

ALFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



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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 \$47.00 membership fee paid to AROC, Inc. Meetings are held monthly on the LAST Friday of the month at 8 P.M. at Alondra Park Clubhouse located at 3850 Manhattan Beach Blvd., Lawndale, Ca., unless otherwise noted in the newsletter. Please send articles, letters, ads and 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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COVER STORY

ALFA drivers and crew from last ever road race at Riverside International Raceway.

L to R
Tom Farrington, Jacque Chalmers, John Ireland, Bill Pringle, John Green, Frank Kranz, David Kranz, Jeff Zimmerman, (kneeling) Rex Chalmers, Dan Ritter. Drivers on the track. Don Fuller, Henry Manney, Al Cortes, John Cote



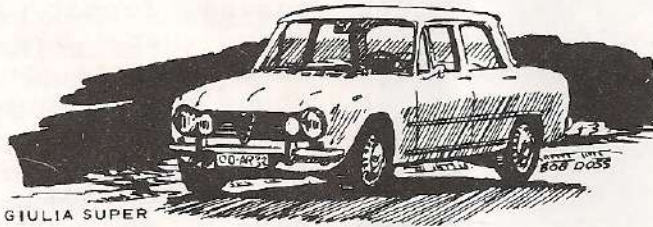
monterey 88

COMMERCIAL AD RATES

	HALF YEAR	FULL YEAR
1/8 Page:	\$ 60.00	\$100.00
1/4 Page:	\$120.00	\$200.00
1/2 Page:	\$240.00	\$400.00

Prices are for camera ready art. Please contact the newsletter editor if you need assistance in formulating your advertisement.

PRESIDENT



ON NO! HE LIED TO US AGAIN

The September meeting will NOT be held at Rex and Jacque's as I previously announced. They have to attend a family wedding back east and won't be in town (not Alison's, Borgward Brain).

So it's Charlie Thieriot to the rescue. Charlie has volunteered his house, pool and BBQ for our meeting on Friday. The date for the **SEPTEMBER MEETING** is September 30th, the time 7:00 to Whenever. Bring your suits, something to BBQ and we'll supply the rest. We'll have a tech session, a sell session, a raffle, a male wet suit contest and the guest speaker will be Mr. Pool. It should be loads of fun so plan on it! P.S. Bring the kids, they'd be more than welcome. And if you have any folding chairs drag 'em along. See the "Time Trial Changes" below for his address. P.S. Fellows, don't forget your wet suits.

Speaking of meetings. If you missed the great

sauce cookoff you should know the food was great. 22 sauces, fresh pasta and bread from Sorrentino's and a gourmet salad from Ex Pres Terry Wood. I just grabbed a spoon and tasted the day away. The peoples choice sauce winner was won by John Ireland (we're sure he mixed up the cards), with Rex Chalmers, and Al Cortes filling out the other places. Notice anything about the gender of the cooks? If you do, and you think there has been some mistake made, or another gender wronged, grab a spoon and see us next year honey! (We'll take that challenge buster. And don't call us honey!, Ed.)

TIME TRIAL CHANGES AND COMPETITION BOARD MEETING

Its just been made official by K&K **INSURANCE**, no cars open or closed will be allowed to run at speed (this does not effect the Intro School) **without** a roll bar during a time trial. The effective date? January 1, 1989. All

other AROSC rules will stand as written.

Outside of the roll bar issue AROSC got a "job well done" from K&K. We should be sending out the 1989 Competition Code in November, if we get some help.

Speaking of which, there will be a **COMPETITION BOARD MEETING**, Sunday October 16th, at Charlie Thieriot's, 2500 Roscomare Blvd., Bel-Air, 476-8812. If you are at all interested in helping with the Board, whether or not you have any experience, please come.

STAR TREK

Dwight Robertson, Wegge and ARI's number one star salesman, along with star service manager Bill Pringle, have trek'ed on to bigger and better things.

Dwight has moved over to **BEVERLY HILLS ALFA**, promising to make them the number one dealer in the nation, and with Mike Kahney running their parts department, I wouldn't bet against them.

Bill Pringle has moved over to join our friends at **ALFA RICAMBI**. Careful, Brad, you know what they say about Scotsmen.

Speaking of Wegge, it's gone folks! Yes, that's right, gone. Bud Wegge decided he would rather sell used cars instead of being the number one Alfa Romeo dealer in the nation, which he was when he sold the franchise to **JIM MARINO**

Continued page 7...

LETTER FROM THE EDITOR

Just because I was only working parttime (4 days a week), going to school at night, trying to start a new business, moving to a new house, planning a wedding and trying to keep up with John Green and his inevitable line, "It's an Alfa function Katy, we have to attend!" somebody decided I should volunteer to take over the Newsletter Editor position recently vacated by Bill Pringle. I guess John Green thought it would give me something to do in my spare time. Anyway, here it is deadline time, neither of us have ever attempted a newsletter, setting up the computer on boxes and the newsletter pages on a door turned sideways atop two more unpacked boxes. My mother never told me newly wedded bliss would be like this.

