

November 1992



affezionada

THE
JOURNAL
OF THE
ALFA ROMEO
OWNERS
OF
SOUTHERN
CALIFORNIA

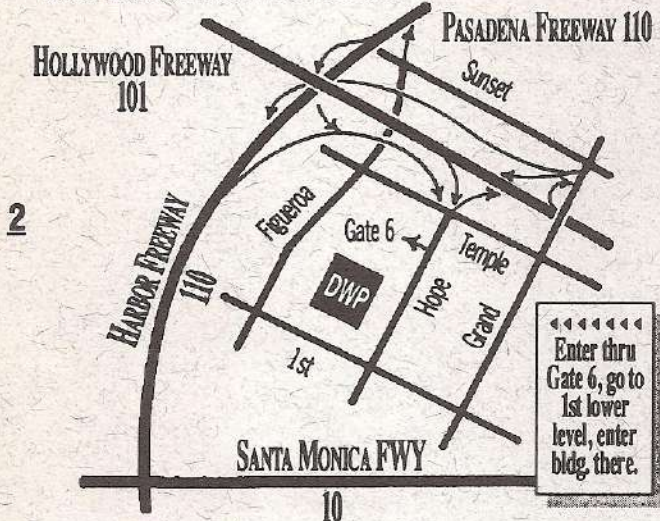


Holiday Party: December 5
Annual Meeting: January 22
Time Trial and Race: January 30 & 31



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 \$55.00 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 ◆

January Classified	Dec. 10
February Events	Dec. 10
February Classifieds	Jan. 10
March Events	Jan. 10
March Classifieds	Feb. 10

Board of Directors

<i>Tina Van Curen</i> 1801 Edgecliffe Dr. Los Angeles, CA 90026	President	(213) 666-4500 Eves.
<i>Al Allen</i> 713 Gladys Ave., Studio D Los Angeles, CA 90021	Vice President	(213) 689-7739 Days (213) 484-1481 Eves.
<i>Dirk Stoehr</i> 4539 Jubilo Dr. Tarzana, CA 91356	Secretary	(213) 385-1203 Days (818) 345-9841 Eves.
<i>Brad Sterling</i> 6635 Wilkinson Avenue, #206 North Hollywood, CA 91606	Treasurer	(818) 507-7714 Days (818) 764-1357 Eves.
<i>Kristin Gurney</i> 713 Gladys Ave., Studio D Los Angeles, CA 90021	Membership	(213) 623-2313 Days (213) 484-1481 Eves.
<i>Randall Higa</i> 6007 Eucalyptus Lane Los Angeles, CA 90042	Newsletter	(213) 244-3661 Days (213) 344-8828 Eves.
<i>Fred Schueddekopp</i> 1231 Turquoise St. Garden Grove, CA	Program	(800) 433-0101 Days (714) 893-3727 Eves.
<i>Charlie Thieriot</i> 2500 Roscomare Rd. Los Angeles, CA 90077	Competition	(310) 476-8812 Eves.
<i>Michelle Schwartz</i> 1109 #D Catlin St. Simi Valley, CA 93065	Social Director	(310) 575-1907 Days
<i>Steve Gerow</i> 1434 Loma Alta Dr. Altadena, CA 91001	Member at Large	(818) 791-8287 Eves.
<i>Phil Guiral</i> 248 Lindero Long Beach, CA 90803	Concours	(310) 439-5550 Eves.
<i>Larry Meyer</i> 497 E. California Blvd. #315 Pasadena, CA 91106	Librarian	(818) 500-6424 Days (818) 440-1803 Eves.

Newsletter

<i>Randall Higa</i> Editor	<i>Diane Greenseid</i> Art Director
-------------------------------	--

Commercial Display Rates

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

Cover—World famous race driver Len Frank keeping cool and calm, on pre-grid. Willow Springs Raceway. Photo by Randall Higa



I Voli della Phenice

Tina Van Curen

In case anyone has been wondering where I have been, let the grease under my usually well manicured fingernails be the first hint.

For almost an entire year I have been living an impossible life without knowing how fortunate I was or how unlikely things were to last. I have competed in every Time Trial, attended at least one driving school and have even driven Phenice on the street a few hundred miles. All this was accomplished with an absolute minimum of attention to the car. A few oil changes, a set of tires and several thorough wash jobs.

In the last month or so, reality has shattered my heretofore perfect world. Having decided to enter the car in the races, I spent many long hours removing things and installing things and buying things. My reward for all this effort and attention lavished upon my favorite Alfa was the opportunity to see a cloud of thick smoke twice the size of the car directly behind it somewhere near turn 8, break a stud on the headers and listen to a very sick sounding exhaust leak as it sucked away power at crucial moments, and finally lose the exhaust system and destroy a tire simultaneously during timed runs.

After the initial depression I realized that I have now been initiated into the fraternity of racers. I accept the fact that my little honeymoon from the jack stands was just that. I am now contentedly, if a little impatiently, plugging away at all the repairs and other tasks, large and small, but ALL dirty, which fill the hours of a shoestring racer.

I recently attended the opening of a photo exhibit at the Auto in Art Gallery featuring wonderful candid shots of drivers

and cars we all recognize, if only from books. Just looking at them made me yearn for the "good old days" of the '50's and '60's, and romantic places I wish I had been. Most of the photos are by Denise McCluggage. I met her briefly and she is one very neat lady. She was part of the action then and she still is. She writes regularly for Autoweek and was on her way to Japan to drive in their Mille Miglia.

Some day.....

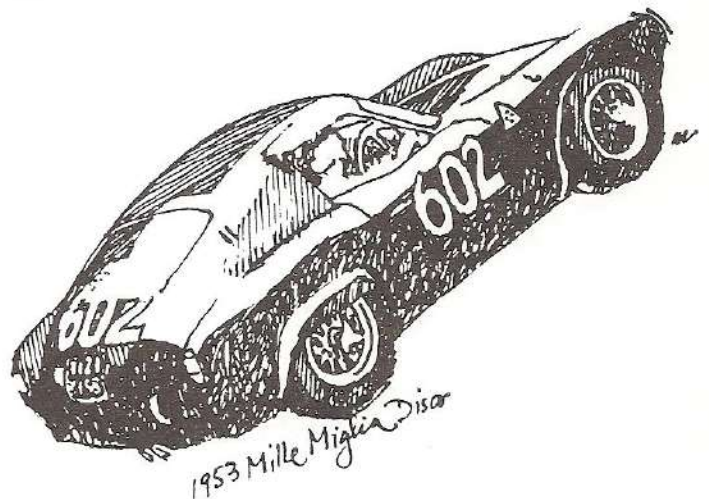
I highly recommend a trip to the gallery. Not only do they always have something interesting to see but the owners are very friendly and the visitors always simpatico.

