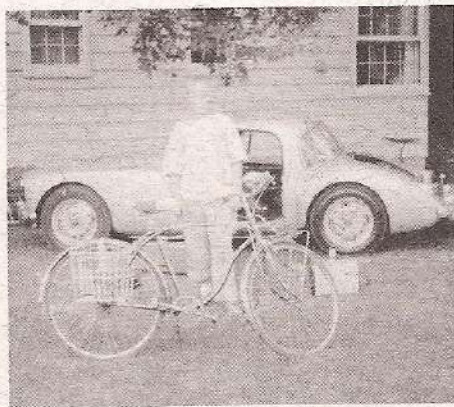


August 1992



Alfa Romeo Club

THE
JOURNAL
OF THE
ALFA ROMEO
OWNERS
OF
SOUTHERN
CALIFORNIA



**Re-scheduled:
Concours d'Elegance: Sept. 19
Drivers School: September 12 & 13
No August General Meeting**



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 AROSC, 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.

CLUB MAILING ADDRESS:

P.O. Box 39554, Los Angeles, CA 90039-0554

◆ **Event Article DEADLINES** ◆

October Classified	Sept. 10
November Event Articles	Sept. 10
November Classified	Oct. 10
December Event Articles	Oct. 10
December Classified	Nov. 10

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Newsletter

<i>Randall Higa</i> Editor	<i>Diane Greenseid</i> Art Director
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Commercial Display Rates

1/8 Page Half Year	\$60. Full Year	\$100.
1/4 Page	\$120.	\$200.
1/2 Page	\$240.	\$400.

Cover-Above: Rex Chalmers brings victory to Alfa Romeo at the Alfa Porsche Challenge. Below: A pre-teen Rex with his dad's MGA.

Editor's Desk

Randall Higa

Due to the number of automotive activities and the vacation schedules of most AROSC members, there will not be a General Meeting for August. However, for those of you planning ahead, Mike Sperry will be the guest speaker and will show his new video at the September General Meeting.

The **Auto Literature Faire** at Pasadena City College



A sign of the times at the Automotive Literature Faire.

CALENDAR

NO AUGUST GENERAL MEETING!	
Aug 21 - 23	Monterey Historic Races, Concours Italiana, Pebble Beach Concours
Sept 11	Logo Contest Entries due
Sept 12 & 13	AROSC Driver's School, Willow Springs
Sept. 19	Concours d'Inelegance McCambridge Park, Burbank (Re-scheduled)
Sep 25	General Meeting Mike Sperry, Sperry Valve Works
Sep 27	Concours - Automobile in Art Gallery, Long Beach
Oct 10 & 11	Time Trial and Race, Willow Springs
Oct 30	General Meeting and Halloween Party
Nov 15	Swap Meet
Dec 5	Christmas Party

suffered the same fate of mother nature as the Le Cercle Concours since they were both on June 28; Earthquake in L.A. Day. Despite the natural disaster, there was still a decent turn-out with **Len Frank** and **Stu Schaller** hawking their wares. Also on hand rummaging through boxes of books, brochures, and magazines, was auto enthusiast **Jay Leno**. He was even hard core enough to be seen at the Le Cercle Concours later in the day. On that morning, Stu Schaller was up bright and early warming up his 2600 Coupe to haul his automotive literary merchandise to Faire when the earthquake hit. For those few seconds, Stu was thinking to himself, "I knew that the 2600 had a rough idle, but not that rough!"

The **Engine Rebuilding Workshop** is off and running to a good start. **Rex Chalmers** and **Jerry Lomas** got things initiated with a kick-off meeting at Omega Motorsports on Saturday, July 25. The general scope of the workshop was discussed and all questions were answered. Topics such as the workshop schedule, cost, parts, and required machining services was covered in detail by Rex and Jerry. Although the workshop is primarily limited to assembling a stock Alfa Romeo engine, provisions for pulling, dismantling, storing, and shlepping, engines are also being coordinated with the group. Also being made available to the workshop participants is a good deal on the machine services and the parts. If you still have an interest in being involved, please call Jerry Lomas at (213) 734-5852.

Janice and I will be making our annual trek up to the Monterey Peninsula on the third weekend of August for an incredible orgy of automotive activities. On our agenda is the Concours Italiana in Carmel Valley on Friday, the Monterey Historic Races at Laguna Seca on Saturday, and the Pebble Beach Concours on Sunday. From this Alfi's view, one of the best concours and social events is in the Alfa Romeo parking area or "corral" at Laguna Seca. Of all the marques in attendance, Alfa Romeo has the largest and most populated corral. Its impossible

Continued on page 9



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I Voli della Phenice

Tina Van Curen

Here I sit, late at night with a glass of good Dago red preparing to leave for St. Louis and pondering the Zen of automobiles, and particularly my relationships with them.