See how clever I am. I just let you all in on the facts that (1) please note John and I have a new address, (2) we went and got married, (3) I am the new Newsletter Editor, and (4) I hope you will all be patient with me while I try to learn by doing! In the meantime, if you have any suggestions or ideas for the newsletter, criticism (of the constructive school please), or would like to give a

helping hand, YOU BET!
COME ON DOWN!

Although I figure to just barely survive this issue, I do have some new ideas for future issues. I am planning to start two additional columns. The first will be a recipe column. A what??? Yeah, that's right. I know there are quite a few aspiring chefs out there who are tinkering in the kitchen as well as in the garage. So submit your recipe, tested I hope, along with an anecdote if you like or even a little story about how it came about. There are really no restrictions, so have some fun. If the story gets really long, we may save your recipe for a newsletter with less news, but we'll get it in eventually. Oh and don't forget...we take pictures too, especially of illustrious chefs with just the tiniest bit of sauce on their apron!

The next column I would like to get started is most likely a repeat of some former column before my time, but I'm sure of no less interest, and we have recruited a knowledgeable source of information to boot! I'm speaking of a question and answer column about your car!! Rex Chalmers will be fielding those questions under some

clever guise as soon as I think of a name for his column that won't make him cringe! I think we should start with a one question, one in depth answer format as I know Rex has got several pots on the stove and is squeezing this one in as a great favor to us all. As for this issue, we have an article included from Mr. Ireland, whom I know will also be submitting lots of recipes from his and Alana's high energy kitchen. And of course, last (actually first - first page and my main man) but not least, we have our president's article. Do you think he writes differently now that he's married?

P.S. Oh, and just for the record; you may notice in the classifieds that John is selling his beloved race car. Lest any of you think our marriage was a factor in selling, it's a bum rap and not my idea. I promise.

My new motto:
"Grin and Bear It."
On with the newsletter!

Katy Benson Green
9/12/88

THE
LEGEND
OF
PAOLO
GAMBINI

Several months ago, in the spiritual ecstasy of finishing my first wheel to wheel race, a cork from a bottle of very very good Chianti hit me in the head and when I awoke, I realized that my name had become Paolo Gambini.

But this article...and those that may follow under this masthead, are not about me. The Legend of Paolo Gambini ...is about you!

The legend of Paolo is about the dreams and fantasies of all those mere mortals who have fallen under the spell of Alfa Romeos.

Yes, there are cars that are quicker in zero to sixty and there are cars that have higher top speeds and there are cars that corner flatter and on and on ...but there is not... has never been...will never be...a car with the magic of an Alfa Romeo.

The proof, the down to earth proof, is when you meet a former Alfa owner...a person who somehow got lost in the numbers.

It was too many kids or the down payment on the house or the cost of parts or the number of seats...it was one or two or more of those numbers that seperated



The Salad Days

the person from their Alfa. Now they meet you and they hear that you drive an Alfa...and a strange look falls across their face...a glint of a lost love sparks in their eyes and they begin to tell you about the Alfa they used to own.

Soon it's as if twenty years were lifted off their shoulders, they smile...laugh...and as they speak, they have returned to their salad days and all is right with the world.

In that moment they are part of the legend of Paolo Gambini. They have joined the legions of poets and musicians and soliders, teachers, brick layers and brain surgeons...all of us who know...love never makes sense and that's why there is nothing else like it. And why there is nothing else like an Alfa Romeo.

And the only place better than Italy to drive one of these wonderful, sexy young things is right here in California...right here in the land of milk and honey.

We have great sources for parts like Mike at Beverly Hills Alfa and Mario at Jim Marino Imports in Alhambra, and the wonderful folks at Alfa Ricambi.

And we have a growing number of dealers who are working hard to make Alfa Romeo a success...like Peyton and La Torre and Stadium Alfa...so just look in the Sunday paper...find the dealer nearest you and pay him (or maybe her) a visit...ask them to show you the service department...and go say hello to the guy who is in the Parts Department ...ask if there is some way the club can help them.

continued next page...

Paolo Gambinni
...continued

That's right! We...the club have to show our support to the Alfa Dealers if we want our cars to survive...if we want that new Zagato coupe with the 240 hp TOHC 24 valve engine mentioned in the recent issue of AutoWeek, to become a reality...yes a car to blow away the Porsches and Fer...

Okay...I'm starting to breath hard so I'll quit for this issue... but I can't end without thanking the wonderful folks of the Alfa Romeo Assoc. of Northern Cal for the hospitality and real friendship they showed to every Alfa owner they came across at the annual Monterey Historics!

