

MAY 1991



# *Alfacionada*

THE  
JOURNAL  
OF THE  
ALFA ROMEO  
OWNERS  
OF  
SOUTHERN  
CALIFORNIA

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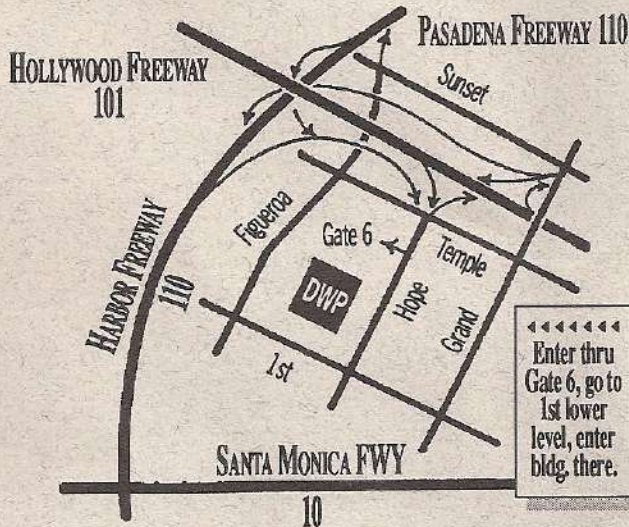
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Monterey Historics P.8



**Alfacionada** is the monthly publication of ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, a regional chapter of ALFA ROMEO OWNERS CLUB, INC.

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## Newsletter

- |   |   |
|---|---|
| <b>Louise Velazquez</b><br><i>Editor</i>  | (213) 934-4508  |
| <b>Steve Gerow</b><br><i>Art Director</i> | Mailing Address:<br>P.O. Box 48616<br>Los Angeles, CA 90048 |

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## Cover

"AROSC concours at Will Rogers Park". Photo by Larry Meyer

Please send articles, letters, ads and photographs to the newsletter editor by the tenth of the month for publication in the next 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 related items.

This newsletter and its authors and editors assume no liability for the accuracy or legality of any technical information appearing herein.

### IMPORTANT DEADLINE:

All articles and classified ads are due by the 10th of the month to be featured in the following month's newsletter.

### MODIFICATIONS DISCLAIMER:

AROSC is not responsible for the safety or practicality of modifications performed by individual members and described in these pages. The Club suggests you check with your mechanic before modifying your car in any way.

## Editor's Note

Louise Velazquez

This issue features a contribution by **Ray Thursby** on the Alfa 33, an interesting model which is currently unavailable to us here in the U.S. Perhaps if Alfa does well in the coming years they will be encouraged to introduce us to a larger selection of the models that they have in the pipeline.

It seems that I spend a significant amount of my free time in desperate search of new articles and photographs. I am grateful to Señor Thursby for coming through this month. **Dave Gooley** has also been great and he should be cruising around Italy following the Mille Miglia by the time this reaches you.

## CALENDAR

### May 25 & 26 Time Trial-Laguna Seca

This will be a great weekend!

### May 31 (Fri) Pantera/Ferrari Track Event

Willow Springs.

Tech Inspection required in advance

Info: Dale Ericksen (213) 534-8091 Eves.

### June 1 Meeting, Concours, Tour & Dinner

1 P.M. San Antonio Winery-L.A.

Concours 1-3:30 P.M.

Winery Tour 3:30, Dinner 5 P.M.

### June 23 (Sun) Picnic and Car Show-12 noon

Crystal Springs area in Griffith Park

See Article, map Page 8

RSVP Tina Van Curen by June 17

(213) 666-4500

### June 28 Meeting: Yokohama Tire Tech Rep.

DWP Auditorium 8pm

### Aug 15-18 Monterey Historic Races

For Rooms, Corral info, etc.

See Article Page 8

RSVP before July 15 or no go to

Lynn Fitzsimmons (415) 430-8844

## President's Column

William J. Pringle

AROSC has covered a lot of ground in the month of April. Most notable was the LBGP event on April 12-14. The party was decent as well as the seats but the Alfa Indy car was only so-so. There is definitely room for improvement on both programs. We should be able to get the cost down on the party and Alfa should be able to get the power up on its engine.

The April 26 general meeting took place in it's new location...the auditorium of the DWP building located in the Los Angeles Civic Center. The facilities are outstanding and we all owe a big thanks to fellow member **Jeff Peltola** who has kindly arranged for us to be there. The guest speaker was the legendary automotive journalist **T. C. Browne**. Mr. Browne is a contributing editor of *Road & Track* magazine and delighted the audience with a marvelous story of the Mille Miglia, both past and present. This was accompanied by a great color slide presentation. Thanks to T.C. and to Mr. **Steve Snyder** for the slides.

