

OCTOBER 1991



affezionada

November Weber Carb
Tech Session P.4

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Monterey Pix P.6

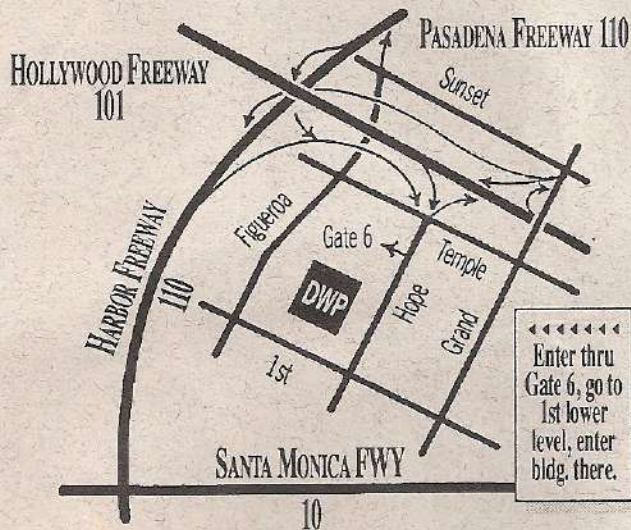
Library Feature P.8

THE
JOURNAL
OF THE
ALFA ROMEO
OWNERS
OF
SOUTHERN
CALIFORNIA



***Afacionada* 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 the Department of Water and Power Auditorium, located at 111 N. Hope St., Downtown Los Angeles, unless otherwise noted in the newsletter.



IMPORTANT DEADLINE:

Please send articles, letters, classified ads and photographs to the editor by the tenth of the month for publication in the **next** month's edition. **Photos and manuscripts cannot be returned unless accompanied by a self-addressed envelope with sufficient postage.** Photos, use b/w or color prints—no slides except professional photographers. Send SASE to editor for copy of editorial guidelines, hints, etc.

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.

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.

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Cover

1955 Sprint Zagato at Pebble Beach Concours.
Photo by Louise Velazquez.

Il Presidente

William J. Pringle

One phenomenon is beginning to happen to me what with my duties (sorely neglected) as AROSC President, a merger here and there with the fabulous company that so graciously keeps me employed, a love life that needs some sort of attention, and the dishes piling up in the bathroom sink. As we approach the autumn of the year, my tenure as President and, probably my life if I don't do something about this mess, I realize the time has come to get a handle on time management.

So, what do I do? It's 7PM and I'm frantically getting this article out because I promised to "la editoressa bellissima" that I would have it to her two days ago! Do as I say, and not as I do.

Hats off to new V.P. **Al Allen** for subbing for me at the September general meeting. Operatives report he did an excellent job and that the guest speaker was informative. Be sure not to miss the October general meeting or you'll miss **Wes Ingram** and his mightiest of tech talks and slide show on the most greatest of all topics-SPICA fuel injection. Before you ditch your injection for an archaic set of Webers (you didn't hear that, Concialdi), you owe it to yourself to attend. If you don't come I will personally send two gorillas to stomp on you 'cause I think this guy is second only to the pope, Enzo Ferrari, Tazio Nuvolari, Fangio...etc., etc.

By the time you read this issue, the Willow Springs driving school and the Insight Photo-Video concours will be in the history books. We'll all have to wait for the next issue to hear about them.

What I can tell you about is the next Time Trial on November 9-10 at Willow Springs. I personally guarantee it will be a blast. Expect an incredibly stupendous show-down of the Squadra Corsa bunch (no pun intended, Brad).

Mr. Tom Scanlan of San Diego chapter fame personally called and invited anyone from our chapter to join their fun-loving group in a wine tour at 10AM on Saturday, November 2nd. Price of \$10 includes the tour, lunch and wine-tasting! What a deal! There is an optional overnight stay at Murietta Hot Springs (no not a suspension component manufacturer) and if you just can't resist, call Tom at (619) 462-3168.

Ciao.

Jets, Venturis, Floats, Springs, Mixture, Idle Speed, Timing...

Weber Carbs Tech Session November 16.

If these words are music to your ears, you won't want to miss the Tech Session at Advanced Engine Management on Saturday November 16.

John Concialdi, the Weber Carburetor guru who has given two outstanding presentations at our meetings will be demonstrating how he sets up a car. One or more Alfas will be on his chassis dyno for a complete check of the ignition, induction and exhaust systems.

He will show us how to analyze and adjust all those mysterious parts of the Weber and we will see the results on the dyno.

This promises to be the most informative session in a long time since it covers much of what makes your Alfa tick (or backfire) Don't miss it!