Of special interest to all of us, they are having an Italian car photo exhibit in January and February and are very interested in having an Alfa club concours there along with an Italian food fest. The date should be firm by next month's newsletter. This will be an event everyone will love; techies, racers and plain Alfa lovers alike. Of course this is THE chance to show your Autophobic friends or spouses what a sophisticated, high brow group we are, after all, it IS an art gallery, dear... 3

By the time this reaches you most of us will be in the throws of the Holidays (Groan). Before you get completely swept away with the festivities take a moment to VOTE. The ballot is in this issue. All you have to do is fill it out and send it in. You will probably feel better than you did on November 3.

See you at the Christmas Party, or the auto parts store.

Ciao for now...



Events and Activities

Randall Higa

HOLIDAY PARTY, DECEMBER 5, 8:00 PM

Yes, its already that time of year again to celebrate the holiday season. Gather together with your fellow Alfisti at **Charlie Thierlot's house** to officially kick-off the holiday season. For a measly \$5 at the door, you will be able to enjoy a wonderful spread of food (BYOB) prepared by our retiring social director, Michelle Schwartz. For this year, we will have a gift exchange so **bring a wrapped gift** (Each person to bring a gift; don't spend more than \$10) to the party to put under the tree. Don't miss this opportunity to see all your old friends and make some new ones.

4

Charlie's house is at **2500 Roscomere Road** in Bel Air, just off the 405 (San Diego, for you long-time Angelinos) Freeway at Mulholland Drive. Also remember to bring canned food for distribution to the homeless. R.S.V.P. to Charlie Thierlot (310) 476-8812 ASAP.

ENGINE REBUILDING WORKSHOP, Continuing

By the time you read this, the first session of a series of **Engine Rebuilding Workshops** took place on Saturday, November 7. Workshops will be continuing on Saturdays until everyone's

engine is fully assembled (more or less). Many thanks to **Jerry Lomas** for coming up with the idea and the perseverance and the tenacity to follow through and pull it off. Additional thanks to **Rex Chalmers** for being the patient instructor and providing the space for the workshop sessions. Although its too late to rebuild and engine in this series of workshops, it will be possible to audit the workshop for \$10 per session. For more information on the Engine Rebuilding Workshop, please call Jerry Lomas at (213) 734-5852.

ANNUAL MEETING, JANUARY 22

This is the club's largest and most exciting meeting of the year. As usual, we will feature a very noteworthy speaker that will undoubtable dazzle and amaze you. We will also be having an informal car show that brings out a nice array of interesting Alfas. Remember that your car does not have to be at "concours" levels so **bring your Alfa** and show it off to your fellow club members. Note that this is not the last Friday of the month.

TIME TRIAL AND RACE, JANUARY 30 & 31

The first Time Trial and Race of 1993 will be on the last weekend of January at Willow Springs. If you don't like the summer heat of the desert, this is the event for you. We all look forward to another successful year of time trials and races that will again include events at Laguna Seca, Las Vegas (hopefully), and of course, Willow Springs Raceway. The dates for the rest of the 1993 events will appear in next month's newsletter.

For Your Holiday Gift Giving!

Official AROSC T-Shirts and Mugs



100% cotton T-Shirts
(White, Red, & Green)

1 for \$13

2 for \$25

or

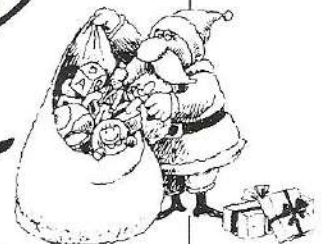
"The Mad Italian Special"

1 of each color for \$35

Mugs (gold on black)
only \$5



Alfa Romeo
It's a lifestyle.



See Brad at the general meeting or call (818)764-1357

Alfa and the Trans Am

Stu Schaller

In 1966, SCCA decided to run a series of races for sedans. The first race, run as supporting event for the 12 Hours of Sebring went almost totally unreported in the press.

Held on Friday, March 25th, as a preliminary to the 12 Hour Race for sports cars, the four hour governor's cup had a 44 car entry, of which only nine cars were in the over two liter cars, six were Autodelta GTA 1600's. The other leading contenders in the class included the Ford of England factory-backed Cortinas and the 1275 cc Mini Cooper. During practice, Rindt rolled his Alfa.

Rather than starting based on practice times, the cars were lined up based on engined displacement, with Mustangs, Barracudas, a Dodge Dart, Corvairs and even the 1800 cc BMW TI SAs in front of the Alfas. In spite of this, after four hours, Alfa took four of the first five places, the Tullius Dodge Dart finishing second. The somewhat crunched Alfa of Rindt won at 87 mph. It is worth noting that the 12 hours won by a Ford GT Mk II, displacing a full seven liters, but only averaged 98 mph.

The second race was held on June 12th, at the Mid-America Raceway in Missouri. This time a five liter Mustang took the overall prize, but an Alfa, driven by Andrey and Kwech finished second, winning the under two liter class.

At Loudon, New Hampshire, a Ford Cortina triumphed, with a five liter Barracuda second, and the Andrey and Kwech Alfa third. At Virginia International, five liter cars took first and second but Alfa's finished third through fifth. The next race was Marlboro, in Maryland, a 12 hour enduro. First through fourth were five liter cars, but fifth was the Sam Posey and Theodropoulou's Alfa, a Ford Cortina was sixth, and Alfa's filled seventh and eighth.

The Pan American six hour at Smithfield, Texas was won by five liter Mustang, but the Andrey and Kwech Alfa wound up second. The last race of the year was held at Riverside, California, and at that point, the Trans-Am was beginning to come of age. Thirty-four cars were entered, 20 being under two liter cars. Being in California, the entry included such things as a Hino Contessa, a Sunbeam Imp, an NSU Prinz, and two Ford Anglias! Five liter cars, led by the Titus Mustang took first through fourth, a Ford Cortina finished fifth, winning the U-2 class, but the Kwech and Andrey Alfa finished sixth, and second in class. Alfa wound up 1966 U-2 champion, with 57 points, to Ford of England's 36.

