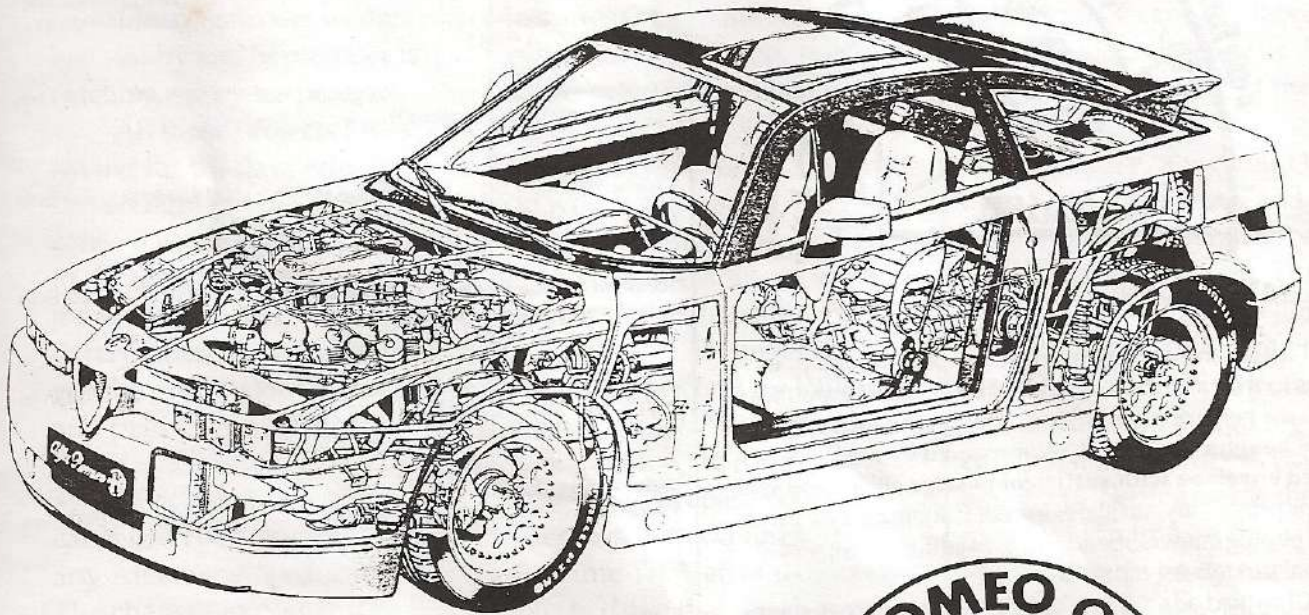


Alfacionada

The Journal of the Alfa Romeo Owners of Southern California

SEPTEMBER, 1993



Coming up:

General Meeting: September 24

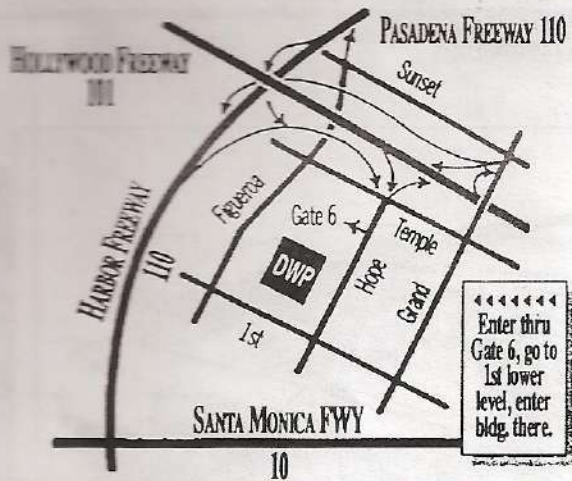
Concours: October 10

Time Trial and race: October 23, 24

Swap Meet: November 14

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 membership fee paid to AROSC, Inc. Meetings are held monthly on the LAST FRIDAY of the month at 8:00 PM at the Department of Water and Power Auditorium, located at 111 N. Hope Street in downtown Los Angeles, unless 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. Black and white or color prints only; no slides except if submitted by 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:

November Classified	October 10
December Events	October 10
December Classified	November 10
January Events	November 10
January Classified	December 10

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NEWSLETTER

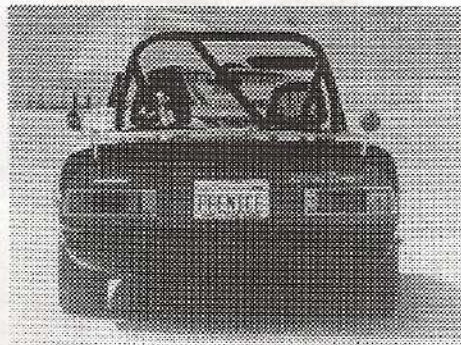
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1/8 Page	\$60	\$100
1/4 Page	\$120	\$200
1/2 Page	\$240	\$400

Cover illustration courtesy of Alfa Romeo.

I VOLLI DELLA PHENICE



Tina van Curen

Once again the summer has slid by and September is catching me by surprise.

All those projects I was saving for the days when it stayed light got put aside because it was too hot. I managed to do enough to get the car ready for Willow in August, but just barely made it. Somehow we got the suspension back together and paid a very helpful visit to John Concialdi at AEM.

Watching John dyno test a car should be a required part of any Alfa owner's education. The changes in power which result from small adjustments in the mixture, be it injected or carburetted, are substantial. Running a dyno test graphically demonstrates the power curve of your engine. It is the only way to find out where your cams do and do not produce horsepower. John plots the performance relative to timing, mixture and RPM and comes out with a detailed profile of what the engine can do and what changes to make to improve performance. John has done tech sessions for the club, as well as his very popular appearances at the meetings. Hopefully we can convince him to have another hands on ses-

sion next year. This is well worth the trip to Compton. He has always been the reigning expert on Weber carburetors and now he is heavily into programmable fuel injection systems. A session at AEM can do wonders for any car, street or competition, and you get to spend time with some very knowledgeable and fun guys.