Advanced Engine Management is at 303 W. Artesia Blvd. in Compton. The session will start at 1:00 P.M..

Correction: The September cover Pix were shot by Papparazzo Al Allen, not Tina Van Curen, as stated.

CALENDAR

Oct 19	Concours —Insight Photo/Video
Oct 25	General Meeting Wes Ingram on Spica Fuel Injection
Nov 2	Wine Tour Murietta Hot Springs, Info Tom Scanlan (619) 462-3168
Nov 9 & 10	Time Trial Willow Springs
Nov 16	Tech Session Advanced Engine Management
	No November Meeting
Dec 7	Holiday Party Charlie Thieriot's

2nd Annual Insight Photo/Video Concours & Photo Contest

Saturday October 19 is your chance to spend the afternoon in trendy Pacific Palisades in the company of other Alfisti and many gorgeous Alfas.

Cars will arrive starting at 10:00. Judging begins at 11:00. In addition to the Concours there will be a photo contest. Bring your camera and your imagination! Insight will provide on the spot developing for the very anxious. All film will be processed by Insight and the winning photos will [hopefully] be announced in the November issue of *Alfacionada* and shown at the Annual Meeting on January 31, 1992.

The merchants of the center will be providing lunch for a nominal charge so bring your family and friends and plan to spend the afternoon.

Insight Photo/Video is at 520 Palisades Drive in Palisades Highlands Plaza, at the corner of Sunset Blvd. and Palisades Drive, in Pacific Palisades.

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Willow Springs Time Trial and Race

Tina Van Curen / Photos by Randall Higa

The fourth Time Trial and Race of the year were held at Willow Springs Raceway on August 24 and 25.

Close to 100 entrants and their supporters braved the desert sun to spend two days on the "Fastest Track in the West." The heat and other elements took their toll in the form of **Charlie Thieriot's** right front tire (again), **Alisa Kincaid's** wheel bearing (again) and **Henry Manney's** engine.

Those who survived to Sunday turned in some fast times. Including **Tor McPartland** (GTV) and **Jeff Peltola** (GTV-6) who continue to run away from the pack in class D, and Brad Pearson who took his first 1st in class E.

Kit Simmons once again took Top Time of Day in his new Toyota MR2. In the family rivalry department **Cathy Hamilton** trailed husband **Steve** by only 1 second to clinch first and second in class P.

Several Porsche's opted not to stick around for Sunday's timed runs. We will never know if they were frightened off by the **Gunderson's** bright yellow Mini Cooper or they just had early Monday racquetball dates.

In the race **Bud Clark** and his amazing Saab Sonnet came from behind to overtake **Marshall Buck's** Corvette and place 3rd overall behind **Greg Benner's** Porsche 911 and **Rob Smith's** 240 Z. This event saw the debut of **Bill Pringle's** brand new RED GTV (the Alfa Ricambi Speciale.) He drove an impressive race until he took a detour into the desert near the end of the race. The car appeared unscathed, but I can't say the same for Bill's nerves.

All in all it was a great weekend, and many of us found ourselves at the world famous Ramon's in downtown Rosamond Sunday evening savouring our personal victories (large and small) and enjoying good company, as always.