A few short months ago, I thought I had found a true and lasting partnership with Romanzo, my handsome GTV-6. I was convinced we were in it for the long haul. A real committed relationship at last!

Then, on the afternoon of July 3, my world was shaken to the core. In a few brief moments some heartless fool sent my beautiful car on a voyage of destruction. In a flash it was a twisted heap. I stood there in shock surveying the wreckage and wondering what would become of us.

In the days that followed I tried to accept the fact that the honeymoon was over. Romanzo was no more and I was once again unattached and ungrounded.

Many options have passed through my mind and been presented by well-meaning friends. There was the disastrous fix up with the big German (Porsche 928). A classic case of no chemistry if I have ever seen one. I escaped and ventured on.

In perusing the convenience store periodicals, I happened upon a Lancia Beta. I was intrigued and made a date even though he is only 14 and genetically linked to Fiat. His name was Luigi and he lived in Signal Hill. (Who lives across the street from oil wells and refineries?) It was an awkward beginning but we finally spent some quality time on the 405 freeway and began to understand one another. Just as I thought we might make a connection, the car burst into flames in his own

driveway. It wasn't too serious but it did dampen my enthusiasm, at least for the moment.

After some reflection, I realize I must wrestle with the bigger issues first. Do I want a summer fling or should I hold out for the promise of a long term, serious relationship?

As I set out across the country in someone else's 164, I know I will meet many Alfas and Alfisti and hopefully find the time for some much needed introspection on many subjects. Hopefully things will be clearer to me when I return.

All the major aspects of my life are in transition in one way or another. I am looking forward to whatever the future holds and a little part of me hopes there is room for this infatuation with Luigi.

Whoever I am, whatever space I am in, I will see you all at the Time Trial Program 20th Anniversary bash at Willow Springs on August 8 and 9.

Ciao for now...

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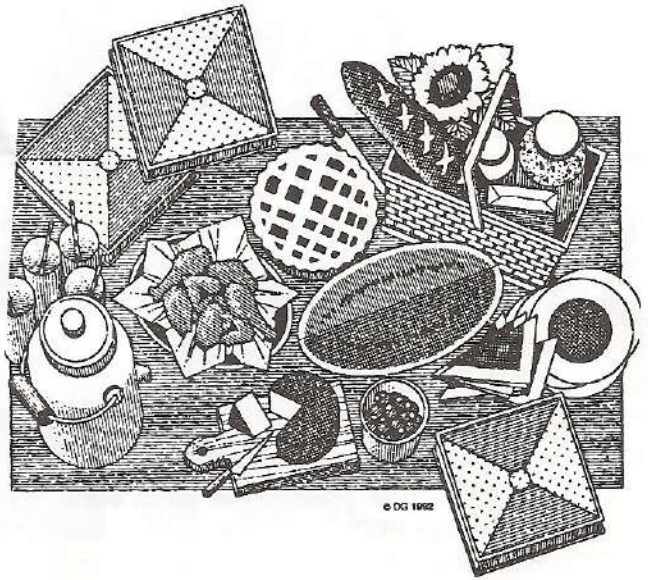
Concours d'Inelegance and Picnic: Rescheduled Again to September 19

Forget everything you've ever heard or thought about concours and judging because we have a concours that is unlike anything you've seen before. Bring your Truly Tragic T1, Ugly Duckling Spider, Fright Pig Alfetta, or just show up for the First Annual Concours d'Inelegance and Picnic on Sunday, September 19 from 11:00 to 5:00 at McCambridge Park in Burbank. This concours is open to either Alfa Romeos or Tow Vehicles. To be eligible, your Alfa must be able to get to the event under its own power from your house to the park. No flatbeds, tow trucks, or pushing allowed. For the Tow Vehicle category, large Mack trucks, cars with dollies or flatbed trucks will be strictly prohibited.

Judging will begin at 12:30 PM followed immediately by the awards presentation. There will be several categories and points will be tallied based on a secret points system established by the distinguished panel of expert judges. All entries must be at the Park by 11:00 AM and are to be parked on Amherst. If you are entering a vehicle, please call Michelle Schwartz by September 12.