Many of us spent July preparing our cars for Willow in August. It is far easier to prepare a car for 110 degree days than it is to prepare yourself. There was a good turnout for the Time Trial, all of us so anxious to drive that we chose to ignore the desert heat and stand around out in the sun for two days. As usual, it was worth it! I hadn't been on the track since January and it felt really great to be back. I can't think of a better high than trying a new, and faster, way of taking a turn and feeling it WORK. It is always a learning experience and competition is secondary, except when you know you have gotten faster than that special person who used to just beat you.

Having revved ourselves up once again it was imperative to go to Laguna Seca for the historic races. This is a topic for another day, suffice to say it will be a good story.

AROSC still has two events left in 1993, Las Vegas in October and Willow Springs in December. It is never to late, or too soon, to try out the Time Trial program. In August a friend was there for the first time with a brand new car. Watching him go from apprehension through concentration to plain exhilaration all in two days reminds me how I got so addicted. THIS IS FUN! The Italians make cars as a labor of love and we owe it to our Alfas to take them out and let them run.

Of course, if we want to have fun with out cars and our car buddies we need a strong club to make it happen. This brings me once again to the opportunity AROSC presents for YOU to contribute your skills and enthusiasm to making the club what the members want and need. September is the time to get your name on the ballot. We need to diversify our activities and attract new members. The best way to do it is to involve as many people with as many different interests as possible. Next year's board will have many new faces. Let's all support them and help keep AROSC growing.

Get involved in
your club!

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EVENTS AND ACTIVITIES

Randall Higa

GENERAL MEETING

September 24, 8:00 PM

Featured Speaker: Gary English: Alfas and Pro Rallying Los Angeles Department of Water and Power Auditorium, 111 Hope Street

If you ever wondered about the world of Pro Rallying, don't miss the September general meeting. Gary English is an experienced Pro Rally driver who has been campaigning an Alfetta in the California Rally Series. Refer to "Adventures on the Rim" elsewhere in this issue for the first installment of my experiences navigating for Gary in the Rim of the World Pro Rally. Gary will have a video and slides (photographs by Jay Negrin) as well as a stimulating talk on Pro Rallies and Alfas. Call Tina Van Curen at (213) 666-4500 for more information

HUNTINGTON LIBRARY

CONCOURS, October 10

The third and last concours of the year will be held at the Huntington Library in San Marino on October 10th. This is a beautiful 200 acre estate with a spectacular gallery and library containing rare books, paintings and other artwork. The main gallery features Gainsborough's

"Blue Boy" and Lawrence's "Pinkie". The gardens—French, Shakespearean, Japanese, Cactus, etc.—began in 1904 by Huntington's gardener, William Hertrich, are among the most beautiful in the world! They also have a cafeteria for lunch. The schedule will be as follows:

10:30 AM Cars Arrive
11:00 AM Concours Begins
1:00 PM Tour of the Grounds and Library

Please call Phil Guiral at (310) 439-5550 if you plan to attend.

TIME TRIAL AND RACE.

LAS VEGAS, October 23 & 24

AROSC returns to Las Vegas for the second time this year. For those of you who missed it the first time, this track is a blast! The track is relatively short but ranks high in smiles per lap. If you've never been on a track and are the least bit curious, sign-up for the Introductory Class for a very fun-filled and extremely inexpensive weekend. Or, just come out, sit in your favorite grandstand, and watch the excitement of AROSC time trials and racing. For more information, call Charlie Thieriot at (310) 476-8812 or Tracy Culp at (805) 250-0906.

SWAP MEET, November 14

It's that time to clean out the garage and profit from your efforts. Yessiree, AROSC will be hosting another one of its famous Swap Meets. Location is

to be announced in the next issue. For more information, call Jerry Lomas at (213) 734-5852.

GOOD NEWS, *continued*

US sales total for Alfa Romeo in 1992 was only 1,721 cars. Sales are expected to be about 1,400 for 1993, and back up over 2,000 for 1994.

For those of you who know what a Doretti is, Ray has one of these for sale, at around \$15,000. Only about 250 of these TR2 based, Italian bodied cars were made in the early 1950s.

Issue #13 of Italian Cars and Bikes is now on the newsstand, and has a review of the various 164 versions available in England. This magazine was formerly affiliated with the old Alfa Romeo World which had only four issues, and now incorporates it.

The August issue of Performance Car, a British publication, should also be on your newsstands. In it is a test between a 4-cam 164 Quadrifoglio (called Cloverleaf in England), a BMW 530i and a Jaguar XJ6. The Alfa Romeo blew both away and it is at least \$5,000 less than either car. Unfortunately, only about 40 of these will be imported for the entire US in 1993.

Tom Zat was here in Los Angeles with his SSZ tube chassis, Sprint Special "retro car" before the Monterey Historics. The latest version has a 2-cam 164 L motor with a chip and ES 30 headers; about 185 "real" horsepower. The next cars will have the 164 Quadrifoglio motor (4-cam) with a chip and ES 30 headers with about 230 "real" horsepower.

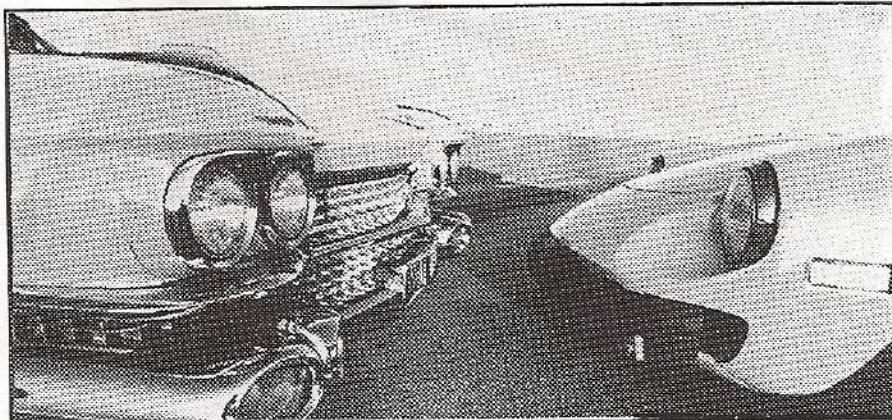
At the Chicago Historic races in July, Tom ran one with the 2-cam motor in the exhibition class, finishing fifth. What beat him were two Le Mans 952 Group C cars, an old Formula 5000 five liter F1 type car and an F40 race car. Tom beat an F40 and all the Porsche Carrera 4 and old 935 and 934 full race cars!! These cars cost about \$45,000 as "turn-key" cars and will blow the doors off just about anything else street legal that you can buy for under \$100,000, and even most those too!