- Paolo

1987 YEAR END RESULTS (FINALLY!)

CONCOURS

1. TOM STONER
2. DAVID LIEBERMAN
3. ALFRED BODEK
4. PHIL GIURAL
5. JAY LEVEY
6. REX CHALMERS
7. JOEL HOFFMAN

TIME TRIAL

1. BILL PRINGLE (E)
2. JUDY ILLEMAN (F)
3. REX CHALMERS
4. HENRY MANNEY IV (A)
5. TOR McPARTLAND (D)
6. SKIP FARNSWORTH
7. PHIL GUIRAL
8. ANDY STEBEN
9. HAROLD RICH
10. JOHN GREEN
11. FRANK KRANZ
12. ALAN WARD
13. DINO CRESCENTINI

1987 OVERALL

1. BILL PRINGLE
2. JUDY ILLEMAN
3. REX CHALMERS
4. HENRY MANNEY IV
5. TOR McPARTLAND
7. SKIP FARNSWORTH
8. PHIL GUIRAL
9. ANDY STEBEN
10. HAROLD RICH
11. JOHN GREEN
12. FRANK KRANZ



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA MEMBERSHIP APPLICATION

DUES FOR 12 MONTHS TO AROSC AND NATIONAL CLUB (AROC).....\$47.00
 CURRENT AROC MEMBER WITH NO CHAPTER AFFLICTION..... 19.00
 MEMBER OF ANOTHER CHAPTER WISHING TO ADD AFFLICTION.....29.00

RENEWAL _____ NEW MEMBER _____

NAME _____ AROC MEMBER # _____

STREET _____

CITY _____ STATE _____ ZIP _____

PHONES: HOME () _____

WORK () _____

PLEASE MAIL TO: JOHN DEGHI, AROSC MEMBERSHIP CHAIRMAN, 316 NORTH MAPLE # 130, BURBANK, CA. 91505

...President continued

IMPORTS, in Alhambra. Go figure it. Along with these stars, Henri Laborde has moved on from Peyton Cramer to sell motorhomes in Irvine. (Henri, Henri, Henri) **PEYTON CRAMER**, meanwhile gets a very nice man to run the Alfa side in Bill Hull. Welcome Bill!



OCTOBER MEETING AND HALLOWEEN PARTY

Boy is this going to be fun!! We are going to spend one spooky evening on October 28th at our own Phil Guiral's Long Beach club and restaurant, Barwinkles. Now this is going to be special for more than one reason. First, Barwinkles is turning their upstairs banquet room into a haunted house and second, along with other shops in the Marina Pacifica Mall, Barwinkles will be dressing up in its scariest fashion, all for a great cause, the Muscular Dystrophy Foundation. Barwinkles has given AROSC their dockside dining room for our "meeting" and Halloween Dinner Party. Cocktails will be served starting at 7:00P.M. with dinner at 8:00P.M. Dinner will be served buffet style (Lions and Tigers, Oh My!). Since space is limited and the restaurant needs a count for dinner we will need to RSVP. The price will be \$12.50 per person with an open bar (beer

and wine) and part of the money will go to MDF as a donation. So drag out those moldy old costumes from last year and join us, it's all for a good cause. **RSVP 818-994-2318**

NOVEMBER SWAP MEET

Don't forget to mark on your calendar (or look on the newsletter calendar) the date for the **SWAP MEET**. November 13th. Bring your old goods, new goods, race goods, or just goody goods to sell or trade. We will also have the second **AROSC AUTOX**, Dave Evan's chassis dyno and a peoples choice concours. Harold Rich will be coordinating again this year so call him for information, 714-879-6636.

And while you're at it, mark your calendars for the annual **XMAS PARTY**. The **AIRPORT HILTON** will be the site, the date will be December 9th, 7:30P.M. Admission will

be \$21.00 for buffet **DINNER** and **DANCING**. Semi formal will be the dress.

LAST STUFF

And no matter what was reported in this space last issue, John and Alana Ireland are not getting married. Ilona Shillman and Paul Garson, however, are! As all of you are by now aware the National has raised its dues \$7.00 for much the same reason we did. Ours, out of necessity, must follow suit. Wish it could be otherwise.

CIAO!

JOHN GREEN





TIME TRIALING

YOUR MOTHER MAY REFUSE TO RIDE IN IT...

AT LAGUNA SECA

You can hear the stillness, the empty space. There is no motion, only the tear in the void.

Dexter Baker felt it in Seattle. Rex Chalmers felt it in the hospital through his pain.

It happens so fast. A lifetime, then the no sound, the waiting for the world to come back to life. How long does it take a neuron to move your hand?

Jim Wood knows, Ilona Shillman knows and now Dan Ritter's mother knows. Scuderia Frigo has lost a valiant competitor.

Dan Ritter's T.I. is no more.

At 6500 RPM in 5th, (you figure it out), Dan's T.I. left the track at turn three, went off the right side, caught a wheel, vaulted over the track, spun backwards,

started to flip end over end, hit the catch fence on drivers rear, crushed up to the roll bar and finally slid to a stop. On top of the guard rail.

Dan got out, hugged his MOTHER, who just happened to be along for her first ride! We never do it halfway at Scuderia Frigo.

And that, folks, was the only moment of concern in an otherwise magnificent weekend at AROSC's Laguna Seca Time Trial. This is one time you can really say, "You should'a been there".

I rented a U-Haul motorhome on Friday (\$39.00 a day) expecting to tow Rex Chalmers' Giulia T.I. to Laguna Seca. When I arrived at his Omega Motorsports shop, I received the bad news from Rex's partner, Chuck Holland. Rex had been

Continued page 13....