In 1967, through political wrangling, Porsche managed to get its 911 allowed in the series, in spite of the fact it wasn't really a sedan. The first race of the year was run at Daytona on

February 3rd. The race was won by a five liter Ford/Mercury Cougar. The Kwech Alfa had qualified in front of the Porsches, but, predictably, a 911 won, driven by Peter Gregg.

At Sebring there were a record 61 entries. Five liter cars took first through ninth, with the Gregg Porsche finishing 10th, winning the U-2 class. At Green Valley, the Texas course, five liter cars finished first through sixth, Dan Gurney's Cougar taking first. Again, a Porsche 911 won the two liter class, finishing seventh overall. The series turned to Lime Rock in Connecticut. The race was won by Peter Revson in a Cougar. In a superb drive, the Kwech Alfa finished fourth overall, winning the U-2 class.

*Rather than starting
based on practice times,
the cars were lined up
based on engined
displacement*

5

At Mid-Ohio, the Ford Mustang won, but was protested by Team Cougar for getting off-track assistance. The Mustang team reciprocated by protesting the second place Cougar for keeping its engine running while taking on fuel. Wisely, the stewards let the original results stand. The Kwech Alfa again won the U-2 class, finishing fourth overall. At the Bryar race, a Cougar won, and the Porsche 911 of Revson and Everett finished second, winning the U-2 class. At Marlboro, separate races were held for the over and under two liter cars. All three Alfas retired leaving Porsche to dominate. At Castle Rock, Colorado, a Mustang won, and Alfas finished fifth and sixth overall, the Monty Winkler car winning the class.

The next race was held at the Naval Air Station in Crow's Landing, California. The winner again was a Mustang, and the Winkler Alfa won the two liter class. At Riverside, the Mustang won yet again, and the Everett Porsche won its sixth two liter race of the year. At the Stardust Raceway in Las Vegas, Mark Donohue won with a Camaro, and Kwech took the two liter honors. The last race of the year was at Kent, Washington, and again, Donohue won in a Camaro. The Evergreen 911 of Everett again won the two liter class. Final standings showed Mustang winning by a slim two point margin in the big cars and Porsche winning the small car class over Alfa, 75 points to 59.

For 1968, rules were changed in that the two liter cars

continued on page 13



Photos by Randall Higa

Rex surrounded by attentive Engine Rebuilding workshop participants

Editor's Desk

Randall Higa

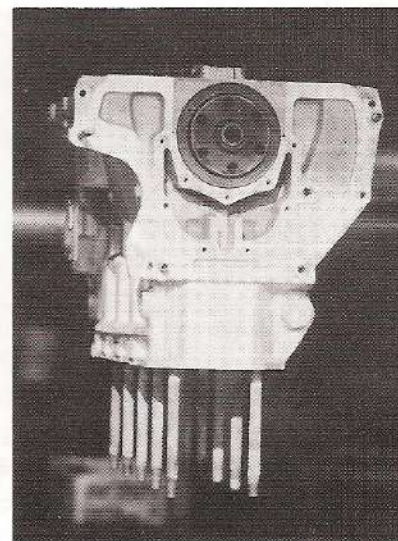
Just my luck...I finally win in my class at the October Time Trial event and there wasn't a trophy; not even a spiffy red plastic plate. Ah well, the taste of victory was nonetheless sweet. Yes, dear time trial and racing fans, I did win Class F in my, uh, I mean Janice's two-tone Le Mans blue 1974 GTV. Needless to say, Judy Illeman was not around that weekend. I'll try not to blather too much about this, but dammit, this is my column. You are welcome to write in the name of another newsletter editor on your ballot if you're not happy.

As I was starting to say, this event was particularly significant for me. I finally drove into turn 8 without lifting. As most of you know, this is the turn at the end of the back straight of Willow Springs Raceway. While for many of you, this may be as significant as backing out of your driveway, it was a transforming experience for me. During all previous events at this track, my right foot would automatically yank upwards as I made my approach to this high-speed turn. "Don't lift...don't lift...don't lift," I kept telling myself, but somewhere in the back of my head, there was another voice screaming, "you will die or

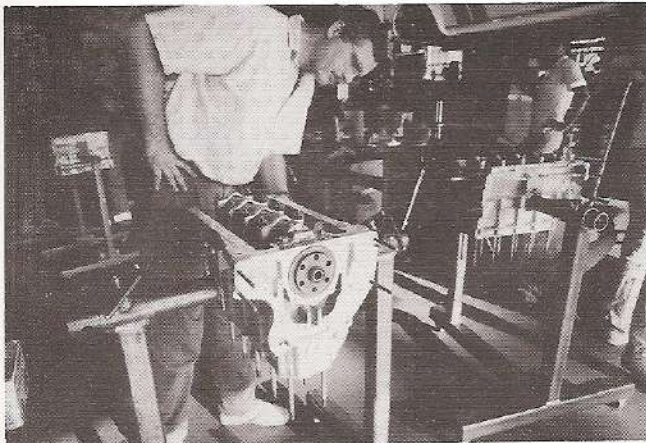
vaporize into pure energy if you go into this turn flat-out." Rats! Lifted again!

It was during the last of the practice run on Saturday when I gritted my teeth in determination while I sped down the back straight. "It's now or never! No more wimps! DON'T LIFT!!!"

Amazingly, my foot stayed mashed to the floor and I turned the wheel into turn 8. Suddenly, like waking from dream, my peripheral vision widened, my horizon



Cast aluminum artistry



"Damn, I'm good!"

was extended, I could clearly see the apex of the turn, and the driving experience went into slow motion. The control of the car became very easy and I pressed harder on the throttle groping for even more speed. I finally felt that pure feeling of being a part of the car, and not just a passenger along for the ride. That little whinny voice in the back of my head went into a state of shock and actually stayed silent for a few seconds...

Did I deserve to win? Is Alfa Romeo Italian?