Continued on Page 7

Chiasso!

Text and photos by

Randall Híga



I will never forget my first Alfa meeting at the Alondra Park Recreation Center in Lawndale. I was at that stage in life when I first got bit by the Alfa Romeo bug (or as Jerry Lomas says, the Alfa Romeo "disease"). But, I still hadn't procured one. The bug manifests itself in a frantic, "I-won't-be-able-to-see-straight-until-I-get-an-Alfa-Romeo" state of mind. Every Thursday, I was at the local newsstand buying the Recycler and Photo Buys perusing the ads for MY ALFA. Can you relate?

In any case, there was one particular Alfa (I can't remember which one) that was in the rec center parking lot with a license plate frame that read, "ALL MY CARS ARE ALFAS." Boy, I thought to myself, some of these guys are really hard core! However, little did I know, it was an omen.

Up until very recently, my philosophy of Alfa-ownership was to always have at least one "reliable/ utilitarian/ econobox" car in the family in addition to the Alfa(s). While an Alfa could be an "everyday driver," it was unthinkable to meet all transportation needs with such an Italian sporting automobile.

Approximately, two years ago, when we still had our GTV-6, I saw a very strange sight. On one gloomy Sunday morning, Janice requested that I accompany her to the Hollywood Farmer's Market to help with the weekly grocery shopping. Although I really preferred to bleed the brakes or rotate the fuses on the Alfa, I reluctantly agreed. While dragging bags of yellow tomatoes, Fuji apples, and unidentifiable greens, I spotted a vendor who was selling veggies out of a gold GTV-6! The car had New York license plates and had a shortened broom handle holding up the rear hatch. How could anyone use such a thoroughbred car as a vegetable cart? Why would anyone humiliate such a magnificent automobile? This was another omen that again shook the basic foundation of my Alfa Romeo ownership beliefs.

As destiny would have it, our only non-Alfa (a metallic silver 1986 Mazda 626 4-door hatchback), was stolen last month. It had served as our economical, minimum-maintenance, pick-up truck/four-door/four passenger, all-purpose schlepping vehicle

that we generally took for granted. After 136,000 miles, it served its purpose while standing in the shadows of our Alfas. For a number of complicated (and controversial) reasons, we cannot afford to buy another car. Therefore, for the time being, Janice and I will now boast, "ALL OUR CARS ARE ALFAS." Janice was assigned the '79 Spider and I, the '74 GTV.

At first, I felt like I was walking on eggshells or like walking a tightrope without a net. I tended to look at the oil pressure and water temperature with a anxious feeling of concern and impending doom. I checked the oil and coolant levels with more frequency. I bought lots of spare fuses and extra fan belts. For a short while, I even thought about quitting time trials program. Luckily, I came to my senses (?) and decided not to do anything so rash as to give up my periodic "fixes" at the race track.

However, as the weeks went by, the trauma of "Alfa only" ownership wore off and our lives are only occasionally inconvenienced. In one instance, Janice needed to carry a large size drawing board (with Maline parallel) to work. Hmm...the

Mazda would have easily swallowed the entire drafting board with plenty of room to spare but, alas, it had to somehow fit into the Spider. We finally got it to fit sideways into the trunk with only two feet of the board sticking out. With a little bit of rope, the drafting board seemed secure and I congratulated myself on being able to solve an insurmountable problem. Hrrmph, who needs a boring utilitarian Japanese econobox?

Later that day, I got a call from Janice who said that the cable broke inside the Maline while she was driving to work. As you may know, this could cause suicidal tendencies, especially when a project is due in the next couple of days. She had to have someone drive her and the drafting board to a Maline repair facility to have the cable replaced and re-threaded. Not only did she lose a day or two of drafting, but it cost several big Lira to have the Maline fixed. Amazingly, Janice did not demand that we purchase another hatchback. Maybe, she has a mild form of the "disease."

I now have a new sense of respect for Alfas. After seeing what an Alfa can do on the track and in a Pro Rally, I feel confident that our Alfas will get us to where we want to go on a daily basis. Can a contemporary Toyota or Honda with over 100,000 miles happily scream around a track for two days in 100 degree temperatures at 6,000 rpm and then putter off to work on the following Monday? I don't know, but the GTV does, and dammit, if it isn't the most fun I have on my Monday morning.

Necking with Turn Nine*

Paul Hightower

Although rain threatened, the March event in Las Vegas was a lot of fun. Saturday was cold, almost as cold as the January Willow Time Trial and Race.

I braved the trip from LA, and mistakenly thought that I 10/15 would be the best route with my Dodge Van and trailering my 240Z race car. Wrong! Horrible traffic and a very bad accident just out of Baker made it a long drive. But the Van on it's first long distance time trial of it's own made it just fine.

First practice for me was less than stellar and, in fact a vision of things to come. I spun at turn 6 and hit the hay bales at turn 9. The first hit of

the hay bales was light, but I did bang up my door a bit. No biggy. I fixed things, practiced a bit more and waited for the next practice.

I just didn't get it this time out. I really never did get the feel of the track. While I can blame a new car, new suspension and virtually no seat time for contributing to my flight in turn 9, basically my foot was the biggest problem. Slow just wasn't in my vocabulary that day. As Randall put it in the May article about the event, I went into turn 9 too fast (read way too fast).

Actually I knew I was in trouble as soon as I started the turn... Way too soon. The car got loose and I decided to try to fight it through the turn rather than end up sideways in the

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apex. I almost made it (unfortunately this is like grenades, almost missing the wall causes impact!). I hit the wall, quite fast actually as I was trying to use power to push the car around. Charlie T, who was two cars behind, said I had all four wheels off of the ground after I hit the first hay bale! I knocked a couple of bales about 20-30 feet plus made a couple of old tires go airborne. 43 catapulted over the concrete wall and hit the back end of the drag strip out of the road course line.