The next day, on Saturday April 27, Mr. **Tony Krivanek** graciously offered his time and facilities to AROSC as our first Concours site of the year. Tony owns Vintage Racing Services in Van Nuys and gave members a tour of his shop which included several classic Alfas undergoing restoration. Meanwhile out in his parking lot, approximately sixteen Alfas were competing for ribbons. A great time was had by all, with **Phil Guiral** getting "Best of Show" honors in his '72 2000 GTV. Indications of an arachnoid presence under the hood of **Rex Chalmers'** car prevented him from snatching the prize. Many thanks to **Chris Mayring** of Kennedy Coachworks and **Warren Caswell** of Alfa Ricambi for helping out with the judging. You don't think they volunteered for the job in order to sell body/paintwork and Alfa parts, do you? Nahhh!

Coming up next is the San Antonio Winery tour/dinner/concours on Saturday June 1st. It starts at about 1pm and promises to be another great event. Look for a special flyer in the mail for this event!

Also coming up is a picnic at Crystal Springs in Griffith Park on Sunday, June 23. Rumor has it that the Miata club will be getting some tips from us on how to act like an Italian. Hot dogs, hamburgers and beverages will be provided...you just bring the fun! See article later in this issue for details.

The Mangia Miglia has been moved to mid or late-July so prepare your gullets for a post-4th feeding frenzy.

Until next time.

MARCH 23 &amp; 24

## Willow Springs Time Trial and Race

Tina Van Curen

The second event of the 1991 season saw 72 time trialers and 17 racers gathered under picture-perfect high desert blue skies.

The welcome dry weather gave many of us a chance to try out new sticky tires and assorted other improvements made since the January Time Trials. The wind was an added challenge, especially when the dust clouds blew across turn 9. As far as we know no one found their way to Kansas or Oz.

**Doug Hargrove** of R&D Engineering was on hand all weekend demonstrating his PC based timing and scoring system. The continuous and instantaneous printing of lap times added to the competitive spirit and gave the REAL engineer types lots of data to work with. The system worked so well that the final results were posted and the awards presented before the sun set on Sunday. This gave various groups a chance to sample some of the world famous Cuisine de Lancaster before heading home.

On Sunday morning a truck appeared in the pits towing an enclosed car trailer which opened up to produce **Jerry Rosenstock's** red TZ. This is the very same TZ which used to belong to **Phyllis Gaylard** who raced it in C Production (SCCA) in the late 60's.

Fred Schueddekopp's Giulia TI



After everyone had adequately admired it **Alan Ward** took it out for a few practice laps which the ever vigilant Doug, and numerous other would be racers, clocked in the 1:41's!

In the Sunday race a field of 11, paced by **Rick Clemente** in his 308 Ferrari, put on a real show for the fans. For **Fred Schueddekopp** this was the debut of his beautiful green Giulia TI. He charged out from the second row to take the lead on the first lap and held off hard fought challenges

from the two faster qualifiers from the first row, **Bud Clark** and **John Coté**, to maintain the lead for half the race. Eventually Bud took the lead and held onto it to a comfortable win, followed by John Coté in second and Fred in third. **Bill Peltola** also got the attention of the crowd by doing unnatural things with his VW GTI (the Black Rabbit).

See the complete results on the next page.

The next event is May 25 & 26 at Laguna Seca. There will be Alfas and Alfisti from Northern California as well as AROSC's best so get your entries and reservations in now.



What's Al Allen looking at?

# Race Results

March 23, 1991

NO.	CLASS	DRIVER	CAR	FASTEST LAP
92	D	Bud Clark	Saab Sonnett	1:41.29
6	D	John Cote	Alfa GT AM	1:42.59
84	D	Fred Schueddekopp	Alfa Guilia TI	1:45.52
212	E	John Purdie	Datsun 240	1:45.10
471	E	Marc Roppolo	Toyota Celica	1:48.21
110	F	Len Frank	Renault Alpine	1:50.80
191	F	Domenick Roppolo	Toyota Celica	1:49.49
175	E	Bill Peltola, Jr.	VW Rabbit GTI	1:50.22
90	F	Jerry Tinney	Alfa GTV	1:49.87
99	F	David Swain	VW Scirroco	1:57.14
11	E	Duane Meade	TVR	1:45.10 DNF