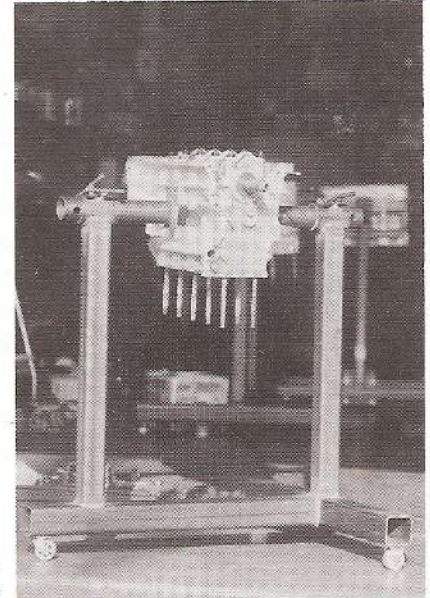
As noted on the Events and Activities page, the first session of the Engine Rebuilding Workshop has taken place. Many thanks to Jerry Lomas for giving birth to a wonderful idea. Five lucky club members brought their newly machined engine bits, tools, and engine stands to Rex's shop on Saturday, November 7 and began assembly of their treasured powerplants. For the participants in the workshop, Rex arranged for special pricing on the machine work and Jerry Lomas got special deals on custom built engine stands and parts kits from Alfa Ricambi.

The first order of business was the thorough cleaning of the engine block. By the end of the day, the bottom ends of the engines were assembled and the crankshafts were spinning happily and effortlessly. Many people were also in attendance to audit the course; some furiously taking notes, others just looking on. A video tape was also made of the session to record the day's activities. No one left that day without learning a great deal of the inner workings of the amazing little Alfa Romeo four-banger powerplant. I, for one, also left with a much deeper respect for the motivating powers under the hoods of our beloved Spider and GTV...

Be sure to get your Official AROSC T-shirts while the supply lasts. They are available in your choice of white, red, or green and make excellent holiday presents. They are only \$13 each and can be purchased in the "Mad Italian Special" which gives you one color of each for only \$35. What better way to

make a statement about your car and your club?

Now that the presidential elections (and mud slinging) are over, it is now time to place your vote where it can *really* make a difference. In this issue, you will find an official ballot for you to cast your vote for next year's officers. As your civic duty to your Alfa Club, pull out your ballot, cast your vote, fold and stamp as shown, and throw it in the mail by December 15.



Alfa engine block on high-zoot custom engine stands



Rex demonstrating his wizardry

October 30 at Dirk and Marcy's

Halloween Party

Randall Higa

The scene was ghoulish at the Stoehr's residence on Friday, October 30 as the Alfa Club assembled together like bats in a cave for AROSC Halloween Party. The party was in lieu of the regular general meeting and was an opportunity for the members to gather in a more social (but scary) setting. While no one chose to dress-up as their favorite Alfa, there were some very interesting costumes nonetheless; some even Alfa related. Thanks again to Michelle Schwartz for the spread of food and to Dirk and Marcy (the Union 76 team) for being gracious hosts. Dirk, that was one frighteningly good Pina Colada!

Photos by Michelle Schwartz



"Hey, little boy, would you like to see what's under my jacket?"



Gotcha!"

100



Tina Van Curen and Michella (Watch Out For the Scissors) Schwartz

Photo by Randall Higa



Photo by Michelle Schwartz

The respectable host of the party. Would you let this man (thing?) mix you a drink?



Photo by Randall Higa

Dan Ritter suited up for serious bench racing



Photo by Michelle Schwartz

Your faithful newsletter editor showing off his bogus ID badge

October 10 & 11

October Time Trial and Race, Willow Springs

Alisa Kincaid

10 Our October 10 and 11 Time Trial and Race saw another record turnout. Once again our novice school had over 30 students; a great sign that our club is continuing to attract new drivers. I have heard a multitude of comments from people outside the club that our racing events are a lot of fun and everyone is super nice and friendly. My hat is off to all of you who help make our club so great.

Things heated up quickly on Saturday as our usual luck with the hot weather held true right into October. Temperature gauges were running rampant in the red zones.

Saturday passed without any fender or bumper crunching although many drivers attempted to get closer to nature in the desert by visiting the various dirt, rock and tumbleweed sanctuaries that surround Willow Springs. We've decided to grant an honorary off-road license to Mike Kelley, #17, who spent the whole weekend driving Paul Ellis' Dunestang over his head and off the racetrack, repeatedly kicking stones onto the course. The license will be ceremoniously given by the clean-up crew who charged a case of well-earned beer to his account after two days and five sessions of track sweeping.

Alan Ward, #13, gets the "SAVEY" award for great technique in driving and saving his own butt. He went two wheels off on the right side of the track, hit a hole at the edge of the track, bounced a little sideways into the air, and landed back on the track. He then fish-tailed a couple of times, gained control and continued back on course. NICE SAVE, ALAN!

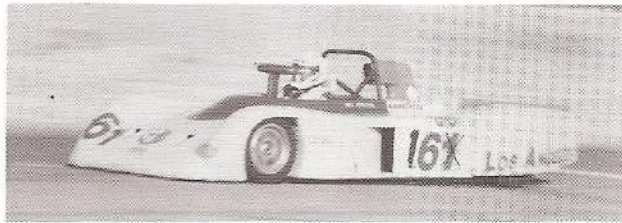
An honorable mention goes to Rich Maloney who did not acknowledge the black flag four times in a row. Maybe the



Driver and co-driver of pace car attempting to gross out the photographer (and succeeding)

black flag should be changed to fluorescent purple since the black apparently blends in with the landscape!

Our "BAD BOY" award goes to Chris Jones in car #16 who reportedly stopped in turn eight and backed up to a corner worker. Bad Boy! Someone take out the reverse gear that guy's transmission!!!



Bill Stevens turning the top time of the day in spacecraft Swift

Saturday ended with a great qualifying race. Great for Wayne Lenkeit and myself, anyway. We were bumper-to-bumper the entire race and even went door-to-door through the apex of turn 9 when I attempted to pass on the inside.

According to Wayne, it was a move that, "took a lot of balls" on my part. Listen Wayne, they're ovaries! Girls drive with their ovaries, not their balls. I never did get around him but it was the best adrenaline rush I've ever had.