Damage to the car was fatal. I hit the wall hard enough with the left front wheel, that the impact sheared the top of the strut (a Tokico adjustable shock) clean off! The chassis was bent sufficiently that the car is now in race car heaven. It's only fair after the Hell I put it through. May the original 43 rest in peace. A new car is being built at this writing, another Z of course!!

I had NO injuries, except that my left thumb was smacked by the steering wheel strut when it snapped counter clockwise on striking the wall. I had no foot, knee head or neck injury from this pretty good hit.

Although poor driving technique caused my accident, I could have easily involved some significantly better drivers than I in this mishap. The point is, this is a dangerous sport and things happen no matter how good you are.

The safety equipment I invested in saved me from injury. I remember at every school at Willow John Green professing the benefits of a cheap but important device, a helmet support. The helmet

support goes around your neck under the helmet and is a horse-shoe shaped piece of foam. I bought one (only \$25) and was wearing it during my attempt to rearrange turn 9. I credit the helmet support for preventing what would surely have been a severe forward thrust of my head. Who knows, I might have bitten off my tongue! But, I didn't. My head motion was limited and as a result I have had no problem.

Tightness of the belts was also a key factor to my clean walkaway. During the schools and advice from very experienced drivers, I was always told to set your belts on the grid as tight as you can stand. Tighten it 'til it hurts. I was also told that once you start driving, you get "thinner" and the belts feel looser and more comfortable. Much to my amazement, it is true!

TIGHTLY securing my belts kept me in place and in the seat during my flight. I didn't end up using my feet to hold me in the seat during the impacts (once into the wall, once hitting the track when I cleared the concrete). I didn't use my arms and wrists to stop my upper body from flying forward. I assume all of the drivers that day have had the same type of instruction. However, after my crash I worked as a restart marshall and I was amazed at how many drivers did not secure their belts TIGHTLY. When I suggested they do secure their belts more tightly and offered to help, I was MORE amazed at how many objected! We pay good money

for these belts, they should not be their for show, no more than a better cam or better tires.

This experience underscores the value of the safety equipment. We all spend a lot on our toys, it makes NO sense to "cheap out" in the purchase of a good helmet, good belts and that helmet support. You will benefit from good safety equipment and the proper use of this gear during every incident you may experience.

I will be slowing down and learning the art of high speed driving at a more reasonable pace for a while (assuming I can control my foot!). Two practice events are very unsatisfying. I will be on the track for every event I can muster. In part, this is due to the fact that my impact with turn 9 was so painless thanks to the good advice of my instructors and friends!

* Title was Charlie Thieriot's inspiration

GOOD NEWS, *continued*

The stories about Alfa continue to range from Ferrari, Maserati, Lancia, Abarth, Alfa Romeo and Fiats all being sold at a new set-up of national Fiat USA corporate dealerships, to Alfa Romeo leaving the US at the end of 1994 when the 164 is replaced. Your guess as what will happen is as good as mine.

The 155 GTA two liter turbo recently set a new land speed record in its class (for under two liter turbo or supercharged production class). The car is the same as the type which won the Italian Touring Car championship in 1992. The 1993 version of the car is 2.5 liters, non-turbo and is racing in the German Touring Car championship, and leading 11 wins to 5 over Mercedes. Both versions are four-wheel drive with six-speed gearboxes. The two liter turbo did over 180 miles per hour; not bad for a four door sedan!

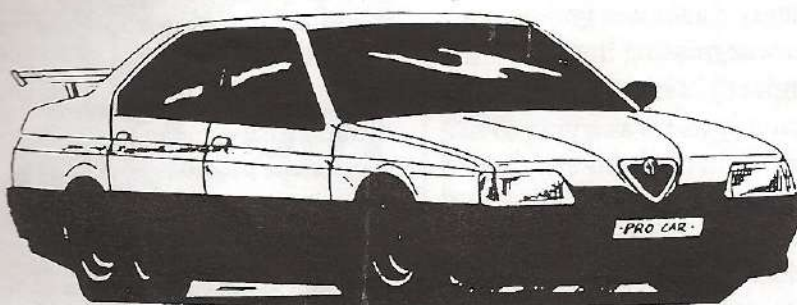
ALFA 164 PROCAR

Articles Translated by

Sebastian

Franzen

from Klöverbladet ("Cloverleaf Club
Alfa Romeo, Sweden)



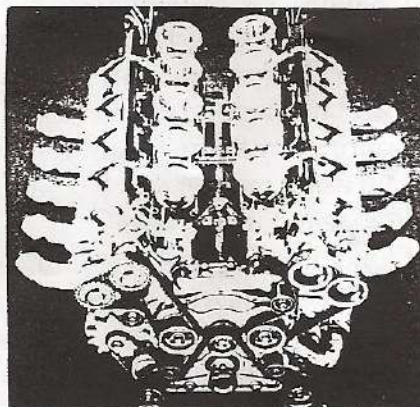
Monza, September 9, 1988. A red 164 screams past the press stand at 200 miles per hour with a sound worthy of an F1 racer. This of course is not a regular 164 with Riccardo Patrese behind the wheel. This is Alfa's entry into the Procar series.

8 This was the scene when Alfa had an official presentation of their entry to the Procar series. This series was meant to be for stock looking cars, but otherwise everything else was pretty much open. Minimum weight was to be 750 kg (1650 pounds). Displacement of no more than 3.5 liters, normally aspirated. Tire tread is not to exceed 24" per side.

In place of the rear seats, the 3.5 liter V-10 engine is mounted. The driver's tub was constructed as a monocoque made of carbon fiber. The chassis as well as the motor was developed by Alfa Corsa but built by Brabham. The detachable front and rear pieces were exact copies of the production 164 but made of carbon fiber since the rules did not even allow for fender flares.

The whole construction of the car was very close to an F1 race car. The engine and the 6-speed gearbox were fully stressed members of the chassis. Even the suspension mountings were similar to F1 cars.

The Procar series as we now know never materialized. There were a few rumors that



this car would run in IMSA as GTP car, but don't count on it. With the recent changes in F1, this Procar series might appear again in an altered state but I don't think we will see any Alfas there as Fiat has them concentrating on sport sedans.