Jerry Rosenstock's TZ

# Time Trial Results

March 24, 1991

NO.	NAME	CAR	CLSS	LAP 1	2	3	4	5
6	Coté, John	Alfa GT AM	A	1:48.63	1:44.78	<b>1:44.76</b>	1:45.39	1:44.84
196	Moore, Fritz	Alfa GTV	B	1:51.36	1:50.50	1:50.21	2:00.47	<b>1:49.72</b>
9	Farmer, Dale	Alfa GTV-6	C	1:47.85	1:47.81	1:47.29	1:46.84	<b>1:45.77</b>
206	Avakian, Simon	Alfa Milano	C	1:51.94	1:52.13	1:52.34	1:52.13	<b>1:51.20</b>
17	Thompson, Richard	Alfa GTV-6	C	1:54.84	1:54.41	1:55.77	1:53.11	<b>1:51.73</b>
3	Gaylard, Phyllis	Alfa GTV	C	2:03.42	2:02.91	2:02.13	<b>2:01.05</b>	2:01.97
174	Peltola, Jeff	Alfa GTV-6	D	1:46.92	1:47.12	<b>1:46.73</b>	1:46.93	1:46.96
8	Van Curen, Tina	Alfa Spider	D	1:58.73	1:55.45	1:57.85	1:53.67	<b>1:51.56</b>
179	Stoehr, Hans	Alfa Guilia TI	D	1:56.12	1:55.81	2:04.69	1:55.02	<b>1:53.17</b>
79	Stoehr, Dirk	Alfa Guilia TI	D	<b>1:56.88</b>	1:57.31	1:58.19	1:58.65	1:59.35
50	Brown, Alex	Alfa GTV	E	1:50.42	1:49.23	<b>1:48.94</b>	1:48.96	1:58.02
81	Pearson, Brad	Alfa Spider	E	1:51.51	1:51.75	<b>1:50.70</b>	1:53.90	2:03.55
181	Pearson, Leslie	Alfa Spider	E	1:59.36	1:57.20	1:55.28	<b>1:54.16</b>	3:10.72
501	Rinaldi, Pat	Alfa GTV	E	<b>2:00.86</b>	2:01.23	2:01.26	2:03.54	2:03.01
74	Chalmers, Rex	Alfa Berfina	F	1:51.96	1:52.06	1:51.55	1:51.95	<b>1:51.28</b>
71	Gaukel, Robert	Alfa Spider	F	1:56.76	1:54.85	<b>1:53.24</b>	1:55.59	1:55.53
61	Delgado, Ric	Alfa Spider	F	1:55.12	<b>1:54.06</b>	1:57.70	1:56.11	1:54.96
12	Leth, Steven	Alfa Spider	F	1:54.28	1:54.17	1:54.41	1:54.42	<b>1:54.15</b>
11	Illeman, Judy	Alfa Spider	F	1:57.02	1:57.01	1:56.21	1:56.04	<b>1:55.55</b>
54	Herting, David	Alfa Alfetta	F	1:57.38	1:57.38	1:57.34	1:56.14	<b>1:55.90</b>
161	Schwartz, Michelle	Alfa Spider	F	2:00.35	1:58.77	2:00.06	<b>1:58.75</b>	2:00.58
154	Herting, Erika	Alfa Alfetta	F	2:02.27	2:02.41	2:00.74	<b>1:58.78</b>	1:59.58
1	Dalrymple, Robert	Porsche 911	M	1:43.28	1:42.34	1:42.11	1:42.02	<b>1:41.71</b>
8	Buck, Marshall	Corvette	M	1:43.38	1:42.61	1:42.44	<b>1:41.95</b>	1:42.42
114	Flinchbaugh, Cort	Mazda RX-7	M	1:49.07	1:50.98	<b>1:48.96</b>	1:50.30	1:51.44
16	O'Toole, Robert	Toyota MR2	M	1:53.87	1:51.63	1:51.78	<b>1:49.34</b>	2:02.00
69	Simmons, Kit	Ford Must. GTN	N	1:40.69	1:40.69	<b>1:40.44</b>	1:40.54	1:40.47
42	Walsler, Jack	Mazda RX-7	N	1:45.75	1:45.01	<b>1:44.91</b>	1:46.64	1:46.47
134	Canedo, Dan	Ford Must. LX N	N	<b>1:49.72</b>	1:49.98	1:51.30	1:51.55	1:51.13
85	Morgan, Jan	Ford Mustang N	N	1:57.32	1:59.39	1:54.93	<b>1:53.19</b>	1:53.30
110	Sailor, Steve	Renault Alpine N	N	2:00.48	1:59.20	<b>1:55.67</b>	1:56.74	1:55.90
22	Fisher, David	Nissan 300	N	2:01.66	2:00.48	1:59.53	<b>1:56.65</b>	1:58.65
73	Baysinger, Scott	Mazda RX-2	O	1:46.62	1:46.32	1:45.84	<b>1:45.41</b>	1:45.51
41	Kranen, George	Ford T-Bd Trb.O	O	1:55.61	1:49.21	<b>1:46.05</b>		
47	Lund, Gregory	BMW 325 I	O	1:55.79	1:55.31	1:55.09	1:54.95	<b>1:54.39</b>
2	Alexander, John	Nissan 300	O	1:57.71	1:57.49	1:56.97	1:56.01	<b>1:55.54</b>
411	Schuman, Ed	Porsche 914	O	1:58.34	1:57.75	1:58.34	2:02.68	<b>1:55.91</b>
147	Fournier, Roger	BMW 325 I	O	<b>2:00.15</b>	2:00.26	2:02.66	2:03.35	2:02.84
89	Hamilton, Steven	Toyota MR2	P	1:50.01	1:49.62	<b>1:49.10</b>	1:49.58	1:49.36
13	Ward, Alan	VW Jetta 16V	P	1:50.08	1:50.55	1:49.68	1:50.10	<b>1:49.51</b>