The Club will provide food and soft drinks; BYOB for anything else. As the "recession special" for the day, there will be no charge (FREE!!!) for this event. If possible, please bring along your portable barbeques and hibachis. In addition to the

Concours and Picnic, there will also be a softball game, so bring your bat and glove. McCambridge Park is located at 1515 North Glenoaks in Burbank (Thomas Guide page 17, D-4). For more information or to enter, call Michelle Schwartz at (310) 575-1907.



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**"...a car has no business
being so desirable..."***

Alfa Romeo Owners of Southern California Membership Application

Dues for 12 months to AROSC and National (AROC) \$47.00
 Current AROC member with no chapter affiliation \$12.00
 Member of another chapter wishing to add affiliation \$22.00
 Make checks payable to AROSC.

New Member Renewal

Name: _____
 AROC Member# _____
 Street _____
 City _____ State _____ Zip _____
 Phone Numbers:
 Home: () _____
 Work: () _____

Please mail to:
 Kristin Gurney, AROSC Membership Chairman
 713 Gladys Avenue, Studio D
 Los Angeles, CA 90021

*Road & Track, on Alfa Romeo, March 1958.

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Wait Braverman's 2600 Coupe took First Place in the AROSC coupe class, and second in the LeCercle Italian class.

Concours News

Phil Guiral

Le Cercle Concours

Someone in high places does not like our concours program. The first one was conceded twice because of riots and rain. The next one started out with an earthquake that would not quit.

Despite a very shaky start on June 28, the Le Cercle Concours with over 200 cars turned out to be one of the nicest I've seen in the Southern California area. There were many Pebble Beach winners including our own Jack Becrones with his 6C1500. The Italian class included not only our six club cars, but a variety of Ferraris, Maseratis, and more. Our club strong showing was rewarded

with a sweep of the first three places in the Italian class

The judges for the club concours were the same as the main event and it should be noted that they emphasized cleanliness over authenticity. Nevertheless, all the cars were very well prepared and everyone came home with a ribbon.

The results were as follows:



Interior of the 6C1500 belonging to Jack Becrones



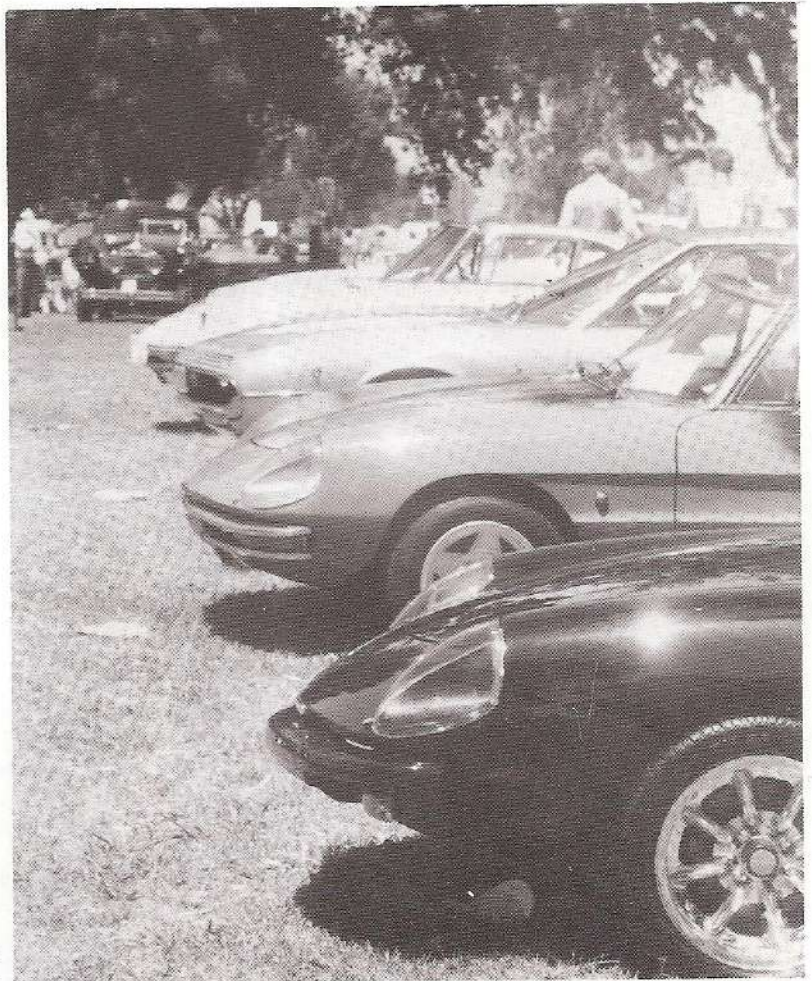
Le Cercle Concours Results

Le Cercle	First Place:	Dirk Stoehr, 1981 Spider
Italian Class:	Second Place:	Warren Braverman, 1963 2600 Coupe
	Third Place:	Philip Guiral, 1967 Duetto
AROSC Spiders:	First Place:	Dirk Stoehr, 1981 Spider
	Second Place:	Philip Guiral, 1967 Duetto
	Third Place:	Randal Harris, 1963 Giulia
	Fourth Place:	Allen Evans, 1967 Duetto
AROSC Coupes:	First Place:	Warren Braverman, 1963 2600
	Second Place:	Frank Panto, 1972 Montreal
People's Choice:	Philip Guiral, 1967 Duetto	

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The Automobile in Art Gallery Concours and Food Festival September 27, 1992

This will be yet another chance to enjoy the beauty and delights of both Italian cars and Italian food. Ricardo, the owner of the Automobile in Art Gallery, has invited the club to his Long Beach establishment for a true *Italian Experience*. In addition to the Alfa Romeo Club concours and Food Festival, there will be an informal car show (an opportunity for the rest of us to show our cars), and a wonderful display of Alfa Romeo photographs by Vic Huber in the Gallery. If you are interested in entering this concours, the informal concours, or just need more information on this event, please call Phil Guiral at 310-439-5550.



Above: Dirk Stoehr's First Place 1981 Spider.
Right: Beautiful Alfas, all in a row...

September 12 & 13, 1992

September Drivers School

John Green

8 Here we go again. In this the 20th Anniversary of AROSC's Time Trial program we offer the second (and last of the year) bi-annual Drivers Schools. Scheduled for September 12th & 13th at the Streets Of Willow Springs. The school is divided into three different types of classes. The first is our Basic Street/Emergency/Car Control Clinic which covers all aspects of driving from how to properly grip the steering wheel to how to control your car in a skid (this is aimed at young, inexperienced drivers and experienced drivers that would like to learn emergency car control as well as just plain good driving habits). The second is for beginning to advanced Time Trialers and the last is the Race Class devoted to the beginning racer.

This School was designed by the AROSC Time Trial Instruction staff to fulfill a need within the club for members to better their driving and to enjoy a marguerite or two with friends. The turn-out from club members has always been disappointing. Perhaps it is because the school is perceived to be a "racing" school that will damage or abuse your car. It is true that part of the school is dedicated to high performance driving but the Basic Street class, taught so ably by Alisa Kincaid and her staff, is aimed only at putting you back on the street as a more aware and safer driver. O.K., O.K. So we have a little fun as well. As to damaging your car. In the four of so years we have been doing this we have had only one incident. That of a driver hitting a garbage can. Now a case can be made that the can was in the wrong place and the damage was slight but I assure you each and every instructor takes safety to be of paramount importance. Many students share rent-a-cars for the weekend and we have had a few of them go through brakes and tires but that was because the R-A-C company rented them marginal cars. With the exception of the high strung Time Trial cars I can't remember anyone braking down from abuse. The student demographics run from serious beginning racers, a symphony flautist wishing only to learn how to deal with L.A. traffic, mothers and daughters, fathers and sons, occasionally a couple of lovers and 16 year old's with learner permits.

The costs are a very reasonable \$135 for the Basic Street and the Time Trial/High Performance classes and \$160 for the beginning Race Class. Because of the track size we only have room for 25 Basic Street students so the entry must be on a first come first entered basis.

ENTRY POSTMARK DEADLINE:

Not Later Than Friday, September 4th.

We have arranged a special priced hotel for those of you wishing to stay over night. Antelope Valley Inn, 44055 N. Sierra Hwy, Lancaster, 805 948-4651, \$47 for single or double. Make sure you say you're with the ALFA CLUB.

BRING YOUR OWN CAR

Cars other than Alfa's are not only allowed but welcomed. The school is designed for you to use your own car without having to invest in expensive safety equipment. The only thing you'll need (except for the racing school) are your seat belts in good condition, a Snell approved helmet and proper cotton clothes (long sleeved T-shirt and Jeans), shoes and gloves (leather garden gloves will do just fine). A limited number of Helmets will be available for rent at the track for \$25 ea. if you pre-arrange it with me. As in the past we will do a lapping session on Sunday for the experienced Time Trial drivers in their competition equipped cars as well as a graduation race for the race class. You will need to get your car tech'd at one of the following authorized tech shops (a \$10 fee).