Willow Springs Time Trial

August 24 & 25 1991

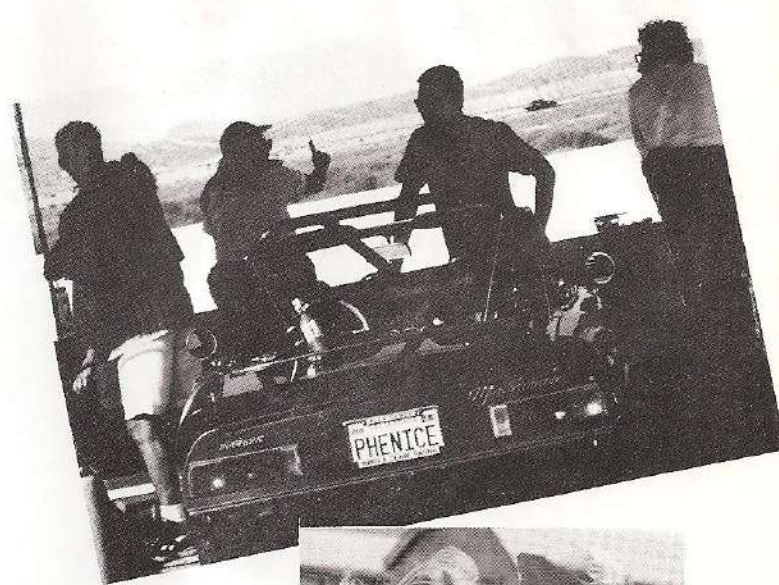
NO.	NAME	CAR	CLASS	LAP1	LAP2	LAP3	LAP4	LAP 5
33	Thieriot, Charlie	Alfa GTA	A	DNS				
95	Crescentini, Dino	Alfa GTV	A	DNS				
311	Manney, Henry	Alfa GTA	A	DNS				
40	Kinney, Mike	Alfa GTV	B	DNS				
711	Thompson, Richard	Alfa GTV 6	C	DNS				
111	McPartland, Tor	Alfa GTV	D	1:46.50	1:46.13	1:45.74	1:45.72	1:45.23
174	Peltola, Jeff	Alfa GTV 6	D	1:46.20	1:46.28	1:46.54	1:46.86	
348	Lehmann, Lisa	Alfa GTV 6	D	1:53.71	1:53.69	1:52.45	1:52.75	2:00.43
18	Van Curen, Tina	Alfa Spider	D	2:02.67	1:58.29	1:57.02	1:56.82	1:53.58
34	Lehmann, Gerry	Alfa GTV 6	D	2:02.51	2:04.82	2:02.47	2:03.03	
10	Garland, Tom	Alfa GTV	D	DNS				
81	Pearson, Brad	Alfa Spider	E	1:52.41	1:49.41	1:52.33	1:59.71	1:58.27
50	Brown, Alex	Alfa GTV	E	1:51.82	1:51.12	1:50.55	1:50.59	1:50.51
62	Woolery, Gerry	Alfa GTV	E	1:55.63	1:55.39	1:56.13	1:56.63	1:56.21
181	Pearson, Leslie	Alfa Spider	E	2:00.09	2:27.70	1:58.02	1:56.75	
9	Higa, Randall	Alfa GTV 6	E	2:02.92	2:03.26	2:02.20	2:01.27	2:00.77
49	Lomas, Jerry	Alfa GTV	E	2:02.99	2:02.64	2:03.28	2:03.33	2:01.35
501	Rinaldi, Pat	Alfa GTV	E	2:03.41	2:04.33	2:04.94	2:05.41	2:04.06
79	Stoehr, Dirk	Alfa Giulia TI	E	DNS				
179	Stoehr, Hans	Alfa Giulia TI	E	DNS				
286	Chalmers, Rex	Alfa Berlina	F	1:53.24	1:53.21	1:52.46	1:52.93	1:52.64
71	Illeman, Judy	Alfa Spider	F	1:55.42	1:55.37	1:54.76	1:54.90	1:54.24
206	Avakian, Simon	Alfa Berlina	F	1:59.35	2:09.78	1:55.58	1:55.18	
11	Gaukel, Robert	Alfa Spider	F	1:59.30	1:58.52	1:58.07	1:57.57	1:58.79
54	Herting, David	Alfetta Sedan	F	1:58.53	1:59.37	1:58.37	1:58.85	1:57.67
154	Herting, Erika	Alfetta Sedan	F	2:02.56	2:03.10	2:00.88	2:00.92	2:01.82
17	Leth, Steven	Alfa Spider	F	DNS				
6	Bryant, Joseph	Alfa Spider	G	1:57.16	1:56.38	1:57.43	1:57.60	1:56.45
321	Robin, Jeff	Giulia Spider	G	1:59.32	1:58.97	2:00.13	2:01.12	2:00.05
32	Robin, Si	Giulia Spider	G	2:03.38	2:01.35	2:01.85	2:03.11	2:01.58