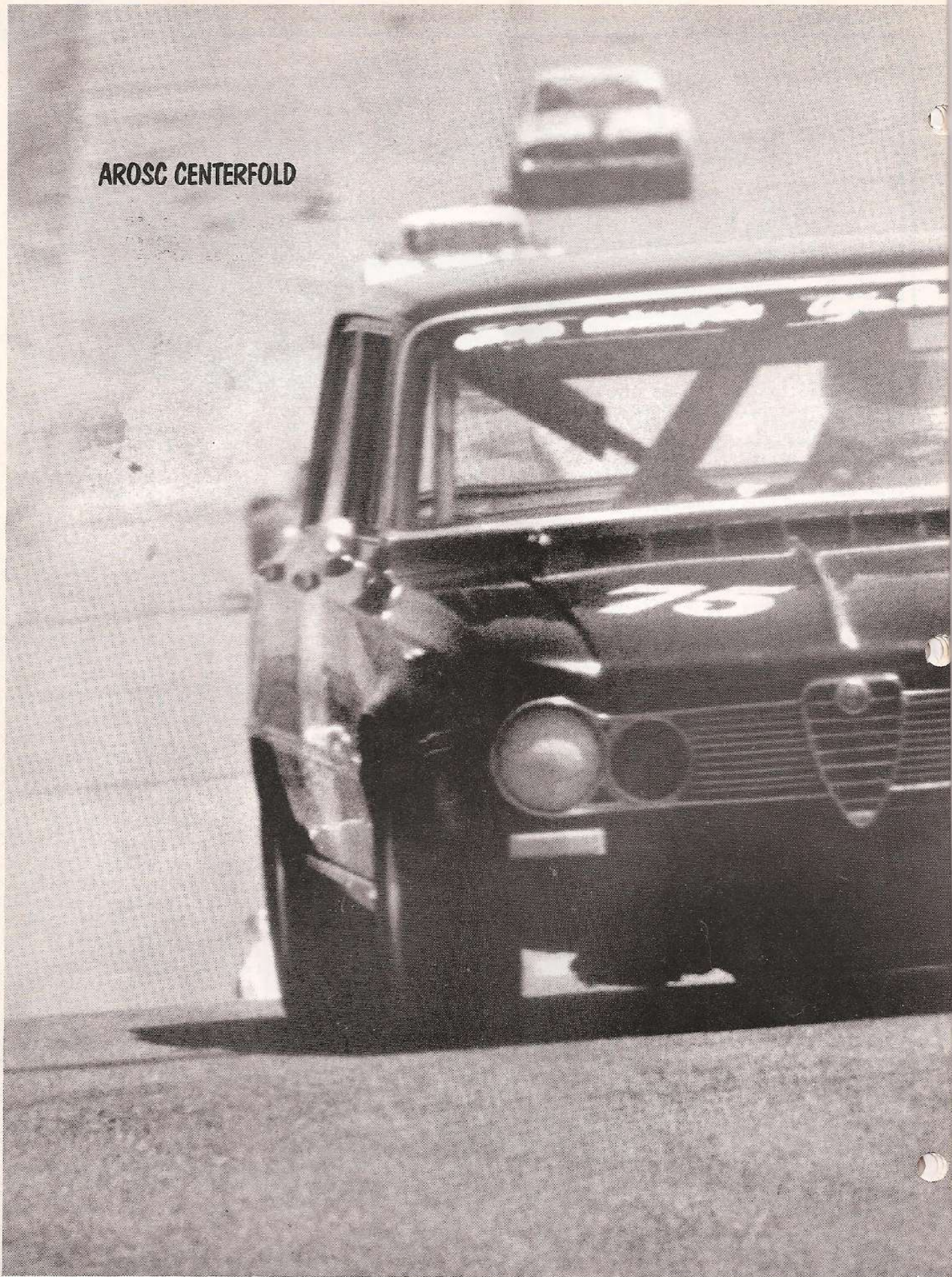
(ESPECIALLY IF SHE TALKS TO MOTHER RITTER!!!)