Alfa Romeo ES 30

The ES 30 is really a project name that stands for "experimental sports Car 3000." The car is interesting because of the new production techniques it incorporates such as CAD/CAM (Computer Aided Design/Computer Aided Manufacturing). These new techniques allowed this car to go from sketch to "production ready" automobile in only 19 months!

The body is made of fiberglass, aluminum and carbon fiber. Through the use of composites instead of thermoplastics, the body could be made extremely light and impressively strong. One of the advantages is that you can vary the

thickness of the material so it can be made stronger at the stress points.

The chassis is made of steel to which the body is then mounted on. The total weight of the car is 1260 kg (2775 pounds). Weight distribution is 56% in the front and 44% on the rear.

The racing version of the Alfa Romeo 75 has been the breeding ground for the ES 30. This means that this car really handles like a true Alfa. The goal of the factory was always to have a complete and balanced car with an optimal combination of power and handling. I have read tests where this car made an incredible 1.2 Gs. For comparison, a 1990 Acura NSX will pull 0.94 Gs. The ES 30 has struts all the way around with A-arms up front and a DeDion in the rear.

The car has two suspension settings (driver controlled) where the low 3" ground clearance can be raised another 2" for rougher terrain driving. The alloy wheels are shod with Pirelli 205/55/16" in front and 255/50/16 in the rear.

The three liter V-6 which has been massaged for this version produces 210 horsepower DIN at 6,200 RPM. Bosch Motronic ML 4.1 takes care of ignition and induction. Top speed is 245 Kph (153 Mph) and 0-60 Mph takes 7 seconds, not really breathtaking but I'm sure some more performance could be had with some help. Still, when the road starts turning and twisting....

RIM OF THE WORLD PRO RALLY,
MAY 14 & 15

ADVENTURES

ON THE RIM

text and photos by

Randall Higa

"What is it like to run the Rim of the World Pro Rally? Try climbing into a metal trashcan with another person, close the lid, and roll down a long, steep, rocky mountainside."

"People get hurt and people die."

The first quote was the description given by Gary English, the driver of the Alfetta

with whom I did the navigating for the Rim of World Pro-Rally. After my first stint as a navigator in a Pro Rally, I would have to wholeheartedly agree with his description. The second quote was by the instructor who taught the Pro Rally class for us first-timers. Say what? On the national circuit of Pro Rallies, the "Rim" is



considered the toughest. Of Gary's five attempts at the Rim, he has only finished twice. In actuality, Pro Rallying in this country has been very safe; the one person who was killed was caused by an emergency vehicle

9

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going the wrong way on one of the stages, a practice no longer allowed.

For those of you unfamiliar with the SCCA Pro Rally (as I was two hours prior to the start of the event), the following is a brief overview of "how it works." The

event was run on Friday evening (4 stages), Saturday afternoon (4 Stages) and on Saturday evening (4 stages) for a total of 12 stages. The stages are generally run on dirt (read rocky, rutted, bumpy, dusty) roads

and range from 5 to 12 miles.

The object of running each stage is to run flat-out and complete it with the lowest elapsed time without breaking the car. Cars are started at each stage at two or three minute intervals. At two of the stages, AROSC members Jeff Robin and Jay Negrin were flagging cars onto the course. Atta boy Jeff and Jay!

Between stages, there are transit sections that vary in distance from a mile to several miles. The transit sections are timed and must be traversed in a specified amount of time. However, a car may come up to a control point and wait for the proper elapsed time prior to crossing through that control point. Points are deducted for

each minute early or late to a control point. However, since the transits are generally on public roads, the speed limit must be strictly adhered to. There was one surprise control point along one transit that ensured that we were obeying

given time and how it should get there. It gives directions such as, "Hairpin LEFT", "Road goes RIGHT", "Road gets NARROW and ROCKY", and most importantly the caution directions such as, "YUMP", "Creek Crossing", and

"WATERBAR".

As you can guess, the number of exclamation marks indicates the severity of the danger. A single exclamation or single caution means that if you don't slow down, you may cause damage to your car, a double caution

means that if you don't slow down, you will cause damage to your car, and a triple caution means that you will definitely cause damage to you and your car if you don't slow down.

An essential piece of equipment is the rally computer that measures both time and mileage in 100ths of a mile. The computer is critical since the Route Book instructions are also given in 100ths of a mile. For this event, I relied on my wrist watch to serve as our official timekeeping device. The co-driver/navigator becomes a slave to the rally computer and Route Book and must always know what lies ahead. For the big-buck rally teams, the driver and navigator have intercoms to

the posted speed limit. Between some stages, there is some time to perform minor repairs (on both car and body). During these "non-racing" periods, there is a tremendous camaraderie between the participants. Everyone is willing to help each other out in any way possible by lending parts, tools, and encouragement. However, when it comes down to the racing, look out! Competition is still the name of the game.

The Route Book is the official set of instructions for the event. The Route Book lists all of the directions required for navigating the event. On the basis of an individual car's start time, the Route Book indicates where the car should be at any



communicate with each other. However, in our case, it was my job to yell instructions to Gary over the sound of 6,500 rpm Alfa-noises and rocks banging against the bottom of the floor pan.

Another essential part of the rallying is the service crew. In our case, Gary's son, Brian, Stewart Sandeman, Jr. and his fiancée Angela Porcu provided the invaluable support that we needed. And, oh boy, did we need it.

Gary's Alfetta is surprisingly stock. It had a Nascar-like roll cage, two racing seats, two sets of five-point harnesses, no rear seats, and an otherwise standard interior. The dash, the door panels and even the anvil-weight rear hatch were still intact. The engine is lightly modified; essentially in stock European trim with 45 mm Dellortos. Although relatively quiet, the muffler consisted of only one glass-pack at the tailpipe. The transmission gear ratios and the final drive ratio are (to Gary's dismay) stock. This means having a whopping 2,800 rpm between first and second gear and not having a limited slip differential. In a rough rally such as the Rim, first gear was used almost 75% of the time. As Gary put it, the car is generally operating in "one-wheel drive." The suspension is set-up for a relatively soft ride. Nonetheless, because of the carburetors, SCCA considers the car to be in the two-wheel drive open class instead of the two-wheel drive stock class.