22	Schneider, Brandon	Ford Mustang	M	1:54.52	1:44.99	1:45.95	1:50.04	1:47.52
55	Hamm, Raoul	Ford Mustang	M	1:46.23	1:47.19	1:47.39	1:48.19	1:49.20
551	Lowe, Jim	Ford Mustang	M	1:51.97	1:49.88	1:49.95	1:49.33	
22	Schneider, J.	Ford Mustang	M	1:55.26	1:55.61	1:53.75	1:54.59	1:58.51
219	Roig, Robert	Porsche 930	M	DNS				
16	Blackwell, William	Datsun SP311V	M	DNS				
69	Simmons, Kit	Toyota MR2	N	1:40.54*	1:40.84	1:41.14	1:46.90	
74	O'Toole, Robert	Toyota MR2	N	1:46.66	1:47.01	1:48.45	1:47.20	1:46.71
17	Russaker, Steve	Porsche 944	N	1:46.67	1:46.84	1:46.80	1:47.90	1:48.61
46	Guintoli, Michael	Ford Mustang	N	2:02.23	2:02.62	2:01.76	2:00.15	1:59.51
64	Becker, Douglas	Lotus Elan	N	2:01.87	2:01.71	2:02.92	2:04.74	2:04.53
7	Cobbs, Joseph	Ford Mustang	N	2:09.65	2:08.89	2:05.16	2:06.42	2:05.98
176	Schwalm, Bob	Porsche 911 SC	N	DNS				
211	Rouzier, Neal	Porsche 911 C	N	DNS				
138	Rouzier, C.	Porsche 911 C	N	DNS				
150	Wakeford, Kent	Elva Formula Jr.	N	DNS				
41	Kranen, George	Ford T Bird	O	1:52.20	1:50.46	1:52.21	1:52.31	1:53.36
177	Turner, John	Datsun 240 Z	O	1:55.48	1:53.04	1:51.85	1:51.09	1:50.87
47	Alexander, John	Nissan 300 ZX	O	1:57.65	1:54.79	1:55.52	1:55.46	1:54.59
171	Finchbaugh, Cort	Mazda RX 7	O	1:56.63	1:54.61	1:55.58	1:57.61	2:00.66
4	Woodard, Alan	Jensen Healey	O	DNS				
411	Schuman, Ed	Porsche 914 6	O	DNS				
89	Hamilton, Steve	Toyota MR2	P	1:50.34	1:50.22	1:50.20	1:50.00	
891	Hamilton, Cathy	Toyota MR2	P	1:59.27	1:51.10	1:51.53	1:52.24	1:58.03
12	Culp, Tracy	Ford Capri	P	1:52.53	1:51.75	1:52.45	1:51.94	
24	Cahlik, Jeff	Pontiac Fiero	P	1:57.49	1:57.32	1:54.31	1:55.55	1:55.29
2	Gunderson, Eric	Austin Cooper	P	2:02.69	2:01.18	2:00.53	2:00.61	2:00.82
21	Gunderson, Laurel	Austin Cooper	P	2:10.18	2:08.20	2:06.83	2:06.02	2:05.43
666	Dobkin, Mark	Mazda RX 4	P	DNS				
999	Dewar, Fionn	Mazda RX 4	P	DNS				
5	Steuben, Joseph	Ford Mustang	P	DNS				
77	Jouwenaar, Hendrik	Lotus Cortina	P	DNS				