Sunday's time trials turned up some new trophy winners. Randy Walters took Q Class with an excellent time of 1:52. Carlos Rodriguez won P Class with a 1:46.06; just barely beating out Steve Hamilton who took second with a 1:47.19. O Class was won by Erik Messley, a novice student with a 1:43. Good driving there Erik. Jay Parcon, who was mis-classed in P, was moved to O and took second with a 1:44 while Alan Woodard took third. N Class saw Robert Henneger on top with Rich Maloney taking second. M Class was dominated by formula and sports racing cars in five of the first six places. I think its time to make a formula/sports racing car class by itself. Bill Stevens clinched first place in M Class with Chris Jones in second place driving Bill's Sports 2000 (Alfa???) Swift.

In the Alfa classes, Randall Higa, our trustworthy newsletter editor, dominated F Class. Alex Brown pulled in a first place in E Class, proving to everyone including the finicky, sometimes-malfunctioning timing computer, that he is the top driver in E Class and that Dirk Stoehr's time in August was wrong. Alex, I hope they get the Class C points sorted out correctly. Bradley Gray took second place, hot on the heels of Alex for class points. With Rex bumped into Class B, Alan Ward clenched Class



Ferrari Boxer making wonderful noises down the front straight

continued on page 14

WILLOW SPRINGS TIME TRIAL

October 10 & 11, 1992

NO.	NAME	CAR	CLASS	LAP1	LAP2	LAP3	LAP4	LAP 5
741	Chalmers, Rex	Giulia TI	B	1:42.50	1:42.05	1:41.85	1:43.41	1:42.23
180	DeSilva, Ray	GTV	B	1:55.32	1:56.77	1:52.28	1:50.64	1:48.32
38	Perticucci, Sergio	GTV	B	1:56.86	1:56.77	1:55.54	1:56.64	1:57.65
13	Ward, Alan	GTV	C	1:42.61	1:42.75	1:43.27	1:42.77	1:44.09
16	Van Curen, Tina	Spider	C	1:57.86	1:56.66	1:53.89	1:55.05	1:54.65
3	Gaylard, Phyllis	Milano	C	2:03.16	2:03.74	2:03.17	2:03.43	2:02.62
49	Regenos, Robert	GTV 5	C	2:04.40	2:14.26	2:07.33	2:06.45	2:05.41
79	Stoehr, Dirk	TI	D	1:54.33	1:54.66	1:53.77	1:54.86	1:56.24
50	Brown, Alex	GTV	E	1:50.96	1:48.88	1:48.35	1:49.27	1:47.68
25	Blankenship, Paul	Alfetta	E	1:52.60	1:53.47	2:04.78	1:51.59	1:55.12
197	Gray, Bradley	GTV	E		1:53.04	1:52.67	1:51.88	1:52.16
117	Leih, Steve	Spider	E	1:57.06	1:57.95	1:58.36	1:59.18	1:58.70
501	Rinaldi, Pal	GTV	E	1:58.49	2:00.51	2:00.91		
177	Higa, Randall	GTV	F	1:56.93	1:56.24	1:56.14	1:54.83	1:55.72
6	Cole, John	Spider	F	2:00.27	1:58.48	1:58.79	1:53.35	
21	Pagni, Dan	Spider	F	2:06.92	2:04.31	2:04.47	2:04.69	2:05.19
161	Stevens, Bill	Swift	M	1:31.66	1:30.69			
16	Jones, Chris	Swift	M	1:42.28	1:44.58	1:41.46	1:36.07	1:43.89
64	Liebscher, Eric	F Ford	M	1:38.72	1:38.26	1:37.47	1:36.96	1:36.61
2	Haines, Jon	F Ford	M	1:47.76	1:47.16	1:37.83	1:39.96	1:37.70
69	Simmons, Kit	MR 2	M	1:49.22	1:55.67	1:39.26	1:39.63	1:39.63
171	Flinchbaugh, Cort	Tiga	M	1:42.93	1:42.78	1:40.69	1:39.86	1:39.72
70	Calder, Wayne	240Z	M	1:42.39	1:41.78	1:41.84	1:40.40	1:46.46
115	Culmone, Frank	Accura	M	1:45.53	1:43.79	1:43.34	1:44.30	1:41.50
42	Slikton, Tim	Lola	M	2:08.69	1:43.66	1:47.15	1:45.50	
86	Altarchi, Paul	RX 7	M	1:47.31				
72	Bobitch, H. M.	Porsche 914 6	M	1:52.79	1:51.96	1:53.15	1:52.15	1:49.69
17	Kelley, Mike	Dunestang	M	1:56.72	1:54.91	1:52.81	1:53.01	1:51.70
43			M	1:59.78	1:56.98	1:56.24	1:56.35	1:54.74
921	Malone, Rich	Renault	N		1:44.21	1:44.17	1:43.83	1:43.32
29	Ropollo, Mark	Eclipse	N	1:45.45	1:45.98	1:46.05	1:45.98	1:46.00
35	Shella, Jeffrey	Mustang	N	1:48.51	1:47.55	1:46.76	1:47.48	1:47.16
53	Heminger, Robert	BMW M3	N		1:48.47	1:48.02	2:00.45	1:47.20
571	Messley, Eric	240 Z	O	1:44.19	1:44.42	1:43.87	1:43.89	1:44.73
41	Woodard, Alan	Jensen	O	1:47.59	1:47.74	1:46.19	1:48.44	1:43.73
9	Kranen, George	T-Bird	O	1:47.50	1:47.02	1:46.56	1:48.02	2:07.45
12	Culp, Tracy	944	O	1:47.81	1:47.46	1:47.65	1:47.68	1:47.42
24	Cahlík, Jeff	Fiero	O	1:51.98	2:02.00	1:52.92	1:47.62	1:47.44
110	Edwards, Brian	Camaro	O	1:49.48	1:49.58	1:50.53	1:49.68	1:50.34
106	Africa, Roland	RX 2	O	1:53.20	1:53.73	1:54.24	1:55.06	
242	Lelesch, Michael	240 Z	O	1:53.61	1:54.56	1:54.05	1:54.52	1:53.98
241	Lelesch, Bonnie	240 Z	O	1:56.95	2:02.35	1:55.61	1:55.42	1:56.00
32	Patel, Hiltendra	240 Z	O	1:58.12	1:56.61	1:55.92	1:56.49	1:55.87
81	Vanderwal, Ea	240 Z	O	2:00.02	2:01.56	2:03.42	2:01.95	2:01.43
30	Parcon, Jay	Corolla	P	1:47.36	1:46.03	1:45.17	1:45.00	1:44.78
131	Rodriguez, Carlos	RX 3	P	1:49.81	1:47.17	1:47.07	1:47.31	1:48.59
61	Hamilton, Steve	MR 2	P	1:47.19	1:50.03	1:47.28	1:47.35	1:47.21
121	Murph, Gary	Opel GT	P	1:48.86	1:49.57	1:48.60	1:48.76	1:48.08
144	Kincaid, Larry	Saab Sonnett	P	1:48.72	1:48.31	1:49.26	2:03.12	2:00.99
7	Colucci, Robert	Mustang	P	1:51.94	1:49.36	1:57.16	1:51.67	
10	Hedman, Ted	Datsun 510	P	1:52.15	1:51.31	1:51.54	1:50.83	1:50.12
166	Smart, Todd	MR 2	P	1:52.40	1:52.09	1:51.16	1:51.96	1:51.30
177	Clark, Robin	VW GTI	P	1:53.93	1:53.47	1:52.23	1:51.83	1:52.26
163	Dominguez, Tony	MR 2	P	1:52.32	1:52.92	1:52.20	1:52.46	1:56.90
77	McCormack, Frank	VW GTI	P	1:58.02	1:55.35	1:54.59	1:54.83	1:54.27
200	Woo, Greg	Miat	P	1:57.10	1:56.24	1:54.96	1:55.09	1:54.50
20	Mehrabian, Carl	BMW M3	P	1:54.56	1:59.65	1:55.08	1:56.67	1:55.56
45	Walters, Randy	VW GTI	Q	1:53.48	1:53.43	1:52.49	1:53.02	1:52.90
199	Bale, Collin	VW Scirocco	Q	1:56.98	1:55.10	1:54.50	1:52.95	1:53.37