Another key modification was the installation of a higher wattage alternator. With

the heavy lighting loads (two gigantic Carello lights in addition to the stock high and low beam), the stock alternator would not have cut the mustard (or darkness, as it were). Even while running in the dark for five hours during both nights, the alternator kept the battery happy and the lights bright. Gary noted that he had experienced most of his previous problems as a result of electrical system shortcomings.

The first four stages on Friday night went relatively well. In other words, we survived. While the first stage was mostly paved, the latter three stages were chopped up and strewn with rocks that were plowed up by all the four wheel drive cars that were before us. There were times I thought my feet were resting on a thin sheet of tin foil with a meteor shower blasting up against it. The noise of rocks hitting sheet metal was deafening and I had to strain my vocal cords to yell the instructions for Gary to hear. Along the way, we passed several cars that had either broken or went off the road. Gary and the Alfetta never skipped a beat.

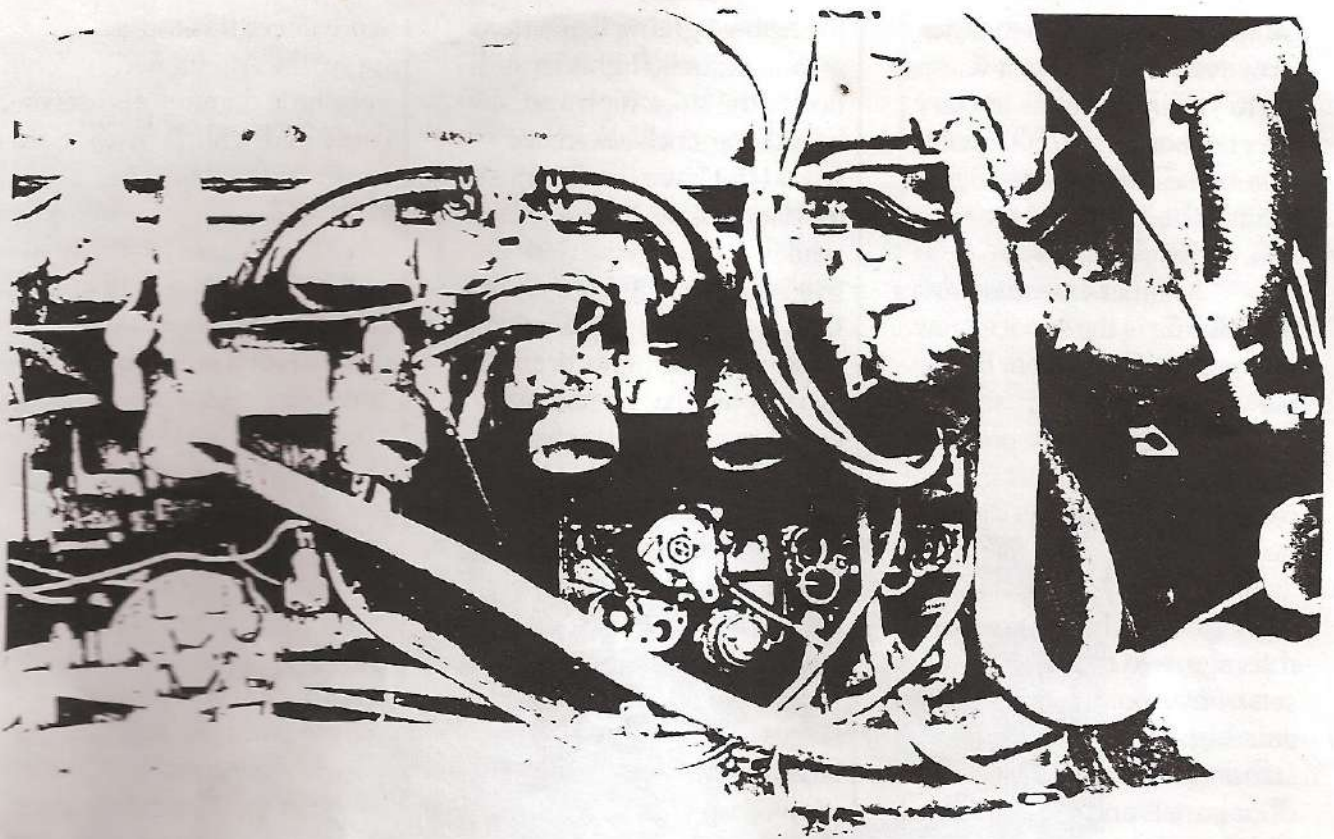
After the first stage, we were mildly alarmed when we noticed that the Fram oil filter "ballooned out" like a pregnant orange-colored pineapple. We didn't have a spare oil filter so we kept our fingers crossed and I kept my eyes glued to the oil pressure gage.

Our start time was about 8:30 PM and we finished the fourth stage about 5 hours later. I was exhausted but we were still only one-third of the way completed. Alfa Club time trials

were never this tough! Amazingly, the Alfetta had suffered very little damage and seemed eager and willing to go about it again on the following day.

Our finish position in the Divisional Class for the first night was 11th overall and 8th in the Two-Wheel Drive Open Class. Not too shabby when you consider that there was only one Four-Wheel Drive car, two Two-Wheel Drive Stock cars, and some considerably more trick Two-Wheel Drive Open cars ahead and behind us. We felt really good when we passed an extremely trick Cosworth Escort (complete with outrageous purple paint job and a giant rear wing) and a equally, if not more trick Nissan March that came from Japan just to run the Rim. **11**

Stay tuned to the next issue of *Alfacionada* to read the exciting conclusion to our Adventures on the Rim!



12 **BAPTISM BY FIRE!**

"Mi scusi. Ho un guasto all'automobile..."

Text and Photos by

Al Allen

PART 2: GRUNGE, MILANO STYLE

In our first installment we were evaluating the condition of a '72 Spider Veloce, VIN 3040457, a candidate for total restoration. One of the most important keys to restoration is

observation: observe and record. In this case, the contents of the trunk of the car after years of inactivity give important clues as to why this car is not now on the road:

- 4 injection lines
- 4 injection pump pre-delivery valves
- 1 broken SPICA thermostatic actuator, "repaired" with J.B. Weld!