NO.	NAME	CAR	CLSS	LAP 1	2	3	4	5
891	Hamilton, Cathy	Toyota MR 2	P	1:57.67	1:57.11	1:55.34	1:53.67	<b>1:53.44</b>
250	Peltola Sr., William	Dodge D'yt'na	P	1:54.80	1:55.95	1:55.76	1:54.81	<b>1:53.89</b>
60	Callen, Tom	VW GTI	Q	1:53.80	1:53.44	1:56.14	1:53.41	<b>1:52.76</b>
68	Trulli, Dave	Saab Sonnet	Q	1:58.02	1:55.80	1:57.28	1:55.67	<b>1:53.44</b>
168	Trulli, Lisa	Saab Sonnet	Q	1:54.82	1:54.67	1:54.50	1:54.62	<b>1:54.23</b>
38	Morris, Richard	Triumph TR 3	Q	1:54.62	2:20.78	1:55.16	1:54.57	<b>1:54.47</b>
25	Blankenship, Paul	Ford Esc.GT	Q	1:55.21	<b>1:54.55</b>	1:55.52	1:56.45	1:55.65
21	Hiller, Luke	Toyota Supra	Q	1:58.05	1:58.05	1:58.15	<b>1:56.10</b>	1:57.26
15	Richman, John	BMW 320 I	Q	1:59.94	<b>1:58.02</b>	1:59.38	1:58.91	1:58.55
115	Wynne, Michel	BMW 320 I	Q	2:06.15	2:01.08	1:59.90	<b>1:59.55</b>	2:09.28
517	Peltola, Cindy	VW GTI	Q	2:02.62	2:02.12	2:00.36	2:00.70	<b>2:00.13</b>

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## Blasting off in the 33 16Valve

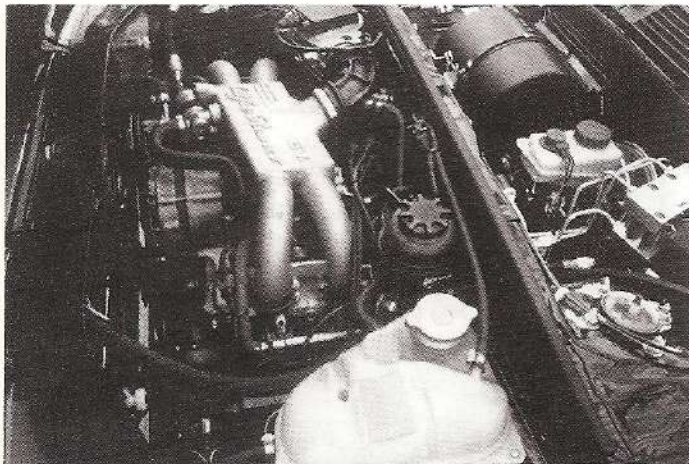
Ray Thursby Photos by the author

At first glance, Alfa Romeo's little 33 sedan might not seem special enough to deserve more than a cursory once-over. What can be special about a car that the Giuseppe Lunchboxes of Italy may choose for daily transport? Does one dare rate this semi-econobox, Volkswagen Jetta-sized and of modest price, more highly than some fairly pricey and better-known sporting cars? Could it be considered...exotic?