TOP TIME OF DAY

Stevens, Bill

1:30.69

Good News, Bad News and Just News

Stu Schaller

With 14 races having been run, Alfa Romeo 155 GTAs are leading the Italian Touring Car Championship. The drivers in the first through fourth place are all driving these cars.

Alfa plans to enter the German Championship in 1993, where competition is much more fierce, with either V-6 or turbo 4-cylinder 155's.

12 Closer to home, I understand the National Convention was a huge success, and the turn-out for the 20th Anniversary Time Trials and BBQ was even better than expected.

There have been quite a few Alfa miniatures, books and articles over the last few months. Perhaps one of the most interesting stories shows how truth is changed over time. In the September issue of *Classic and Sportscar*, Paul Frere, the famous Belgian racer and automotive journalist tells the story of how bad his early Giulietta Sprint Normale was, having everything from head gasket failure to having both the front rear shocks rip out of their mountings, all in less than 16,000 miles of driving.

My 2600 Sprint is working well as a daily driver, actually returning about 16 miles per gallon. I still think these, and the earlier cast iron 2 liters are vastly underrated, and much

more car than a Giulia or Giulietta for the same (or less) money.

The first English Alfa Club race for the vintage cars was run on May 23rd in conjunction with an Esso English touring car race at Snetterton. Prior to this race, owners of vintage Alfas had to compete in full fledged FIA Historic series. Only 10 cars turned up, so all the cars ran in one class, regardless of age or level of preparation. Included were an Alfetta GT, a Duetto, three GTV's, one GTA, two Supers, and a 2600 Spider. The Alfetta, running as a full fledged racer on slicks won, followed by a Super and the GTA. The 2600 finished last, but as it was on 165 x 400 tires and had little preparation except for a roll bar, this was expected.

The English 2000/2600 register is now possibly the most active register of all, a 20 to 30 page newsletter being done four times a year. The Giulietta Register, the 1900 Register and the 6C 2500 Register, along with most others, are much smaller and done only once a year. I may be biased, but I think 2000's and 2600's are the best value in the Alfa market today.

'til next time

Stu

**"...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)	\$55
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.

Alfa and Trans Am

continued from page 5

were limited to 7 inch wheels, fender flares were allowed and steel bodied cars could use plastic or aluminum parts (this did not apply to the Alfas, as they were all aluminum, an important factor which would later become a problem). The first race at Daytona was won by a Mustang, and as in 1967, 911s dominated the two liter class. At Sebring, the two liter cars ran a separate race. The Everett 911 won, another 911 finished second, and the Kwech Alfa took third. At the War Bonnet 250 in Oklahoma, Donohue won in a Camaro, and Kwech surprised everyone, winning the two liter class. As a result of this victory, Kwech was invited to join the Mustang team, a sad turn of events for Alfa. Porsche 911s went on to win the next eight under two liter races. At Riverside, the GTA of Vic Provenzano finally beat the 911s. The last under two liter race of the year was won by the Alfa of Ed Wach. Chevy wound up winning the five liter class, and Porsche the two liter class for the year.

1969 was basically a repeat of the previous year in the under two liter class except for the fact that Porsche was even more dominant, Alfa winning only the Bryar race in July, with Andrey at the wheel. Chevy again won the two liter class, with 81 points to Alfa's 28.

For 1970, the SCCA reversed it's decision to allow 911s. This would have been a major break for Alfa, except that it was also decided to disallow aluminum-bodied cars, which eliminated the Alfa GTAs. Fortunately, Alfa had new car, the GTAm, which was steel-bodied and had a 1750 cc motor. After many discussions with the SCCA, the aluminum bodied GTA was allowed back in the series, but would be allowed only to run the 1600 cc motor. The steel GTAMs would be allowed the 1750. The under two liter races would be run as separate events.

Lee Midgely won the opener for Alfa at Laguna Seca. Gaston Andrey won the second race of the year at Lime Rock with his Alfa. At Brymar, BMW won when Kwech suffered fuel pickup problems. After stopping in the pits to fill his tank, Kwech wound up second. At Mid-Ohio, Bert Everett, who had never sat in an Alfa until two days before the race, wound up leading the three other Alfas, finishing first.

At Bridgehampton, BMW won. At Road America, Kwech's Alfa won again. At St. Jovite in Canada, Alfa's filled five of the first six places, led by Lee Midgely. At the Glen, Kwech won yet again. At Seattle and again at Riverside, the Alfa of Everett won. Alfa walked away with the 1970 championship.