TIME TRIAL #4 - AUGUST 27 & 28 LAGUNA SECA RACEWAY PAGE 1

Name	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Class A						
Goodrich, Rich	Alfa GTV	1:26.76	1:26.61	1:25.57	1:25.52	1:24.82
Cote, John	Alfa GTA M	1:31.45	1:30.13	1:29.94	1:29.59	1:29.26
Haines, Jon	Alfa GTA M	1:37.84	1:38.79	1:36.65	1:36.33	1:35.83
Class B						
Leake, Al	Giuletta Spider	1:23.52	1:23.50	1:23.27	1:25.52	1:26.72
Jamison, John	Giuletta Spider	1:26.10	1:24.77	1:25.88	1:25.41	1:27.95
La Borde, Andre	Alfa GTA Junior	1:31.55	1:30.48	1:29.21	1:29.84	1:29.53
Class C						
McPartland, Tor	65 Giulia Sprint GT	1:28.63	1:28.69	1:27.38	1:27.82	1:27.84
Simmons, Kit	Alfa Spider	1:30.93	1:29.28	1:31.01	1:30.56	1:44.11
Farmer, Dale	1984 Alfa GTV-6	1:30.92	1:31.06	1:30.71	1:31.38	1:29.87
Ingram, Wes	1972 Alfa GTV	1:31.66	1:32.42	1:31.07	1:31.37	1:34.32
Brunette, David	Alfa GTV-6	1:32.75	1:34.13	1:42.24	1:32.99	1:32.05
Regenos, Bob	Alfa GTV-6	1:37.72	1:35.43	1:36.17	1:34.66	1:34.84
Van Der Linden, Paul	1967 Alfa GTV	1:36.16	1:34.68	1:35.63	1:35.37	0:00.00
Gaylard, Phyllis	Alfa GTV 2000	1:41.69	1:41.63	1:40.91	1:40.65	1:40.65
Pagnone, Paul	1974 Alfa Spyder					
Ingram, Rita	1972 Alfa GTV					
Class D						
Rich, Harold	Alfa Sprint Veloce	1:29.60	1:28.55	1:28.63	1:28.30	1:28.19
McPartland, Tor	Alfa GTV 2000	1:29.98	1:29.16	1:28.61	1:28.27	1:28.21
Bassler, Jerry	Alfa GTV 2000	1:31.01	1:29.56	1:29.61	1:28.95	1:28.79
Cortez, Al	Alfa Sprint Veloce	1:31.77	1:30.95	1:30.19	1:30.82	1:29.55
Bernhard, Eric	Alfa Giulia Sprint GT	1:31.81	1:30.54	1:30.91	1:30.48	1:29.73
Stevenson, Conrad	Alfa Sprint Speciale	0:00.00	1:32.12	1:30.84	0:00.00	0:00.00
Bueno, Allan	Alfa GTV	1:35.11	1:34.93	1:34.92	1:34.26	1:34.90
Buangsuwon, Ai	Alfa GTV 6	1:37.95	1:35.79	1:35.68	1:36.56	1:34.92
Shillman, Ilona	Alfa GTV 2000	1:38.70	1:37.91	1:37.04	1:36.98	1:36.47
Wirth, Michael	Alfa 1972 GTV	1:41.71	1:39.82	1:38.92	1:38.89	1:42.75
Samson, John	Alfa 1750 GTV	1:39.15	1:39.96	1:39.59	1:40.07	1:39.62
Dawson, John B.	Alfa Spider 1974	1:41.83	1:40.82	1:39.93	1:40.48	1:39.59
Bufa, Carl	1967 Alfa Sprint GT	1:46.39	1:43.13	1:42.75	1:42.96	1:42.24
Green, John	1965 Giulia Sprint GT					
Ritter, Dan	Alfa Giulia II					
Class E						
Fedderson, Neil	1974 Alfa GTV	1:31.31	1:30.42	1:30.06	1:29.59	1:30.44
Tweed, Robert	1974 Alfa GTV	1:33.07	1:32.59	1:32.73	1:31.19	1:31.24
Mangino, Edd	Alfa Spider Veloce	1:34.07	1:34.07	1:33.46	1:32.87	1:33.48
Pringle, Bill	GTV	1:36.02	1:34.20	1:34.41	1:33.38	1:33.83
Steben, Andy	1973 Alfa GTV	1:36.41	1:36.18	1:34.85	1:34.71	1:33.59
Lehmann, Gerry	Alfa GTV-6	1:40.14	1:38.44	1:38.13	1:36.51	1:37.05
Savattono, James A.	Alfa GTV 2000	1:41.67	1:39.95	1:37.70	1:38.17	1:39.23
Class F						
Illeman, Judy	Alfa Graduate	1:36.14	1:35.35	1:35.04	1:34.80	1:35.25
Peltola, Jeff	78 Alfetta GT	1:36.38	1:36.67	1:36.92	1:36.94	1:36.54
Smith, Steve	Alfa Sprint GT Junior	1:39.94	1:38.11	1:38.47	1:38.81	1:37.72
Herting, David	1979 2000 Alfetta GT	1:39.73	1:39.81	1:40.31	1:39.61	1:38.34
Wood, Jim	Alfa Spider	1:42.44	1:43.07	1:43.08	1:41.19	1:41.28
Herting, Erika	1979 2000 Alfetta GT					

(OVERLEAF) HERE'S A SWITCH -
DON FULLER DRIVING JOHN GREEN'S SUPER
REX CHALMERS DRIVING TOM FARRINGTON'S GIULIETTA SPRINT VELOCE
AND AL CORTEZ DRIVING JOHN IRELAND'S GIULETTA SPIDER -
IN THE VERY LAST RACE AT RIVERSIDE!