- Federal Mogul Carter fuel pump box containing a used Bosch (Japan) 0580 464005 2 terminal electric fuel pump
- Used SPICA main fuel filter and gaskets

- Rear tank filter foam insulator

- 2 3/8" SAE fuel line
- A box of assorted fuses, every one of them the wrong configuration!

Fuse box cover

Do you see a pattern developing here? Do you also suspect SPICA fuel injection problems? It is readily apparent that the person attempting to work on the car had no working knowledge of even the fundamentals of the SPICA system. The thermostatic actuator is normally filled with hydraulic brake fluid which causes the slender piston at the pump end to act mechanically upon a lever within the SPICA pump. By attempting to "glue together" the capillary tube of this temperature sensing device that makes cold and hot starts perfect every time, when properly adjusted and functioning, the repair person incorrectly concluded that if it comes out of the

Continued on Page 15

The LAST CHANCE RALLYE CLUB Presents

"GREAT PUMPKIN 1993"

DATE: October 31, 1993
TIME: Registration opens at 9:00 a.m.
First car out at 10:01 a.m.
START: Bank of America parking lot, Imperial Highway and Santa Ana Canyon Rd.
located just south of the Riverside (91) Freeway in Anaheim.
ENTRY: \$15.00 by mail received no later than October 26, 1993
\$18.00 on the day of the event

GREAT PUMPKIN 1993, a time-speed-distance rally, is the final event of the Sunday Rally Series, and uses some familiar and not so familiar scenic roads of San Bernardino and Riverside Counties. Two rallies are being offered. You may choose either the trap rally or the tour rally. Each rally will have three classes in accordance with the Sunday Rally Series General Instructions. Both rallies will follow similar courses and use the same manned checkpoints. As in the past, beautiful hand-made ceramic pumpkin trophies will be presented at the finish. A Dead-Last trophy and Best-of-Club trophies (for clubs with five or more pre-entries) will also be presented. For further information call Larry Cole at (714) 220-1866.

Remember, this is your last chance to compete in this year's Sunday Rally Series!

DRIVER: _____ PHONE: _____
ADDRESS: _____ CITY: _____ ZIP: _____
NAVIGATOR: _____ PHONE: _____
ADDRESS: _____ CITY: _____ ZIP: _____
CAR: MAKE _____ MODEL _____ YEAR _____ COLOR _____ LICENSE _____
RALLY: TRAP> A B C TOURING> EQUIPPED UNEQUIPPED NOVICE CLUB: _____
-----circle rally and class-----

13

WAIVER AND RELEASE OF LIABILITY

I hereby agree, as a condition of my participation in GREAT PUMPKIN 1993, that I am participating in this event for my own pleasure, and will be fully responsible for my car and passengers at all times. I release the Last Chance Rallye Club, its assignees, officers, agents, employees, officials and their successors from all liability whatsoever for any act, thing or event that may transpire during or by reason of this event. I further agree that the vehicle used in this event will be operated by a licensed driver and that the driver will comply with all applicable provisions of the California Vehicle Code; that the vehicle and driver are covered by liability and property damage insurance which will be in full effect during this event; and that the vehicle is fully road equipped in accordance with the same California Vehicle Code.

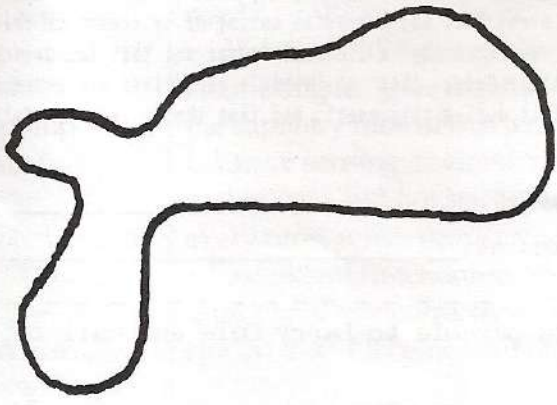
Driver's Signature: _____ Date: _____
Navigator's Signature: _____ Date: _____

Make checks payable to Larry Cole and mail to: Larry Cole
9756 Walker Street
Cypress, CA 90630