TECHNICAL INSPECTION: Saturday September 5th, 10AM - 2PM (You may bring late entry forms to OMEGA MOTORSPORTS on Tech Saturday)

OMEGA MOTORSPORTS
3822 CLARINGTON AVE.
CULVER CITY, CA 90232
213-836-3160 Rex or Alex

VINTAGE PREP
2911 S. Main ST.
Santa Ana, CA 92707
714-556-5011 Paul

THE TRANSMISSION MAN
24309 Creekside Road
Valencia, CA 91355
805-254-2222, Jeff/Bill

Gerry Lehman
11704 Scripps Cape Vista
San Diego, CA 92131
619-578-6736

OR CALL FOR AN APPOINTMENT:

Bill Lawhorn, Downey, 213-869-4696
Vince & Dicks, Glendale, 818-249-6959
Bud Clark, Anaheim/Orange, 714-282-7378
Sun Int'l., Redondo, 213-372-4621
Joe Canone, GTA Sports Cars, Tarzana, 818-996-6787
Sperry Valve Works, Signal Hill, 213-988-5691
Vintage Euro Sports, El Segundo, Fabio, 310-322-8028
The Barber Shop, Frank Tash, Sacramento, 916-448-6422
Charlie Rockwell, Santa Clara, 408-988-6030
Wes Igram, Fresno Area, 209-822-2762

MAIL COMPLETED ENTRY TO:

John Green
14435 Valerio St., # 6
Van Nuys, CA 91405, 818-994-2318

Good News, Bad News, and Just News

Stu Schaller

After 12 rounds of the Italian Touring Car Championship, Alfa 155 GTAs are in the first six places. Larini, the ex-Formula 1 driver has won the last 6 rounds, and leads, with Francia second and Nannini third.

At the 24 Hours of Le Mans, an Alfa-powered Debora 3-liter was recruited from the Italian series to help fill out the grid. In spite of the attempt of the A.C.O., who runs the Le Mans Race, to have a reasonable amount of cars in the this year's event, only 30 cars showed up in total. The Alfa-powered car entered by the Bonnet Racing Team qualified 29th and was out of the race on the 25th lap, due to electrical and clutch problems.

I've sold my Miata, and will be using my 2600 coupe as a daily driver; at least for a while. If anyone has a mechanically near perfect Berlina or Alfetta cheap, please let me know.

There are a number of new Alfa books which will be out shortly, including one on Giulias by Tipler, the second edition of the "Masterpieces" Spider book, a book in the "La Collection" series on the 155, a signed re-issue of the Fusi "bible", and a book in Italian on the the Montreal by Giuliani. There are also new books on Bertone and Fissore.

The June and July issue of various European magazines have some Alfa articles too, and for you miniature fans, there are a number of Alfa models issued recently, with more to come.

At the Literature Fair put on once a year at Pasadena College, there was quite a bit of Alfa stuff available, although some of it was priced quite high. It would be nice to have a 8C2900 factory sales piece, but not at over \$500. With family plans, the same day, along with the second concours of the year, and the fact it is rather a difficult year, and the fact that it is rather difficult to be in more than one place at a time, I never quite made it to the concours.

Movie night at our June general meeting turned out quite interesting. I've been told that the car in the film *Rendezvous* was everything from a Ferrari 265 GTB/4 to a Matra Jet 6, and it is impossible to tell from the film. I guess I will have to write to France to confirm my suspicions.

'til next time
Stu

Editor's Desk

continued from page 3

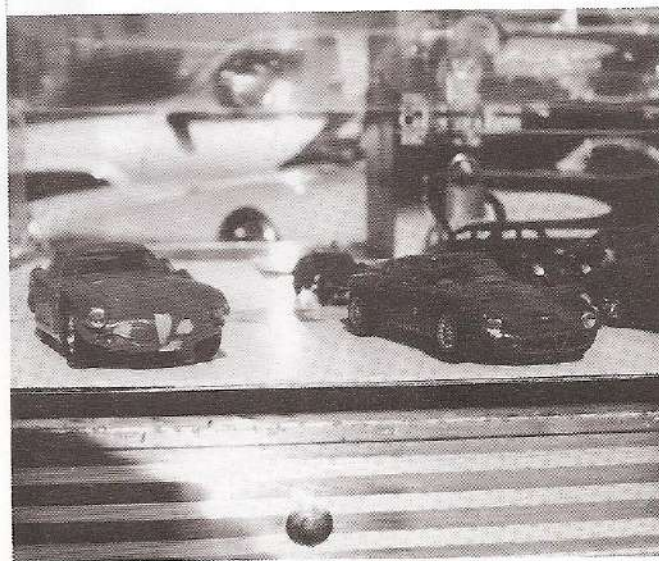
for any Alfisti to hide their enthusiasm when you can walk through rows and rows of Alfas. To put a slight twist on one late night television used car salesman's pitch (with his dog Spot, thank you), "...we have acres and acres of Alfas..."