AROSC CENTERFOLD





TIME TRIAL #4 - AUGUST 27 & 28 LAGUNA SECA RACEWAY PAGE 2

Name	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
Class M						
Vollum, Larry	Ford RS-200	1:20.63	1:40.13	1:21.67	1:26.32	0:00.00
Bilinski, Scott	Mazda RX-2	1:27.26	1:25.82	1:26.00	1:25.11	1:28.21
Pond, Robert	Ford Mustang Fastback	1:34.45	1:33.28	1:35.30	1:35.22	0:00.00
Britton, Dennis	Jaguar XKE Coupe	1:39.56	1:38.35	1:37.40	1:38.09	1:42.06
Haagen, Charals	Audi Sport Quattro					
Class N						
Talbot, Bob	Mazda RX-7 Turbo	1:26.71	1:24.48	1:24.93	1:25.25	1:24.77
Ingram, Gary	Mazda RX7 Turbo II	1:30.44	1:30.18	1:29.77	1:28.77	1:28.34
Baysinger, Scott	Mazda RX-2, 13B	1:29.37	1:31.95	1:46.28	1:29.01	1:37.49
Nanzig, Paul	Sunbeam Tiger	1:33.48	1:31.87	1:31.76	1:31.69	1:32.04
Hitchcock, Curt	Lotus Elan	1:36.63	1:35.18	1:34.02	1:39.11	1:50.23
Meade, Duane	TVR 2500 M	1:38.36	1:36.62	1:35.62	1:36.48	1:36.37
Clark, Bud	Saab Sonett III	1:37.04	1:36.40	1:36.61	0:00.00	0:00.00
Bilinski, Kurt	Datsun 1200					
Class O						
Purdie, John	Datsun 240Z	1:31.45	1:28.63	1:29.35	1:30.60	1:30.25
Bjorkman, Ray	Toyota MR-2	1:31.11	1:29.92	1:30.92	1:31.92	1:33.89
Kranen, George	Ford Thunderbird Turbo	1:32.94	1:33.57	1:33.87	1:33.77	1:33.11
Kranen, Lorien	Ford Thunderbird Turbo	1:36.49	1:33.99	1:34.43	1:35.12	1:36.34
Presto, Tony	Saab 900 Turbo	1:38.07	1:36.76	1:35.89	1:35.46	1:37.15
Lenkeit, Wayne	Mazda RX3	1:39.18	1:37.76	1:37.97	1:37.34	1:36.06
Lee, Joseph	Toyota Supra	1:39.44	1:37.92	1:37.36	1:38.16	1:36.58
Peltola, Bill Sr.	Dodge Daytona Turbo Z	1:41.07	1:39.53	1:40.26	1:40.47	1:41.02
Lenkeit, Cyndy	Mazda RX3	1:42.70	1:45.44	1:43.19	1:42.77	1:42.31
Class P						
Sands, Eric	Saab Sonett III	1:37.09	1:34.95	1:35.36	1:43.48	
Peltola, Bill Jr.	1984 VW GTI	1:36.16	1:36.36	1:38.22	1:35.84	1:35.96
Hanna, Norris	VW Rabbit GTI	1:41.41	1:37.68	1:38.16	1:36.68	1:36.85
Pederson, Patrick	Mazda RX-7	1:39.97	1:37.31	1:39.87		
Callen, Tom	VW GTI (8 Valve)	1:40.74	1:38.36	1:42.69	1:39.30	1:37.98
Lucas, Ed	Fiat 124 Sport	1:40.01				
Class Q						
Huston, Jimmy	Austin Healey Sprite	1:36.27	1:35.25	1:35.31	1:35.47	1:35.44
Russell, Patty	1973 Porsche 914	1:37.88	1:38.19	1:37.47	1:49.07	1:38.41
Blankenship, Paul	84 Ford Escort GT	1:40.77	1:39.57	1:39.03	1:38.28	1:39.05
Stockinger, Lisa	BMW 2002	1:43.67	1:45.10	1:41.00	1:40.44	1:39.46
Becker, Douglas	BMW 2002	1:42.40	1:41.04	1:40.72	1:40.79	1:40.22
Mills, Lynn	Austin Healey Sprite	1:40.76	1:41.05	1:40.58	1:41.40	1:41.09
Hargreaves, Geoffrey	1973 MG BGT	1:44.95	1:42.37	1:43.30	1:43.49	1:42.51
Croft, Bill	1973 Porsche 914	1:46.02	1:45.21	1:45.94	1:51.66	1:43.94
Class R						
Kunewalder, Nick	Renault R5 Turbo	1:25.71	1:25.67	1:26.78	1:25.92	1:38.90
Cahalane, Tom	Renault R5 Turbo	1:29.89	1:30.05	1:39.51	1:35.59	0:00.00
Romine, Chris	Renault R5 Turbo 2	1:36.85	1:35.98	1:36.60	1:36.07	1:35.90
Voye, Tay	Renault R5 Turbo	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00
No Class						
Tong, Tom	Alfa GTV	1:37.81	1:37.47	1:38.15	1:37.77	1:36.69
Oliveria, Glen	Alfa GTV	1:36.77	1:37.99	1:38.16	1:38.23	1:38.07

Time Trialing
....continued

taken to the hospital for a kidney stone and was higher than a kite on some high tech drug. As he wasn't expected to be released from the hospital until Saturday, I decided to make my way north without the race car. My plan was to stay at the lovely facilities of the Laguna Seca campgrounds, teach the Introductory Class, go Time Trialing (if I could bum a ride) and relax. I guess you could call it hiding out the weekend before my marriage to our newsletter editor. (Not Bill Pringle, BMW breath!)