NO.	NAME	CAR	CLASS	LAP1	LAP2	LAP3	LAP4	LAP 5
19	Clark, Robin	VW GTI	Q	1:53.77	1:56.56	1:51.61	1:52.07	1:51.83
48	Presto, Tony	Mirage	Q	1:56.76	1:54.91	1:53.08	1:54.21	
135	Lee, Joseph	Mazda RX 7	Q	2:02.23	2:02.23	2:02.49	2:02.64	2:03.19
735	Seho, Kenneth	Mazda RX 7	Q	2:19.76	2:19.37	2:18.41	2:16.77	2:16.74
44	Kincaid, Alisa	Saab Sonnet	Q	DNS				
144	Kincaid, Larry	Saab Sonnet	Q	DNS				
76	Tomassian, Kirk	Renault Le Car	Q	DNS				

* TOP TIME OF DAY

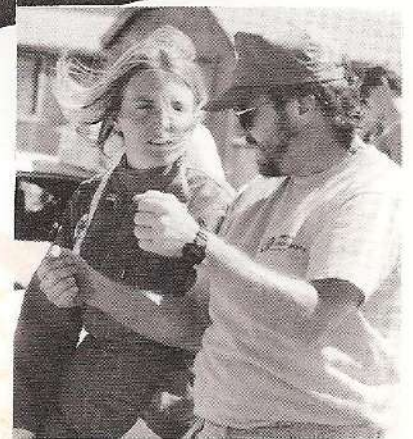
Race Results

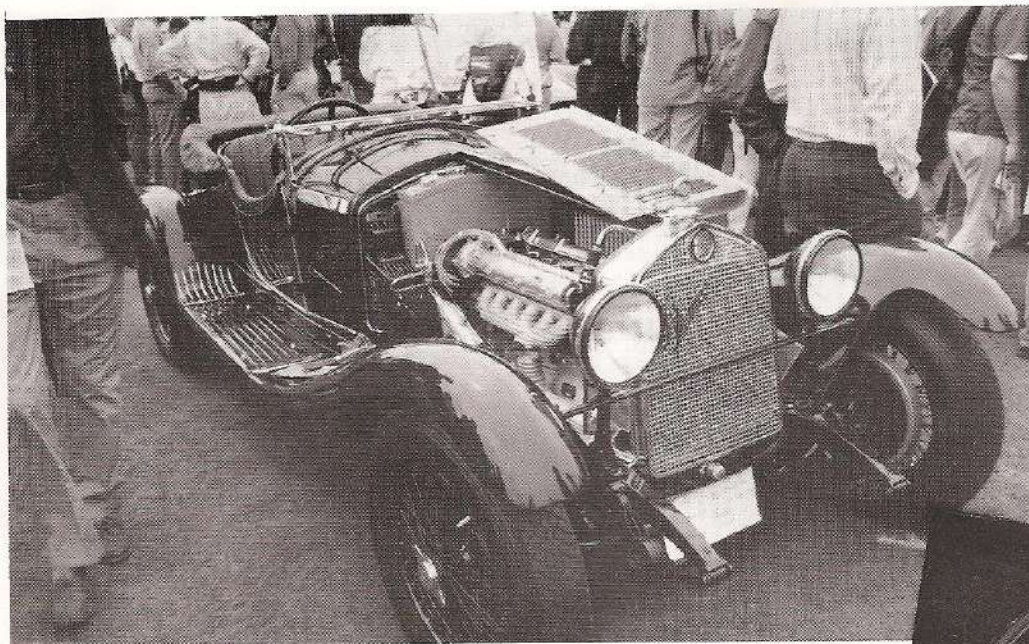
NO.	NAME	CAR	CLASS	Overall	In Class
15	Benner, Greg	Porsche 911	C	1	1
21	Smith, Rob	Datsun 240 Z	D	2	1
92	Clark, Bud	Saab Sonnet	D	3	2
84	Buck, Marshall	Corvette	D	4	3
91	Rich, Harold	Alfa Alfetta	E	5	1
36	Meade, Duane	TVR	E	6	2
26	Hitchcock, Kurt	Lotus Elan	E	7	3
470	Rappolo, Marc	Toyota Celica	E	8	4
134	Nanzig, Paul	Sunbeam Tiger	E	9	5
14	Rappolo, D.	Toyota Celica	F	10	1
175	Peltola, Bill	VW GTI	F	11	2
99	Swain, Dave	VW Scirocco	F	12	3
25	Blankenship, P.	Alfa Alfetta	F	13	4
124	Pringle, Bill	Alfa GTV	E	DNF	



L to R: Unknown, Kristin Gurney, Al Allen, Jeff Robin

John Green instructs Judy Illeman





1930 6c1750 Zagato
Gran Sport

1932 8c2300 Monza

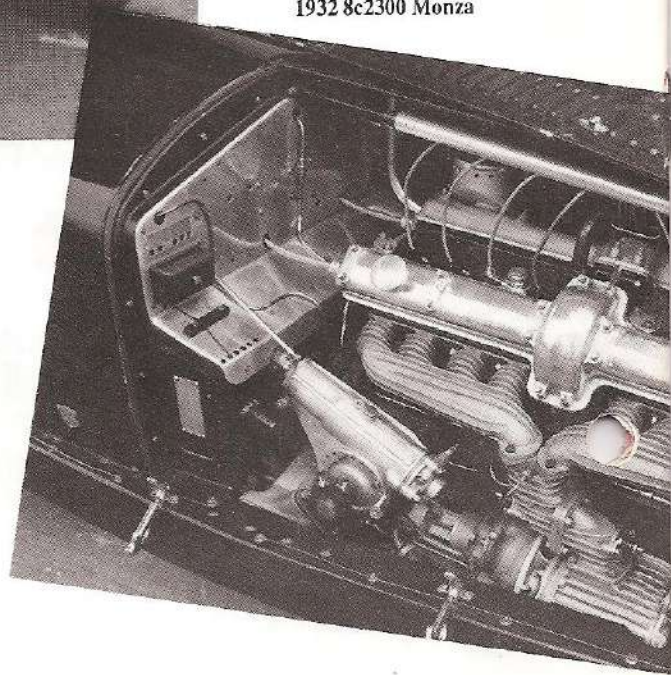
Monterey, 1991

Its all in the details...