For 1971, Datsun entered the under two liter wars with their 510. Weighing about 1950 pounds, and initially having a 1600 motor putting out 175 horsepower, it would prove to be

competitive with the Alfas; the 1600 GTAs weighing about 1850 pounds with 160 horsepower and the GTAM's weighing about 2200 pounds and having about 200 horsepower. The first race of the year, at Lime Rock was won by Kwech's Alfa, and at Bryar Andrey won, but the race was lead for the most part by Morton's Datsun.

At Mid-Ohio, the Morton Datsun lead from start to finish, and he won again over a small field at Edmonton. At Donnybrooke, Everett won with his Alfa, but the next two races were won by Morton and his Datsun. At the Glen, Kwech won but Everett had the fastest car, a new GTAm replacing his six year old Bobcor GTA. The next race of the year was Riverside which drew 27 entries for the two liter race. Mike Downs started on the pole with his Datsun 510, now running with an 1800 cc motor pulling close to 200 horsepower. Following a race-long tussle, Everett's Alfa finished two seconds ahead of Downs, Kwech running a distant third. The race at Laguna Seca would decide the title.

After a race-long battle, Kwech just beat Morton, and Alfa had the title for 1971, or so it appeared. The Datsun of Morton had stopped for a splash of gas 11 laps from the finish, but the Alfa made it to the end. Datsun protested, and the Alfa was disqualified for having an over-sized tank. The best eight of ten races formula showed Datsun and Alfa to be tied with 60 points, but the title officially was now Datsun's, on the basis of more wins.

In 1972, the Datsuns were dominant. Alfa won at Donnybrook and at Sanair in Canada with Datsun winning everything else. The season ended with a challenge from Bob Cozza of Bobcor, the sponsor of Everett's Alfa to Pete Brock of Datsun to a duel. SCCA had not allowed the full two liter version of the GTAm to compete. Brock accepted the challenge, provided a sponsor was found to pay travel expenses, starting money and sanction fees. Brock also demanded that the 510s would be allowed to run on 10 inch rims, the same as the two liter GTAm, and that Datsun be allowed to bore 1800 to a full two liters. Brock said that Cozza could pick the race distance, but that he would pick the course. Lastly, Brock demanded that the winner keep the loser's car! Unfortunately, this race only took place in the papers, never coming off.

In 1973, the rules changed drastically, allowing Group 4 cars, and Alfa retired from the Trans Am wars, ending the saga of the GTAs and GTAMs in America as far as top level racing was concerned. Many of the old cars still live today running vintage races after having done combat in amateur SCCA classed in the 70's and 80's.

Classified Ads

1972 2000 GTV. Needs clutch and engine and rebuild, some rocker & window rot, 5-speed, 4:56 posi rear end, Shankle Weber conversion. \$1,250. Rick Hayden.

1969 Berlina. Good mechanical condition, new tires, and many auxiliaries, plum with tan interior, needs paint, some minor rust, car in Santa Barbara. \$2,000/obo. Call Bruce for details (713) 537-2957. Move forces sale.

1974 Alfa Spider. Alpine white/black interior with sheepskin seat covers, VWA wheels, P-6 tires, new window in 1 year cloth top.

14 Completely new engine, transmission, brakes, paint. Full service record, 35,000 miles. Sharp. Kenwood removable AM/FM radio and tape deck. \$7,200 obo. (310) 822-9876.

1961 Spider. Rolling chassis, never wrecked. \$500. **1974 GTV.** Rare factory sunroof, factory A/C, mag wheels, very good running condition, very straight body. \$3,500. Jerry. (213) 734-5852.

1979 Alfetta (2-door). 64 K original miles, cream with tan leather, air conditioning, perfect dash, new tires, a blast to drive, \$3,499. Call John after 6 pm. (310) 544-0286.

1965 Giulia T.I. High 1:44's at Willow with full interior and street exhaust. Built in late '91 as a street rod, canyon runner, Alfa Club Time Trial car. 155+ HP. B + B 2.0 L engine, only 9.35:1 C.R., Sperry head, full race prepped bottom end as well, AEM max-air flowed Webers, full 2.0 suspension, brakes, gearbox, and shimmed L.S.D diff, W & D springs, and adjustable rear bar, adj. upper arms, racing front bar, Bilstein shocks, and Sabec T/TRW harness. Only run in anger twice. 5,000 easy street miles (except when my wife gets to drive it) on engine-gearbox-diff. and suspension. Would cost over \$12,000 to build if you brought me the car to modify. Throw in a roll bar and run at the front with VARA. \$9,500. Contact Rex Chalmers at Omega Motorsports. Work, (310) 836-3160.or pager, (310) 917-9568.

1974 GTV. Restored, original Alfa red, Ward & Dean springs, shocks, new tires, roll bar, new original door panels, new carpet, rebuilt front end, Sparco GT seats and much more. \$11,750 obo. **1965 Giulia SS.** Runs, complete but needs restoration, white/grey. \$17,500 obo. Call for details. Days, (818) 996-6787 or evenings, (805) 527-8125.

1969 Spider. Ex-Ward & Dean #38. Round tail Duetto converted to square tail for D-Production. Sound chassis and good cage. SCCA logbook #96-322. Good project for only \$4,000. (402) 331-5913. (Nebraska)

1979 2000 Spider. 50,000 original miles, green/tan, like new top, good interior, all original and in very good condition. \$4,000. Call Bob (714) 823-7245.

1987 Spider Quadrifoglio. 47,000 miles, one owner since new, factory red with grey leather seats, all power (windows, mirrors, antennae, A/C), factory hard top, brand new factory installed soft top with new easy-to-close canvas installed by Alfa Service Technicians, factory corrected cold start problem (corrected chronic problems with Quads) by re-wiring electrical harness, factory re-wiring of vanity mirror to prevent draining battery when left lit (chronic Quad problem corrected), new electric antennae, new trunk release, new oil pan guard, four new Pirelli radials, driven mostly for open road trips, A GOOD BUY AT \$9,750. Please call David Moss 310-395-3481 (daytime).

Tires. 001R's. (4) new 195 60 14", (4) 205 60 14". \$80 each. Vicki Dillman, (619) 287-8591.