The Laguna Seca track is, for me, difficult to learn. It has, what in American racing is fast disappearing, two great high speed turns. Turn Two is approached going down hill, to what looks like a 90 degree left hander. I followed the Rev. Tor McSpeed through the turn for the first time, he in his ARDSC Class D car and I in his starkly white, Vintage Giulia Sprint GT racer. As the turn got closer and the brake markers began to go by, I expected him to brake any second. I was waiting until I saw his brake lights, like a good pupil. Ha! He wasn't braking! And then it was too late for me to brake, so thru the turn we went at full giddyup, or at least for me GULPYUP. He did the same thing to me at turn three and I could feel

my whole body begin tightening up, if you get my drift. After the high speed lead and follow he admitted his technique was to lift just before entering the turns. Great guy the Reverend.

The entry field wasn't too large, about 90 cars plus intro, the track short, about 1:30+ which made for small groups and lots of clear track time. We were somewhat disorganized early Saturday, trying to accommodate an improperly organized and pre-registered group from ARA but as soon as that was settled, we soon caught up the schedule and raced the weekend away.

I don't have all the results in front of me but what I remember goes like this:

In what may be the battle for Time Trial Champion, Judy Illeman, in her just barley Class F Black Spider, has been having a tough time all year from newcomer (and fast improving) Edd Mangino in his Red Spider. Well, not to let things stand for long, Mr. Tech, Bill Pringle, decided to take another look at Edd's car and found (to Judy's delight) he had actually been a Class E car all along. This gave Judy the Laguna Seca win with a mid 1:30's and also (listening out there guys), the last Riverside victory, This makes a clean sweep for her so far this year. Since Edd was booted up to Class E by Bill Pringle (who was sharing

Andy Steben's very lovely 2000 GTV), he proceeded to sneak in and take some third place silver by just barley edging out. you guessed it, Bill Pringle. It isn't very often a car from the bottom of a class, especially a competitive class like E, is able to place in the top five. "Atta Boy", Edd. First place went to a very fast Neil Federson sharing his car with second place Robert Tweed, Edd and Bill followed by Andy Steben. The next biggest battle, especially with Dan Ritter on the sideline, was Tor McPartland, Ilona Shillman, Harold Rich, Al Cortes and usually Rex Chalmers in Class D. Since the hotshoes all moved up from Class E to D (and the rest of us moved up to avoid being run over), Class D has been the toughest test we have. Tor and Rex have been hammering each other for two years with Harold able to stay even during practice but unable to put in a fast one during the timed runs. Since Rex couldn't make it, it stood better than even odds for a Tor shoe in. Those of us on the sidelines hand timed Tor in a mid 1:27, a very fast time for D. We all thought no one would come close until we looked to find Harold had just passed Bill Pringle, during his second timed run. Now the one thing I know

Continued page 14....

Alfa Romeo

Time Trialing
....continued

about Harold is, given a push, something to chase, he can be very quick, PDQ. Was Bill's presence enough to give him that extra edge? Since no one timed him we had to wait until the award ceremony to find out.

When the awards were finally given out Harold was the winner by two .100dths of a second, less than a blink of an eye, the time it takes you to start to lift your big toe off the gas pedal. Go figure it.

I was lucky enough to bum share a ride with Tor in his white car, which I managed to bring home in second place, just ahead of my friend

Dale Farmer's GTV6. Tor? He won, of course. Sweet lived victory. Oh, the Top Time Of The Day? Went to a Group B Ford RS 200 with a 1:20 flat, beating some very good cars in the bargain.

It's always nice to be able to get up North and see friends like Dale and Laurel, Pablo and Tex and the evercrazy Uncle John and our ARA family.

If you missed this event and wondered why you didn't get an entry form, remember we keep a separate mailing list for the Time Trial Program. We do this to keep the costs down and make it manageable. Or

so we hope. So if you would like to be on the mailing list for the upcoming December 17, 18 Willow Springs Time Trial, and the rumored October event at RIVERSIDE (Did he say Riverside, Martha?), send Charlie Thieriot a note with your particulars.

Which brings me to the next subject - HELP! We need new blood to help run the Time Trial Program. WE NEED YOU! Please call me and volunteer to help (818)994-2318.

Until next time, which is hopefully shorter than the last!

Juan Verde



OCTOBER

BULLETIN!!

John and I will be on our honeymoon during October so just in case the **October Newsletter is late** here is the important information for our Halloween meeting and party (see the president's article in this issue!!)

