve	VW GTI		1:57.12	1:57.17	1:56.40	1:55.75
Buntaram, Rudhy	Toyota Corolla GT-S		2:04.04	1:56.24	0:00.00	0:00.00
Okada, Warren	Mitsubishi Pick-up		1:58.30	1:57.22	1:57.51	1:56.36
Callen, Tom	VW GTI (8 Valve)		2:00.79	2:06.39	0:00.00	0:00.00
Lucas, Ed	Fiat 124 Coupe		2:02.19	2:01.18	2:01.45	2:01.68
Paquin, Jeff	Morris Cooper S		2:05.07	2:04.04	2:03.59	2:04.26
Goduti, Paul	Toyota Corolla GTS		2:03.66	2:10.38	0:00.00	0:00.00
Hollowell, Ed	Chevy Corvair		2:04.20	2:04.21	2:05.22	0:00.00

- continued on page 17

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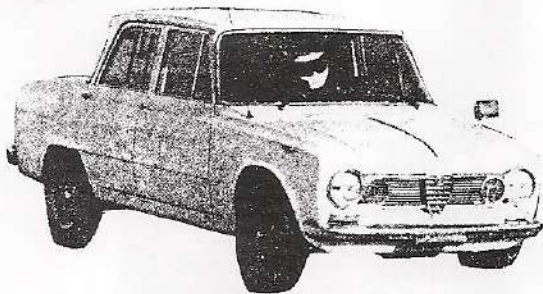
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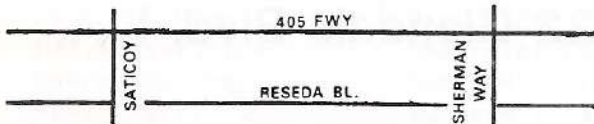
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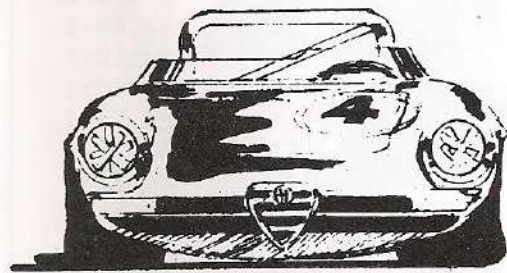
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CLASS Q

Kunzman, Jerry	Ford Capri	1:58.46	1:58.27	1:56.11	1:57.72
Kojima, Mike	Toyota Celica	1:57.30	1:57.71	1:56.72	1:57.16
Stockinger, Lisa	BMW 2002	2:21.12	2:03.85	2:07.49	1:58.86
Peltola, Jeff	Triumph TR-7	2:00.92	0:00.00	0:00.00	0:00.00
Peltola, Bill	VW GTI	2:02.05	2:01.23	0:00.00	0:00.00
Nagata, Ken	75 Toyota Corolla	2:02.35	2:02.45	2:02.40	2:01.47
Sands, Eric	Saab Sonett	2:02.12	2:01.74	2:04.26	2:02.04
Wong, Dave	Toyota Celica	2:20.12	2:03.31	2:28.16	2:16.83
Blankenship, Paul	Ford Escort GT	2:03.81	2:11.18	0:00.00	0:00.00
Peltola, Cindy	VW GTI	2:09.55	2:07.82	2:10.65	2:08.91
Kohl, William H.	87 Honda Accord XL	2:11.24	2:14.32	0:00.00	0:00.00

CLASS R

Cahalane, Tom	Renault R5 Turbo	1:42.76	1:42.03	1:41.39	1:46.77
Kunewalder, Nick	Renault R5 Turbo 2	1:50.38	1:48.00	1:48.81	1:48.67
Romine, Chris	Renault R5 Turbo 2	1:55.61	1:53.86	1:52.69	1:59.91
Wessels, Jeff	Renault R5 Turbo	1:55.52	1:55.38	1:55.77	1:55.88



Road Test

Alfa Romeo Is Splendid Car

Beats Claims of Maker

By BOB TAYLOR

Take one of the nicest days of spring, the generous hospitality of Maryland and an Alfa Romeo open roadster and you've got an automobile tester's paradise.

Mix in a 10-mile stretch of smooth private road, banked scientifically at the curves to make an oval and bordered by 100-foot wide strips of lawn, and you've got a high-speed testing track to make a driver drool.

The test automobile, a Giulia Spider 1600 with a four-cylinder 104-horsepower engine, recognized all these things by outdoing itself. Rated by the manufacturer as capable of 107 miles an hour, it turned in a speed of 112 miles an hour. It also got 27 miles to the gallon of gas during four turns of the track, although Alfa Romeo says only that it will get 25.2 miles in average usage.

When the private road cooled at dusk to 62 degrees the Alfa refused to do any better than 108 miles an hour. Two observers said they thought that heat agreed with the Solex carburetor on the Giulia, but the tester doesn't know whether this is true.

The car is one of the least expensive of the current Alfa Romeos (advertised POE price is \$3,395) and it turned out to be one of the most capable sports cars tested in this long series. It was magnificently efficient on curves, rounding them as if they were straight. There was little lean of the body nor any heavy wheel-jumping apparent to the driver, and the steering was neutral from 30 miles an hour up to that 112.