Photos by Jack Becronis and Steve Gerow



Maserati 250F

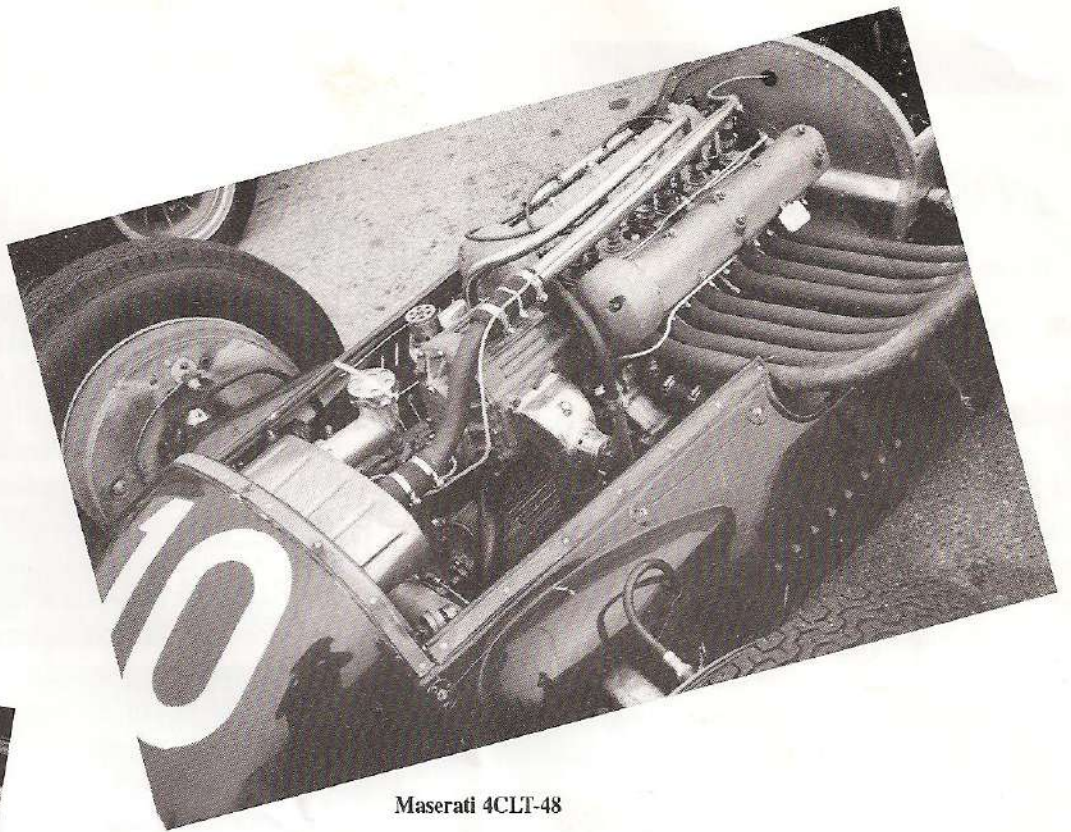


GP Alfas: 159 and Monza

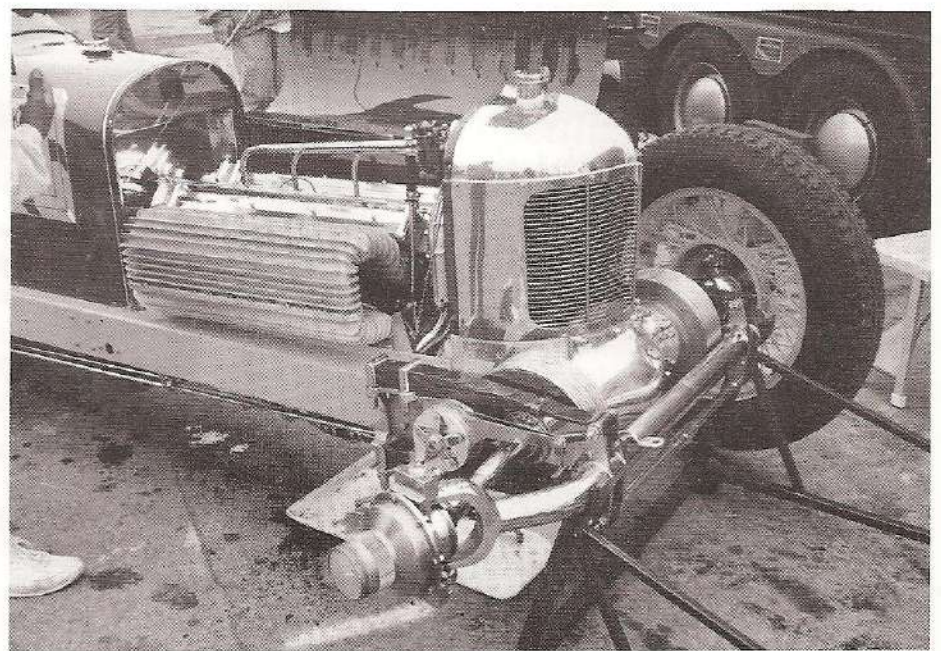
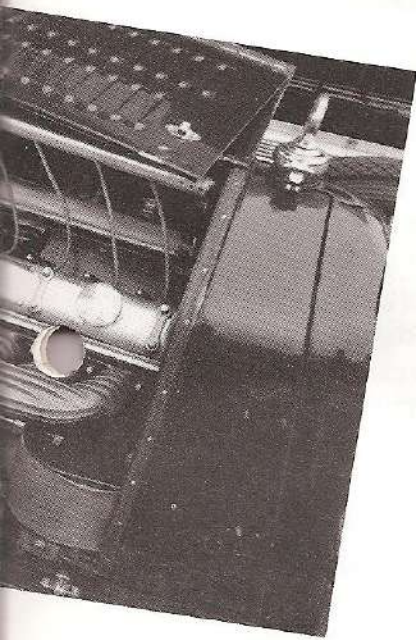