You betcha.

Think about what an exotic car is supposed to do. First on its agenda is to provide driving fun beyond the norms set by everyday cars. The exotic is designed to be exuberant, willing, eager to be driven at high-as-possible speeds. With its 7000 rpm screamer of an engine, crisp vice-free handling, and that indefinable air of brio that a good Ferrari—or good Alfa Romeo—has, the 33 fits the bill.

Performance? In deference to a request that we not subject this car to a full test (for reasons that will be apparent anon), I can only report factory claims: 0-100 km/h (62 mph) in 8.2 secs, maximum 208 km/h (about 129 mph). But my trusty pocket Timex recorded a couple of impromptu 7.5 second 0-100 km/h runs, and in one exuberant burst I nudged the car to 210 km/h (a gnat's whisker width beyond 130 mph) with speedometer and tachometer needles still climbing strongly before prudence called for a right-foot lift. There may have been some speedometer error. Nonetheless, numbers like those, plus decently low



fuel consumption (28 mpg, and that under test—i.e. fun—driving conditions—), aren't at all bad for a 1.7 liter sedan. Some accepted exotics can't do better.

You might want your exotic to attract attention. The 33's first encounter came only a few hours after I'd collected it: a self-proclaimed Alfista leaped from his Toyota at a traffic light and ran over to inquire



about availability and price, how I liked it, why Alfa had brought it here, etc, etc. Later, a teenaged girl and her mother posed the first three questions again. They weren't the

last, by any means; if my admittedly unscientific survey is at all accurate, lots of people would pay for the privilege of having Alfa 33s in their driveways.

Several friends want them. My mother wants one. I want one.

Or maybe you crave exclusivity. The car you see here is the sole 33 16V to have gotten into non-Alfa Romeo employee hands in the U.S. Without being put through an expensive regimen of lighting, bumper, passive-restraint, buzzer/warning light and emissions control beef-ups, which Alfa Romeo is understandably reluctant to do under present circumstances, it will probably be the last.

The basic Alfa 33 has been around for quite a while, having been introduced in 1983. Its basic design roots can be traced back even farther, all the way to the Alfetta sedans of the 1970s. At introduction, the 33 had a 1.6 liter flat-4 engine (a so-called "Boxer" engine, as identified by the decklid badging) driving the front wheels through a conventional transaxle. In appearance, it was not especially prepossessing, resembling nothing so much as an un-sanforized 75/Milano. Not exactly calculated to raise an enthusiast's blood pressure.

Things have improved. A substantially revised powerplant, bored out to 1.7 liters and equipped with 16 valves operated by four camshafts, brought 137 DIN bhp and increased performance to a chassis that was already designed to cope with it. Altered bodywork (just now being introduced in Europe), adding a boy-racer wing and side skirt-ing, plus attractive Alfa 164-type styling cues front and rear, has taken some of the curse off the odd proportions of the older 33. Still to come is an all-wheel drive version of the 16V model, based components from the awd 33 station wagon (a very attractive and useful piece in its own right) but aimed at the sport-minded customer who can't quite afford a Lancia Delta Integrale.

In something of a reverse Spaghetti-Western scenario, this particular Alfa Romeo 33 Boxer 16V Quadrifoglio Verde (its complete, official, cumbersome model designation) was shipped to California to appear in a series of Italian TV commercials. Starring role complete, the 33 was consigned to a corner in a Los Angeles car preparation shop's storage yard, where it would have languished until its inevitable date with the crusher, had not sheer chance led to the crossing of our paths. As an

ly pre-production prototype, it lacked much final interior trim (needing only to present a pretty face to the cameras) and had enough rough edges to spur Consumer Reports into creation of a new sub-category for defects noted on delivery. You couldn't see dangling wires, inoperative controls, missing armrests and their ilk from outside, but they were there. And that shiny red paint job was a late addition to what was originally a black car; given the intended use, nobody bothered to aim the spray gun into places exposed when doors, hood or rear decklid were opened. In short, there were plenty of difficulties to work around when evaluating the little stranger.

But Italians can't seem to build prototypes that aren't enjoyable, unlike some others, and the TV star took to real-world hard use like it was intended for the task. Reaching for a power window switch dangling from a bundle of wires or finding odd bits of plastic trim and hardware rolling around under your feet can't take away from the pleasure of having a genuine enthusiast's car to play with. Come to think of it, I've had to contend with the same problems in a couple of highly regarded production cars, too, and they weren't nearly as nice to drive.