Don't forget your entries for the **AROSC Logo Contest**. They are due to the Board of Directors on **September 11, 1992**. Refer to the June issue of the newsletter for the nitty-gritty details. If you have any further questions, call Tina Van Curen at 213-666-4500.

The **Alfa Romeo Owners Club of San Diego** is having their 7th Annual Run for the Bubble **Hillclimb Event** on September 20, the day after AROSC's Concours d'Inelegance. The event will be held at Lawrence Welk Village, five miles north of Escondido. For more information, call Jeff Langley at 619-747-6853.

For those of you who missed the AROSC wine tour in Solvang earlier this year, don't dismay. The **Orange County Alfa Romeo Owners Club** is having their annual **Wine Tour** in the Solvang/Santa Inez area on September 12 and 13. The tour is lead by chapter president and wine expert, Terry Dooley. For more information, call Terry Dooley at 714-962-1636.

The **Alfa Romeo Owners Club of Central Coast (AROCCC)** is hosting their Sixth Annual Central Coast **Alfisti BBQ** on September 12. The hosts for this event are Jim and Mary Allen of Nipomo. For more information and an RSVP, call Tom Tompkins at 805-969-3435.



Models for sale at the Automotive Literature Faire.

Story of Rex Chalmers

Profile of an AROSC Champion

Kate Benson

10 When I heard that the AROSC is about to celebrate the 20th anniversary of the Time Trial Program, I knew it was time to do that interview with Rex I had been procrastinating about for so long. And more than a few people know how pleasant it is to hang out at Omega Motorsports on a Saturday afternoon, not a lot of street cars in the shop, just the "project cars" and sometimes their passionate owners talking shop. But for those of us not technically inclined, it's great just to grab some garlic naan from the Indian take out next door, listen to a little classical music or the Car Show, kick back in the office and enjoy the afternoon. I showed up on one of those laid back Saturdays and had a chance to find out more about my mechanic and good friend Rex Chalmers.

Rex was a racing enthusiast by the age of 4, watching his dad try to beat the Alfias in an MGA Coupe on the tracks around Chicago and Wisconsin. By the time Rex was 8, his dad was driving the MGA

around the ski areas of Wilmot, Wisconsin and Rex was Velodrome racing bicycles around Chicago.

There was one Alfa in particular that beat his Dad's MGA on more than a few occasions, and when Rex was 16 he bought that car, a 1962 Guilietta Spyder. He drove the little Spyder around Chicago in gymkhanas and in his first time trial at



Rex savoring his victory at the Alfa/Porsche challenge on July 4, 1992

Black Hawk farms, a two mile SCCA road course in Wisconsin.

In the late 60's Rex started working for a guy named Subatino Pavoni who owned Elgin Import Motors. Pavoni also owned a 1965 GTA. With his son drafted into Vietnam, Rex became a kind of surrogate son, and Pavoni's driver. In 1972, driving the GTA, Rex won the B Sedan class his first time out wheel-to-wheel racing with the Midwestern Consul Sports Car Club.

In 1976 Rex bought a 1962 Mk II Sprite. He worked on the car for two years before driving it and in 1978 won the SCCA Regionals Central Division G Production championship and ended up the Central Division Rookie of the Year. But regional races weren't his only victories - he raced in three national SCCA races, and in 1980 finished third behind Jack Beck. Rex came in first in the June Sprints later that same year at Road America in Elkhart Lake, Wisconsin.

Frustrated and wanting to "go faster," Rex bought a 1978 Formula Ford TIGA, which he raced in 1980 and 1981. Again

he won races on the regional level.

Rex isn't as single-minded as his track record might indicate. He had planned to go for a PhD to teach English literature at the college level and toward that goal obtained a masters degree in English literature in 1972. But by this time, he was firmly entrenched in racing, had gained a reputation for

building cars, and his only jobs to date had been working with sports cars.