Fangio



Maserati 4CLT-48



1929 Miller 91 Front-Drive—Note Frank Lockhart's original intercooler design

AROSC Library Feature

Reviewed by Larry Meyer

Alfa Romeo Veloce: The Racing Giuliettas 1956-63,

by Donald Hughes and Vito Witting Da Prato

This is the finest book I've seen about the Giuliettas, recounting the development of the 750 Sprint Veloce, the Sprint Speciale, and the Sprint Zagato. Written with a European focus, we learn much about Alfa's competition successes that previously was unavailable to American readers. In fact, the only criticism I can come up with is that it ignores SCCA racing, and thus gives only a cursory look at the Spider Veloces, which were the mainstay in the U.S.

Otherwise, the authors succeed where most do not: this is not dry reading, but a lively, first hand account of the men at Portello who brought off the first Giulietta racers, the outside engine tuners who went even faster, the long list of talented racers who got their start with these cars, and the experiments by Bertone and Zagato in pushing aerodynamics and light weight. We are treated to a very human, personal tour through the cottage industry that was Italian performance car building and racing in those now distant days of 30+ years ago. The photos, while mostly black and white, are ones you've never seen before, and consist mostly of actual race shots from a wide assortment of events over 1956-63. Typical of other unusual images is the shot of the Sprint Speciale prototype speeding down the Autostrada with wool tufts attached, to fine tune the shape. (Simple but effective, as they got the final Cd down to 0.28!)

Personally, my favorite Alfas from all the post-war series are the various 750 and 101 models. The 2500's and 1900's which came before, while very much worthy of the Alfa shield, live in the shadow of the great pre-war machines. The 105 and later models are much more competent as cars, generally have stronger, more durable mechanicals, and even now can be practical in terms of day-to-day usability. However, the trade-off was that they were forced to sacrifice some of the charm and character of the Giuliettas in order to face the tough, modern world, and to allow the company to achieve the volume production necessary for competitive survival. Lancia didn't make that transition, and was bought out by Fiat in the '60's; Alfa transformed itself, and held out another 20 years.

The GTV is probably the one model most identified with AROSC, and is much more easily adapted to time trials than the 750 and 101 cars, but is clearly more of a commercial enterprise (GTA's excepted) than the Giulietta, which is so obviously a labor of love by the engineers at Portello, designers at their drafting tables in the Carrozzeria, and the development staff in their hundreds of runs along the nearby Alpine roads and Autostrads.

Of all the Alfas which were priced beyond my reach by all the '80's speculation, the one which leaves me with the most personal regret is the Sprint Zagato. One of the last of the true dual purpose cars, the SZ established a fine competition record, winning first in class in the Targa Florio as late as 1963, and often posting times fully competitive with the 250 Ferraris in hill climb events, where agility and fine handling meant more than all out horsepower. Not that the SZ was slow, recording a top speed of 136 in round tail form, and 144 with the Kamm tail. Also notable, in very human terms, is its exemplary safety record: despite four years of heavy race schedules, the SZ was involved in very few accidents, with no fatalities and almost no injuries. Truly a standout in terms of predictable handling and active safety!

The racing Giuliettas started with the Sprint Veloce, which had sliding plexiglass windows and several aluminum panels in addition to its Veloce engine. Zagato became involved with the Giuliettas when a racer crashed his Sprint Veloce, and went shopping for a cheaper substitute to a factory re-body from Bertone. His instant successes upon returning to the track started an insane business of bringing in perfectly good cars to Zagato to have the Bertone body cut off and replaced for \$2,000. Alfa viewed Elio Zagato as a renegade, and refused to supply floor pans and running gear to build the cars in series. Instead, they directed Bertone to have Franco Scaglione design the Sprint Speciale. When that car proved too heavy to compete against Zagato, Alfa finally gave in, changing the Speciale into the luxury touring car we all know, and leaving Elio to come up with the light weight racers.