I've had previous experience with 33s in Europe. The nice folks at Alfa's German subsidiary have provided several cars to me in the past, ranging from a wild and wooly 75 Turbo to a 75 Twin Spark (an interesting story in itself) to a standard 8-valve 33. The latter didn't seem particularly exciting initially, but Walter Honscheidt, then Alfa Germany's Leiter Press und Sport, assured me that it was well worth a drive.

As it was. Two of us drove that 33 from Frankfurt to Milan, used it as a photo platform during the Mille Miglia (and, at one point, as a tow when an acquaintance's Alfa 8C broke its crankshaft somewhere south of Florence), drove to Turin, then finally back to Frankfurt.

In 10 days, the 33 never missed a beat. More important, it never ceased to be fun to drive. Autobahn travel at 110 mph didn't faze it; nor

did the narrow winding roads of the Mille Miglia route. I've driven some pretty exotic vehicles that lost their luster as the miles rolled by, but the 33 didn't come anywhere near being dull. It was always possible to push it a little harder, squeeze a little more speed from it, and all in more comfort than most economy cars could dream of offering. I'd have loved to smuggle one home with me then.

That was three years ago, but the memories flooded back when I saw the new 33 16V in California. I had to drive it; surprisingly, the company was receptive to the idea. Craig Morningstar, Alfa's PR guy, made the arrangements quickly. Something of a shock, that, since many manufacturers react with far less enthusiasm when one of their not-for-us products is spotted and requested for an evaluation.

Though some experiences are less pleasurable when relived, I can't say that about my second encounter with the 33. What was good then seems better now, despite—or perhaps because of—the high caliber of cars I've driven since.

Part of that feeling can be put down to the Exclusivity Factor, of course. There's nothing quite like driving a car that onlookers can't have for boosting the old ego. Owners of exotic one-offs know the sensation, though they can sell their cars if circumstances warrant. I couldn't. And wouldn't have if I could.

But most of the pleasure came from the car itself. The best exotics share certain traits that distance them from workaday commutables. Consider, for example, the driver's environment: though they may not look all that substantial, the 33 16V's seats cradle you like their counterparts in racing cars, and are comfortable enough for daylong drives. The relationship between seat and major controls—steering wheel, pedals, shifter—is just right; not a millimeter off here and there, but dead-on for relaxed high-speed motoring. Adjustments are possible

*Continued Back Cover*

## June 23 Picnic and Lo-Key Car Show at Griffith Park

Tina Van Curen

**A**ROSC and the Miata Club of Southern California (you all know what a Miata is, a Japanese imitation of a 101 series Alfa) are celebrating the first weekend of summer with an old fashioned picnic in the park!

We have reserved the Crystal Springs Picnic Area at Griffith Park for Sunday June 23. from 10:00 A.M. on. so plan to come early and stay late!

There are barbecues, picnic tables, grass, trees and volleyball

courts plus a big parking area where there will be an informal car show. Judging and prizes will have nothing to do with a serious concours so if it rolls shine it up and bring it!

This will be an afternoon to



make new friends and catch up with old ones. Bring your toys! Frisbees, Trivial Pursuit, whatever. New games may be invented on the spot. Originality counts. We need two nets and some volleyballs so if you have access to such things please call Tina Van Curen at (213) 666-4500.

There will be cook your own hot dogs and hamburgers, beer and soft drinks, and other outdoor munchies available for a donation. Of course you can bring your own food if you wish.

Crystal Springs is behind the ranger station on Griffith Park Drive in Griffith Park. From the Golden State freeway North take the Griffith Park exit and turn right as you enter the park, From the Golden State freeway South take the Los Feliz West (Hollywood) exit and turn right into the park at Riverside Dr. (Opposite the fountain). Either way, continue on Griffith Park Drive until you see the AROSC signs. There are two entrances to Crystal Springs, on either side of the Fire Station/Ranger station complex. (See Map)

**PLEASE RSVP to Tina Van Curen (213) 666-4500 by June 15. We need a count so we won't run out of beer!**

## Reserve Now for Monterey!

AUGUST 16, 17 & 18, 1991

**A**ccommodations: The Bay Area Alfa Club has block of 75 rooms for this years' Historic weekend at the Ramada Inn in Salinas. The Ramada is located at 808 N. Main St., Salinas, six miles from the Laguna Seca track. Accommodations include outdoor jacuzzi, heated pool, restaurant, lounge and dance floor. The room rates are based on a guarantee of two nights for Friday, 8/16 and Saturday 8/17. The room rate is \$60.70 for each night. Rooms are on a "first-come, first-served" basis. Last year all the rooms were taken by the end of March, so...