GTV6 Parts. Parting out late 1985 GTV6. Almost everything available. Tina Van Curen (213) 666-4500.

101/115 Spider Parts. 1 pair (left & right) doors complete with windows. \$100 each. New left and right console side panels. \$100 pair. Brand new Stayfast Robbins black top with reconditioned frame. \$400. Tina Van Curen (213) 666-4500.

AROSC DRIVERS HANDBOOK only \$12.50 incl. S&H. The "How To" book on the So. Cal chapters Time Trial Program. Includes great driving tips and useful track diagrams. Call or write JOHN GREEN, 14435 Valerio, #6, Van Nuys, CA 91405, 818-994-2318

Time Trials

continued from page 10

C. While he set the record at the last event with a 1:42 in Class C, Rex Chalmers won Class B with a scorching 1:41.8. Keep that pedal to metal Rex and put us all to shame! Congratulations to all for a fine showing.

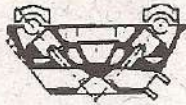
Marshall Buck dominated the race group once again to win the event. Paul Goduti placed second overall and Bud Clark took third place. Many others did very well in their classes that included Harold Rich, Len Frank, Rob Richards, and Jon St. James. Sadly, enough, I DNF'd having to drive off the track in turn 7 and shut-down the engine. The good news is I didn't break anything in the motor. The bad news is that it was a faulty spark plug wire. Unfortunately, a four cylinder motor just doesn't run too well with only three plugs firing.

Anyway, I had fun and I know everyone else did too. See you on January 30 and 31 at Willow Springs for the first Time Trial and Race of 1993!

PS: Special thanks to everyone for their hard work before, during, and after the event. Praise to all of you who make the time spent all worthwhile.

SPERRY VALVE WORKS

Specializing in Alfa Romeo Cylinder Head Work



The complete Alfa head shop that offers:

- High Quality Valve Job
- Porting and Polishing
- Oversized Valves
- High Performance Cams
- Modified Spica Inj. Pumps
- Engine Rebuild Parts
- Aluminum Flywheels
- Mag Plugs

New High Performance Products For The V-6:

- Non-Leak Belt Tensioners
- Belt Tensioner Bearings
- Haltech Fuel Injection
- Offset Cam Timing Keys
- Big Intake Runners
- European Downpipes

Contact us direct or insist that your mechanic send your head to Sperry Valve Works for the best machine work possible. All of our work is fully guaranteed!

CALL OR WRITE FOR A FREE BROCHURE
(specify 4 cylinder or V-6)

Video Tape Available

\$15 - refundable with order or contact your local club president for club copy.

Sperry Valve Works

2829 Gundry Ave.
Signal Hill, CA 90806

Phone (310) 988-5960 Fax (310) 988-5962



GTA

Sports Car



Alfa Romeo

AND OTHER
FINE ITALIAN MOTOR CARS
service & parts

18734 Ventura Blvd. Tarzana, Calif.
(rear-building)

(818) 996-6787

JOSEPH CANNONE Prop.

There's no trick
to making an Alfa fast
and reliable.

You just have to know
what you're doing.

We have over 15 years experience
repairing, maintaining, modifying, racing
and caring for Alfa Romeo motorcars.

Please call for an appointment or to
discuss your needs.

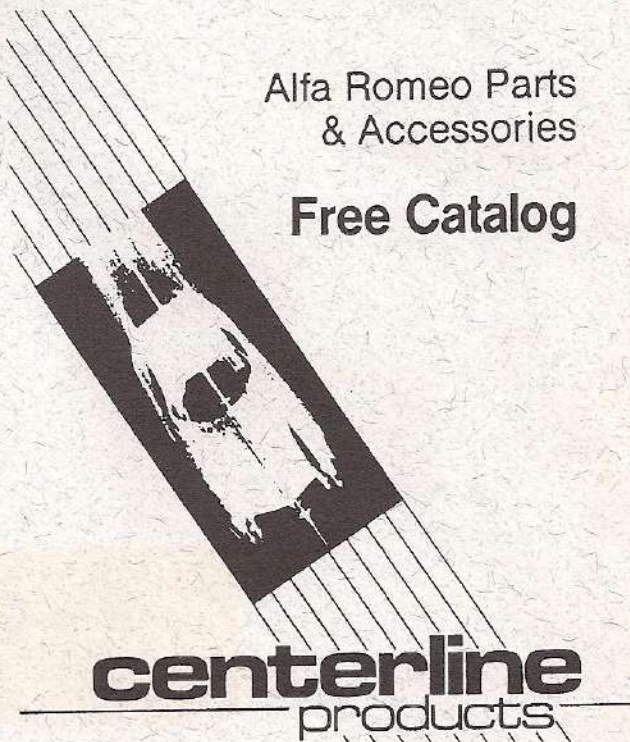


omega motorsports

3822 Clarington Avenue, Culver City
(310) 836-3160

Alfa Romeo Parts
& Accessories

Free Catalog



centerline
products

P.O. Box 1466, Boulder, Colorado 80306
(303) 447-0239

Every
ingredient
you need
to spice up
your classic
Italian.



Add zip to your Alfa Romeo with our endless buffet of high-quality parts. From gourmet performance racing to everyday bread-and-butter driving, we've got your flavor—at low prices. And our experienced salespeople (all Alfa owners) are always ready to lend advice. Now, *that's* Italian!

1-800-225-ALFA

FAX (818) 956-5160



Prompt Worldwide Shipping
(most within 24 hours)



6644 San Fernando Road, Glendale, CA 91201 (818) 956-7933

ALFA ONLY

Service and Repair for
Alfa's Only!

Parts NEW and USED

(213) 662-3916

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

CALENDAR

- | | |
|-------------|--|
| Dec 5 | Holiday Party
Charlie Thieriot's House
2500 Roscomere Rd, Los Angeles |
| Jan 22 | Annual Meeting
Department of Water and Power
Auditorium
111 North Hope Street, Los Angeles |
| Jan 30 & 31 | Time Trial & Race
Willow Springs Raceway |



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

P.O. BOX 39554,
LOS ANGELES, CA 90039-0554

FIRST CLASS
U.S. POSTAGE
P A I D
Pasadena, CA
Permit No. 490

18146*20*02-93* DEC
DAN RITTER
936 MONTEREY BLVD
HERMOSA BEACH CA 90254