THE MEETING IS FRIDAY, OCTOBER 28th, 7 P.M., COSTUME AND DINNER PARTY, \$12.50 ALL INCLUSIVE WITH PART OF THE PROCEEDS GOING TO MUSCULAR DYSTROPHY!! R.S.V.P. IS A MUST!! TO US (818)994-2318 BY SUNDAY, OCTOBER 23rd. OH YEAH, THE PARTY IS AT PHIL GUIRAL'S RESTAURANT/CLUB IN LONG BEACH....

Kate Benson Greer
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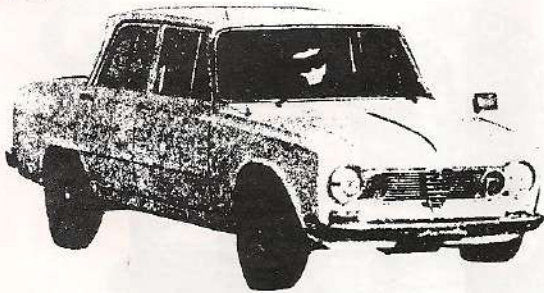


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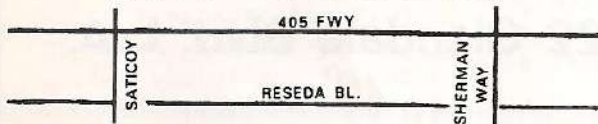
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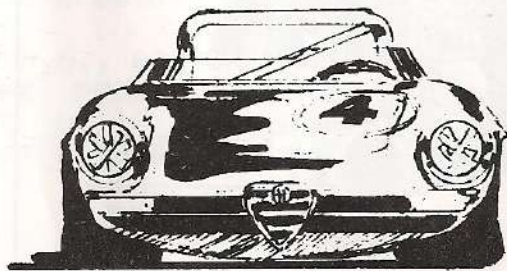
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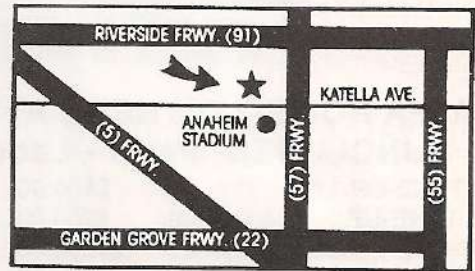
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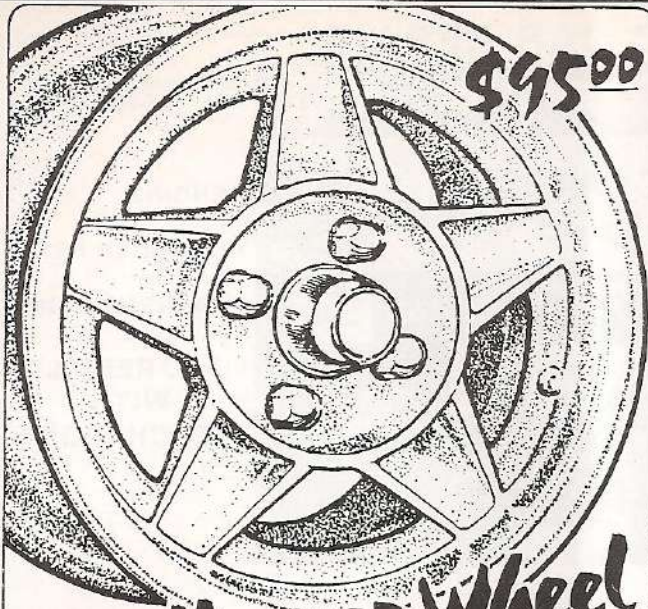


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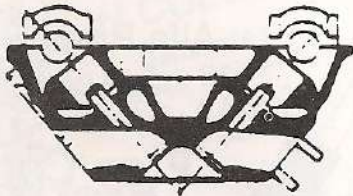
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MAN SURVIVES CLIFF PLUNGE

A man described as despondent drove his sports car over a 250-foot oceanside cliff on the Palos Verdes Peninsula early Tuesday, but miraculously survived the crash into the rocks below.

"The car landed right on its nose, and the guy had only a few scratches," Police Sgt. George Hanes said. "I've never seen anything like it."

Witnesses said they saw slowly drive his Alfa Romeo convertible over a curb in the exclusive **Palos Verdes Estates** about 1 a.m., and "he then crossed a field and drove straight off the cliff," Hanes said.

Investigators found tire tracks along the steep drop, indicating the car somehow stayed on its wheels down the cliff until it landed in the rocks below, Hanes said. The car's front end was smashed in, but otherwise it sustained "surprisingly minimal damage," he said.

(reprinted from the
L.A. Times)



SEPTEMBER	28	AROSC Board Meeting
	30	Meeting at Charlie Thierlots BBQ, Pool Party
OCTOBER	8-9	Willow Springs Vintage Race
	16	Competition Board Meeting
	25	AROSC Board Meeting
	28	Halloween Party at Barwinkles
NOVEMBER	13	Swap Meet, AUTOX, Dyno Session
	18-20	Palm Springs Concours, Auction Vintage Race
DECEMBER	3-4	Starlite Rallye (L.A. to Las Vegas)
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