There was a bit of front wheel fight on roads with heavy bumps, but if this was met with relaxed hands there was no interference with precise steering. Observers said the front wheels jounced up and down on the bumps but did not vary from a straight path.

THE FIVE-SPEED SHIFT on the Alfa, synchronized on every gear, is a marvel. Readers who asked for a road test after seeing the Giulia when it was introduced at the International Auto Show in New York were insistent about knowing how the gear box was handled. Think of two H's joined together. First and second gears are at the left, with first on top. The middle vertical carries third and fourth, with third on top. The right side carries fifth at the top and reverse on the bottom



ALFA ROMEO GIULIA SPIDER with five-speed stick shift is a sportsman's delight. Shown here in north area of Riverside Park, Lyndhurst, during 800-mile road test.

slot; the shift knob must be pressed down to get it into reverse as a safety measure.

Operation is smooth and the synchro mechanisms always efficient. Fifth gear is an overdrive and fourth is direct. Alfa engineers have designed ratios which make the fourth a tremendous puller; time and again it outran American cars easily, and on the track maintained an easy 85 in fourth without over-revving the engine.

The engine, an unusually quiet job, is red-lined on the tachometer at 6,250 revolutions. At an air temperature of 92 degrees it sped from zero to 80 miles an hour in 10.9 seconds. In a cooler 62 degrees, however, the time rose to 11.4 seconds.

The engine gave 27 miles to the gallon at 100 miles an hour and also during slow commuting trips; it gave 34.2 miles for 250 miles of mixed traffic and open roads, and on a steady run of 240 miles to Maryland on a very warm day it gave 38.7 miles to the gallon. The test car's gas needle would not rise above the $\frac{3}{4}$ mark with the tank full, and all the mileage tests had to be aided by instruments.

THE MARYLAND RUN showed the Giulia to be a comfortable cruiser. It has the longest seat adjustment of any sports car (maximum distance between seat back and the pedals is 44 inches, enough for a 7-footer) and the seat back, adjustable for rake if tools are used, fits the back nicely.

There was a little ache induced at the base of the driver's spine for the first 100 miles, but this was cured by rolling a sports jacket to fill the angle between seat and back.

The man who buys a Giulia will want to install an outside mirror. The standard mirror, mounted on the center of the dash, is inadequate when the cloth top is up. And when the owner puts the cloth top down, he should place two rectangles of felt to protect the plastic rear window which on the test car was rubbed and marked by two metal bows from the lowered top.

The top on the test car was completely waterproof in a rain storm if the car's occupants took pains to make sure a cloth drip panel was outside the top of each side window. Otherwise when a door was shut with the window rolled up the glass would be on the outside; this could cause leakage into the cockpit.

The owner should practice raising and lowering the top several times, first to get rid of its brand-new stiffness; second to make sure two latches work properly, and third so he can raise it quickly in sudden rain. The tester was delayed when one of the catches stuck tight, and these tips are heart-felt.

THE GIULIA IS LOADED with gauges and lights, and for once this driver won't call them idiot lights. There is a warning lamp showing when the heater fan is on; another to warn when the parking lights are on;

a third to signal that gas is low. These are in addition to the high beam light, the generator warning light and the turn signal indicator light.

There are some other novelties. A button in the center of the steering wheel is for flashing the headlights as a passing warning; the horn is operated by a small ring surrounding this button. The dash has a threaded throttle control which is turned to adjust idling. The emergency brake is mounted just to the left of the steering column and has an L-shaped handle. Unfortunately, it was awkward to operate under the steering wheel and the tester wished time and again Alfa had used a standard sports car pull-up lever.

The road brakes—drums front and rear—were excellent. The front drums are 10½ inches in diameter and have three shoes; the rear drums are 10 inches and have two shoes, each long enough to be almost semi-circular. Both sets of drums are finned for cooling, and the tester tired his leg muscles out before the brakes could be made to fade by repeated applications.

The car was prepared for the test under the supervision of Joe Amato of the Alfa Romeo company, which has its American headquarters in Newark. The Giulia had been properly broken in at 2,561 miles, and it was in perfect condition, attested by the fact it used no oil in 800 miles.

This road tester rates it as one of the world's really fine automobiles.

* Disc brakes on front wheels.

Reprinted From the Newark Sunday News

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The P.S. NEWS

Andy and Ann Steben have announced the birth of Andre Jr., June 23rd. Welcome young piloto.

Henry and Chris Manney IV are pregnant and Alona and John are getting married (don't you love gossip columns).

O.K., everybody back to work

Ciao!

JOHN GREEN

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For entrance or additional information, contact:

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(805) 969-7732

☘ CALENDAR

JUNE 17-19 National Convention, Tulsa
23 AROSC Board Meeting
26 Gen. meeting/softball game/picnic/people's
choice concours at Cerritos Regional Park.

JULY 2 Softball game/picnic-w/San Diego club
3 AROSC Time Trials, Carlsbad
23-24 VR-SCCA Vintage Races, Riverside
27 AROSC Board Meeting
30 Gen. meeting/pasta sauce cookoff, Unitarian
Church in Studio City

AUGUST NO MEETING OR NEWSLETTER THIS MONTH!!!
19-21 Monterey Historic Races-Maserati
27-28 AROSC Time Trial, Laguna Seca (tentative)



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