Rex made another significant accomplishment during his college days. He met Jackie. Jackie was already a car enthusiast, cruising around California during high school in a Firebird 400. By the time she met Rex, Jackie was driving a 1974 GTV. The attraction was immediate and they were married in 1979. Rex and Jackie moved to California in 1981 and Rex took some time away from racing - to surf. He continued to work on cars in his mother-in-law's garage and slowly but steadily built a faithful clientele, completely by word of mouth.

In 1984 Rex bought his 1965 TI—the first of the infamous "Scuderia Frigo machines"—completely rebuilt the car and began time trialing with our very own time trial program. It was a special year for Rex and Jackie as Alison was born in December of 1984. By the time I met Rex, Alison was becoming his biggest fan at the track, a regular by the age of two, breaking her dad's record by two years. (With Alison's approval and encouragement, her brother Jourdan has beaten her record, since he became a track regular before he could crawl.)

Since 1984 Rex has won the time trialing championship four or five times, and in 1989 and 1991 was the club competition champion as well as the concours champion.

There was one Alfa in particular that beat his Dad's MGA on more than a few occasions, and when Rex was 16 he bought that car, a 1962 Guilietta Spyder.

He continues to hold records both at Laguna Seca and Willow Springs and has been racing with the Alfa Club's new race program as well as with VARA. Recently, Rex rebuilt the old TI again, turning it into a vintage race car. It won the time trial at Laguna Seca this year as well as winning it's class in it's first vintage race at Willow Springs on July 4. Oh, and I believe he has won, or at the very least placed, in a couple of spaghetti cook-offs.

Rex has continued to build, rebuild and maintain some of the best engines on the Southern California tracks, including his own Berlina and the TI which he recently rebuilt from the

Rex has continued to build, rebuild and maintain some of the best engines on the Southern California tracks.

ground up. Although he once tried working on Porsches, Rex said his heart just wasn't in it and he quit after only three months. His first love, of course, is Alfa Romeo, but he regularly works with Lotus and Ferraris. In February of 1985 he opened Omega Motorsports with a partner as Two Clowns, Inc. Today Rex is the sole owner of Omega Motorsports where he builds race engines and maintains many of LA's distinctive Alfas, both the beauties as well as the beasts.

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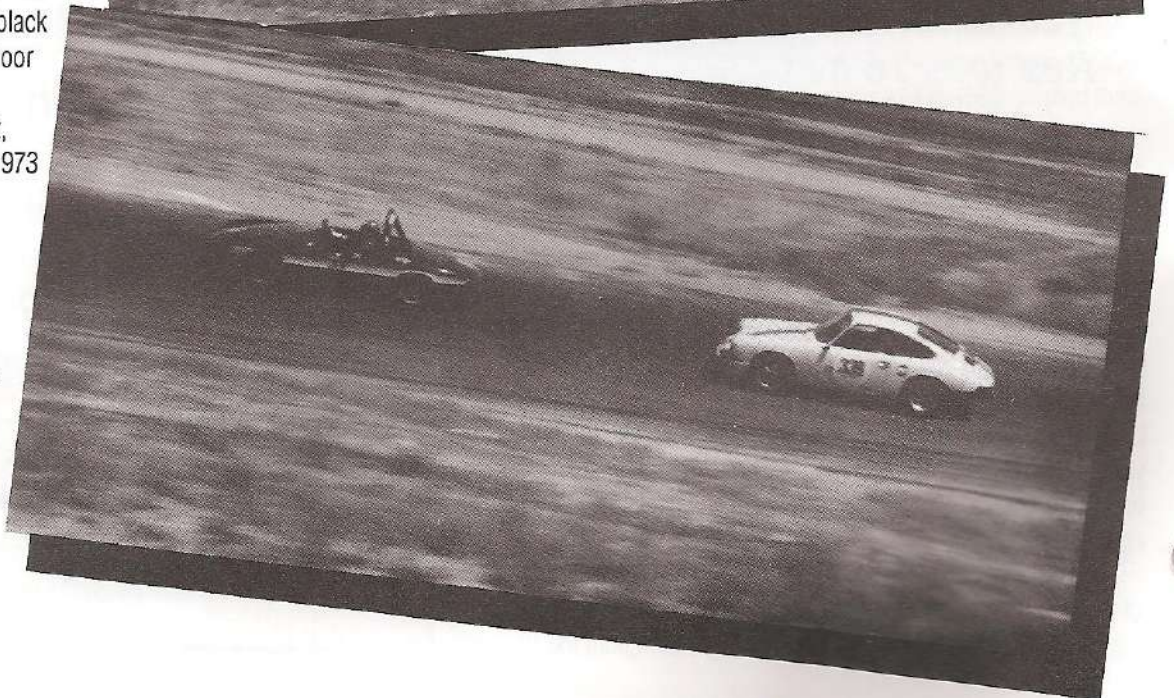
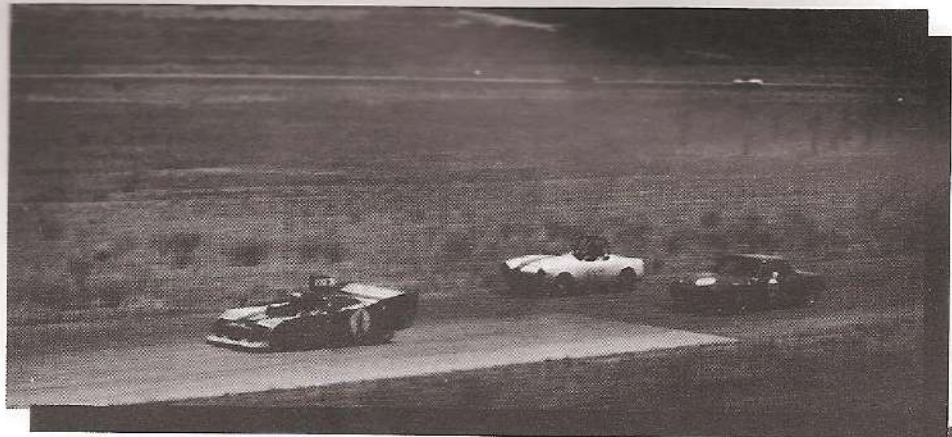
3422 Glendale Blvd., L.A.
½ Mi. So. of Glendale
in Atwater Village