**For Room reservations, call Lynn Fitzsimmons at (415) 430-8844.**

Plans are in the making for a fantastic Italian dinner for Saturday the 17th. (Please note that the club has been assured by the new management that there will not be the difficulties some experienced last year in service.)

**For tickets, send Coupon below.**

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Amount Enclosed:				
Number of Corral Parking Passes required-one pass per car is good for all 3 days				

ENCLOSE S.A.S.E.

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ALL ORDERS RECEIVED AFTER JULY 15 WILL BE RETURNED

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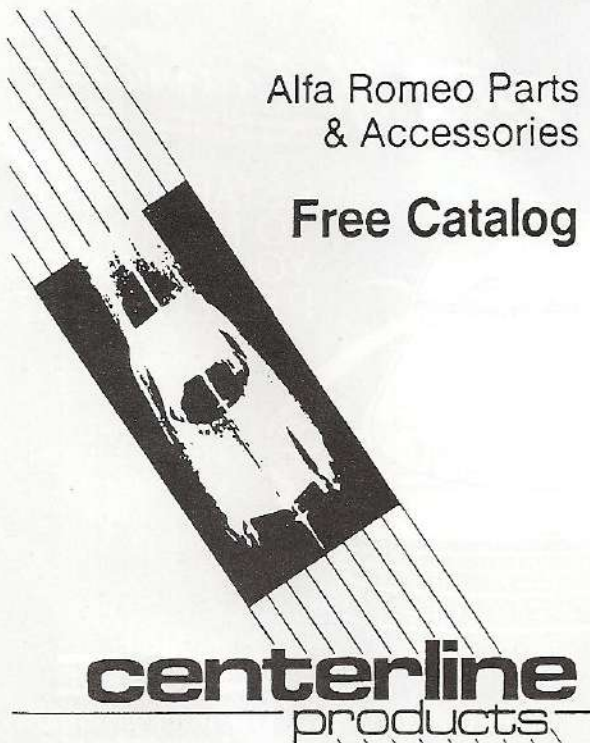
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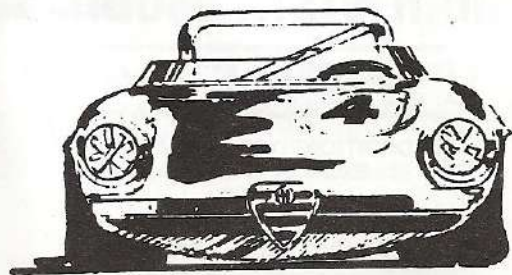
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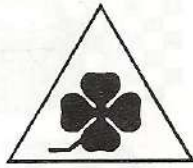


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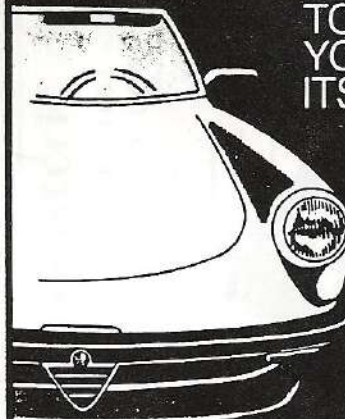
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'67 GTV Red w/tan interior. 5,000 mi. on rebuilt engine & gearbox. Runs very well, exterior good, interior worn. A good daily driver. Lic. 6T7 GTV. \$6,000 obo. Call Lee (805) 965-1610 or (805) 962-4324 eves & weekends.

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'79 Alfa Sedan 5 spd, 6X14 Campagnolos with Yokohama 008's, Sperry head, runs excellent. Needs paint and interior. Call Tom (714) 272-0613.