A final interesting sidelight brought out by the book shows just how different the age of "gentleman" racers was from 1990. Back then, many top racers in Italy used pseudonyms! It seems that respectable bankers, members of prominent families, etc. wanted to keep their sporting interests secret from conservative clients, life insurance companies, mothers, mistresses, and wives. If you look through the race results, the top finishers had names like Ivanhoe, or Kim. Elio Zagato's handle was "Bred".

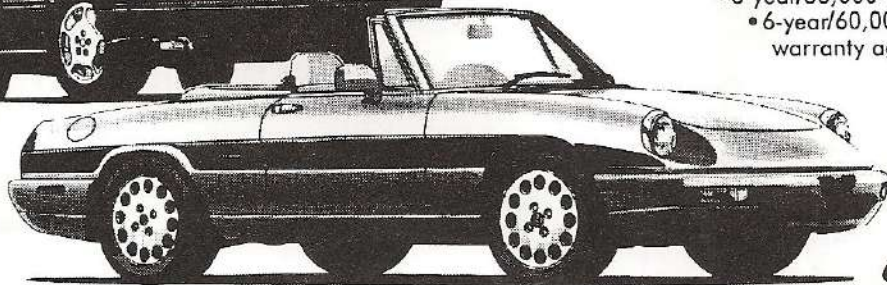
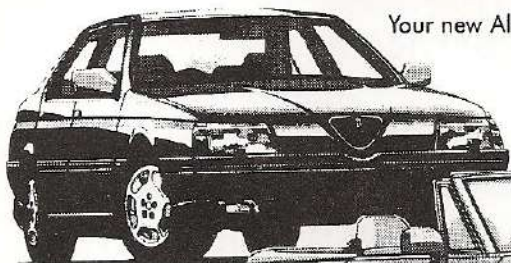
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- Sages
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Whatever your demographic category, as long as you've got Alfas in your blood, an AROSC membership offers the following potential benefits:

- *Alfacionada*, your guide to the LA area Alfa scene.
- Membership in the national Alfa Romeo owners club; *Alfa Owner*, its monthly magazine, with many articles on current Alfa events, rumors, technical, historical and competition topics. It also carries ads from all the major suppliers of aftermarket parts and accessories.
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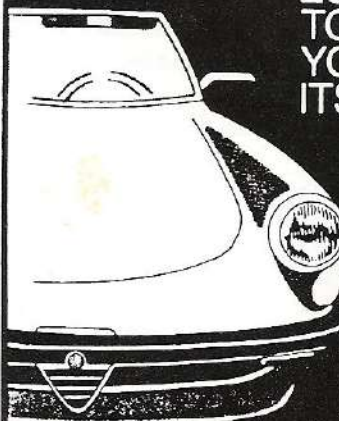
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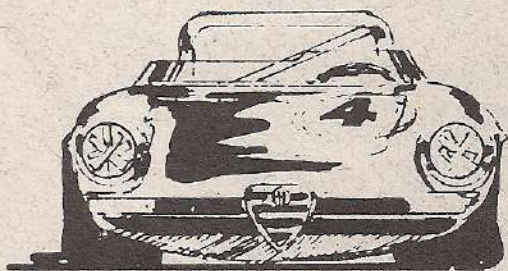
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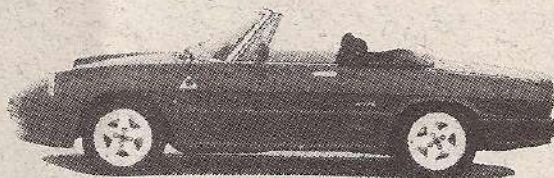
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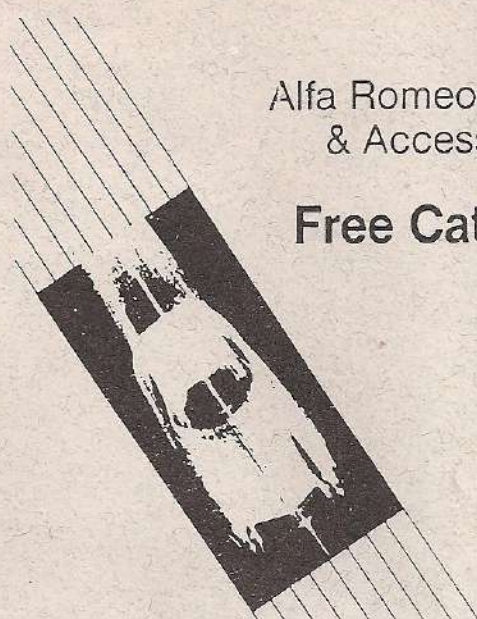
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