VARA Fourth of July Extravaganza on July 4 and 5

Alfa-Porsche Challenge, Willow Springs

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Despite the large number of Alfa Romeos on the starting grid, it was sadly not the best weekend for the Italian marque to go against its German counterpart. Joe Diloreto and the 1974 Alfa Romeo Type 33 TT12 did run in Saturday's Alfa-Porsche race and was handily leading the pack (running 1:37:854 in practice) when the engine temperature crept into the danger zone causing the proverbial towel to be thrown in. Tor McPartland (running 1:41:589 in practice) had his share of bad luck when his Spider inadvertently had bodily contact with another car and was given the black flag. This left the door wide open for the Porsche contingent, spearheaded by a 1973



*Top: Joe Diloreto in the 33TT12 temporarily leads the Saturday Alfa-Porsche Challenge race.
Middle: Bill Pringle dicing it out with a 356.
Below: John Green tending off a 912.*



John Samson starting the climb up the Omega turn.

911 RS and a 914/6, to go relatively unchallenged. (These are vintage cars?)

All was not lost for Alfa as Rex Chalmers pulled through by outright winning the E-Production class on both Saturday and Sunday with his famous white TI. Despite problems with cracked exhaust headers and slippery tires, Rex dusted the pack for a relatively easy victory. It was quite a sight seeing a slightly-sideways, boxy (but aerodynamic) four-door sedan coming up the Omega turn ahead of a snarling gang of coupes and roadsters (Porsche 912's and 356's included). The hounds never caught the rabbit...

It was also a wonderful sight to see Said Marouf bring

his bright orange Pebble Beach Concours TZ-2 on the track. I'm glad that these rare and significant cars are brought out for more than just pretty displays on golf course lawns.

Perhaps the worst luck was experienced by John Ireland in practice when a vital moving engine part decided to freeze-up and hurl itself out through the side of the engine block. Ouch! The oppressive heat and bad luck took its toll on other Alfas, but in general, the weekend was enjoyable and track time was in great abundance. Other Alfa Club members on the track included, Bill Pringle, John Samson, John Green, Al Cortes, Si Robin, Bill Dillman, Jeff Zimmerman, Henry Manney, and Dick Hughes.



Rex Chalmers leading the pack in Saturday's E-Production race.

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WANTED: Late 1985-1986 GTV6. Prefer low mileage, should be in good condition, must be running. Tina Van Curen (213) 666-4500.

WANTED: 3.0 liter engine. Any condition. Jim. (310) 657-8512.

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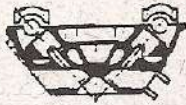
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