1750 Rear Axle assembly with differential. Must see to appreciate! \$200 obo. Tina Van Curen (213) 666-4500

Misc. Parts for sale: '74 Spider: Factory hard top w/ black canvas covering \$750., blue vinyl tonneau (new) \$100, Set of 4 Campagnolo wheels (5 1/2 X 14) w/185/70 R-14 Pirellis \$325 '73 Berlina: Windshield, bumpers, ext. & interior parts (no seats). Good to excellent condition—cheap! Call Bob, days: (213) 534-6396 or eves: (213) 320-9949

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DREW KELLEY

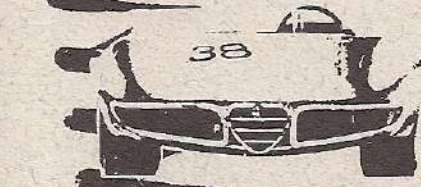
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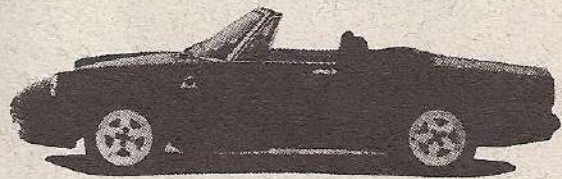
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### 33 16V From Page 7

to wheel rake and shoulder belt height (and, naturally, to the seat), but all the movements in the world don't mean that much if the basic proportions aren't nearly perfect, as they are here.

There's more, of course. A light touch on the throttle gets results from the little boxer motor, which is as lusty as Alfa engines are traditionally supposed to be. Low-speed torque is sufficient for normal travel, but the real fun begins above 4500 rpm, when the engine has gotten past a short vibration period (possibly confined to this particular example) and really begins to work. It's a whole new ball game from there on up, until the 7000 rpm limit is reached. The high-speed feel of the engine resembles that of a turbocharged unit in terms of sheer push; the sound is a mixture of vintage Alfa inline-4 and enraged VW Beetle.

Nor can anything but compliments be passed to transmission, steering, brakes and suspension. The 5-speed manual gearbox has its ratios spaced for performance; it's possible to reach peak power in 5th, though the engine is surprisingly quiet at cruising speeds. Power assist has been applied to the 33's steering rack in the most unobtrusive manner possible, giving directional control that is precise almost beyond description. Ditto the brakes, which are ABS-equipped, sure and fade-free.

More superlatives can be applied to the suspension. A smooth ride at low speeds inevitably leads to body roll during hard use, but this is kept well within acceptable limits. Essentially neutral in cornering stance, the 33 can eat up winding roads at an exceptionally rapid pace without strain or drama. Excess throttle brings on understeer, and provokes wheelspin in tight turns. Wider tires would help. But there are no traps for the unwary or inexperienced to fall into; this is a very refined chassis.

Not everyone waxed poetic over the 33's tomato-skin-origami appearance, but it does stand apart from current Japanese design thought. If the wing and sidepods are overdone (as they are—if for no better reason than rearward visibility, I'd deep-six the wing) the basic body is easy to live with. In fact, it looks better the longer you're around it. Having Alfa Romeo badges on nose and tail may have something to do with that.

The interior is also something of a welcome departure from the norm. Its clean and—to some people—overly simple forms are those of Italian industrial design and a long-standing Alfa preference for hooded

instrument pods, unfettered by our government's predilection for safety-padded passenger cells. Not spectacular, but efficient and comfortable.

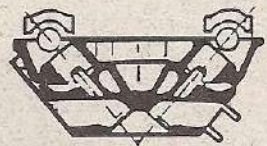
Truth be told, the 33 isn't quite as far from U.S. reality as it might appear. There are safety regulations in Europe (these relate, sensibly, to items such as shoulder harnesses for all passengers and real-world accident situations, not drunk driver-induced head-on collisions) and the 33 meets them. Likewise, it can be had in a "green" version that drinks only unleaded fuel and sweetens its breath through a catalyst, thus satisfying European (and 1983 U.S.) emissions standards. Tantalizingly near but, unfortunately, not quite enough.

Driving the 33 brought memories back in a flood: a flat-out run over the Futa and Raticosa passes during the Mille Miglia, interrupted by quick stops for acqua minerale, drives through the most scenic parts of Switzerland and Germany, dices with Fiat 500s in Milan traffic... every mile in the latest 16V model was evocative.

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**Part for Sale: Radiator** from 1987 Milano. Excellent condition. Little or no corrosion. Distilled water always used. Humorous blunder to be detailed in future story forces sale. \$35, but why not haggle a little. Steve Gerow (818) 791-8297 eves.

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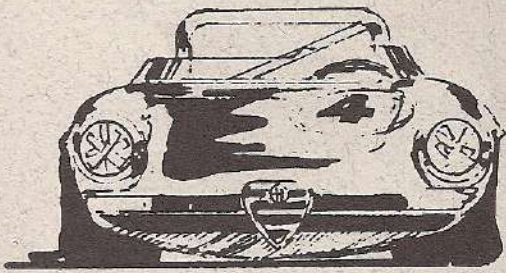
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