Name	Car	PL	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
CLASS B							
Kinney/(Kinney), April	Alfa GTV	1	1:46.65	1:46.84	1:47.29	1:46.05	1:46.32
Van Curen, Bettina	Alfa Spider	2	1:54.43	1:56.33	1:54.06	1:51.64	1:53.34
Kinney/(Kinney), Michael	Alfa GTV	3	2:00.73	1:58.86	2:10.78	1:55.25	2:07.89
CLASS C							
Ward/(Gaylard), Alan	Alfa GTV	1	1:45.39	1:44.66	1:45.32	1:45.26	1:45.62
Thompson, Richard	Alfa GTV-6	2	1:56.95	1:53.59	1:54.89	1:51.70	1:54.04
Gaylard/(Ward), Phyllis	Alfa GTV	3	2:00.07	2:01.40	2:01.49	1:59.85	2:01.45
CLASS D							
Sahines/(Erickson), Tom	Alfa Spider	1	1:53.80	1:54.78	1:54.66	1:55.07	1:54.91
Erickson/(Sahines), Rube	Alfa Spider	2	1:56.27	1:56.39	1:55.88	1:55.87	1:55.71
CLASS E							
Gray, Bradley	Alfa GTV	1	1:54.44	1:53.11	1:52.42	1:51.83	1:51.58
Steben, Andy	Alfa GTV	2	1:54.42	1:53.44	2:08.42	1:53.70	1:52.86
Herting, David	Alfa Alfetta	3	1:53.44	1:53.00	2:01.10	1:56.35	2:04.89
Abbene, John	Alfa Berlina	4	1:54.47	1:53.81	1:53.91	1:53.55	1:53.02
Rich, Harold	Alfa Alfetta GT	5	1:58.24	1:56.82	1:57.15	1:57.60	1:58.19
Higa, Randall	Alfa GTV	6	1:57.25	1:58.15	1:57.66	2:00.85	1:56.83
Ritter, Dan	Alfa Giulietta TI	7	2:13.99	2:13.98	2:15.15	2:14.19	2:14.43
CLASS M							
Taylor/(Allen), Ken	Pontiac Ventura	1	1:40.76	1:39.55	1:40.03	1:44.93	1:40.55
Morgan, Mark	Nissan 300ZX Turbo	2	1:43.64	1:43.90	1:42.79	1:43.88	1:42.92
Allen/(Taylor), Ken	Pontiac Ventura	3	1:48.35	1:46.65	1:46.47	1:46.39	1:44.66
Aberman/(Kinnaird), Dean	Lola 210	4					
Kinnaird/(Aberman), Don	Lola 210	5					
CLASS N							
Elkin, Tony	Dodge Conquest	1	1:44.10	1:45.19	1:44.79	1:43.25	1:52.12
Bennett/(Bennett), Jim	VW GTi	2	1:43.90	1:45.03			
Chalice, Steve	Mitsu. Eclipse	3	1:46.39	1:52.79	1:47.49	1:47.07	1:44.87
Farschad, Abolfathi	BMW M3 (88)	4	1:52.60	1:45.95	1:46.24	1:45.90	1:46.67
Hightower, Paul	Datsun 240Z	5	1:50.60	1:50.62	1:50.18	1:49.23	2:37.01
Arico, Nick	Eagle Talon	6	1:50.58	1:51.64	1:52.37	1:52.19	1:58.45
Pavlish, Alan	Mazda RX-7	7	1:56.99	1:58.79	1:58.50	1:57.11	
Michaelian, Harry Jr.	Dodge Challenger	8	1:59.12	2:00.38	1:59.17	2:00.95	2:08.60
Porteous, Paul	BMW M3	9					
CLASS O							
Yerumyan/(Chil.), Raymond	Mazda RX-2	1	1:42.93	1:42.96	1:42.23	1:54.35	1:43.18
Shellow, Jeffrey	Saleen Mustang	2	1:43.92	2:19.73	1:43.22	1:44.86	1:42.86
Chilingaryan/(Yer.), Sarkis	Mazda RX-2	3	1:44.91	1:44.41	2:02.65	1:47.36	1:43.91
Kranen, George	Ford T-bird	4	1:47.24	1:47.42	1:51.39	1:48.54	1:49.43
Culp, Tracy	Porsche 944	5	1:49.31	1:48.92	1:52.07	1:49.07	2:01.90
Shindler, Philip	Mazda RX-7 Turbo	6	1:51.67	1:51.03	1:51.77	1:50.89	1:50.05
Woodard/(Dedman), Alan	Jensen Healey	7	1:50.53	1:57.55	1:51.41	1:52.93	1:51.26
Morgan, S. Jan	Ford Mustang	8	1:54.23	1:52.27	1:51.33	1:51.62	1:51.77
Johnson, Michael	Datsun 240Z	9	1:52.62	1:54.45	1:53.99	1:53.92	1:53.59
Africa, Roland	Mazda RX-2	10	1:54.85	1:56.78	1:57.09	1:56.21	1:54.85
Wedberg, Troy	Ford Mustang GT	11	1:55.92	1:56.94			
Leung/(Rodriguez), Emil	Toyota Corolla	12	2:00.65	1:59.93	2:02.55	2:00.37	2:30.81
Rodriguez/(Leung), Ricardo	Toyota Corolla	13	2:02.24	2:03.95	2:01.88	2:01.19	2:00.71
Fisher/(Fisher), Wendy	Toyota MR2	14	2:13.47	2:14.23	2:15.46	2:16.36	
Abrams, Lawrence	VW Scirocco	15					
Chan, Victor	Lotus Esprit	16					
Randall/(Randall), Sean	Mazda RX-7	17					
Vanderwal/(Ryba), E.A.	Datsun 280Z	18					
CLASS P							
Hamilton, Steve	Toyota MR2	1	1:47.51	1:47.32	1:48.26		
Dominguez, Tony	Toyota MR2	2	1:53.57	1:52.75	1:53.13	1:53.13	1:52.46
Presto, Tony	Mitsubishi Mirage	3	1:57.80	1:55.94	1:56.02	1:55.47	1:55.98
Clark, Ginger	Mazda Miata	4	2:01.85	2:00.57	2:00.52	1:59.24	2:00.48
Coluzzi, Robert	Ford Mustang	5					
Gonzaga, Raymond	Toyota Corolla	6					
RACE GROUP C							
Buck, Marshall	Corvette	1					
RACE GROUP D							
Bennett/(Bennett), Jim	VW GTi	1					
Ryba/(Vanderwal), Lu	Datsun 280Z	2					
Woolery, Gerry	Alfa GTV	3					
Dedman/(Woodard), Chuck	Jensen Healey	4					
Fisher/(Fisher), David	Toyota MR2	5					
RACE GROUP E							
Roppolo, Marc	BMW 2002	1					
Gray, Brad	Alfa GTV	2					
RACE GROUP F							
Roppolo, Domenick	Toyota Celica	1					
Samson, John	Alfa Giulia Sprint	2					
Mills, Lynn	Someone Else's	3					
Cote', John	Alfa Spider	4					
Peterson, Brett	Corvette GT-1	5					

should
be I -

14



BAPTISM, continued

cylinder head, it must conduct heat over its surface to the pump for cold starting.

Installed on the car, but not connected to the pump, is a Shankle Sure-Start device that replaces the SPICA thermostatic actuator. While this is a well made product, it does not provide the fool-proof, all temperature range of automatic starting fuel mixture adjustment that a new, rebuilt or perfectly functioning used SPICA thermostatic actuator provides.

Now that we have some idea of the knowledge of the "repair person" that has been dirtying up the workings of 3040457, we gaze suspiciously at the head gasket on the 2 litre that has an elaborate coating of silicone oozing at all its edges. These head gaskets go on dry, with the cylinder head and block free of residues for the best chance of sealing at the recommended torque values. Bets will be taken that the silicone will be revealed to be an attempt at alleviating the classic oil/coolant mixing of alloy Alfas that Viton o-rings and metal retainers will cure.

The trunk revealed some helpful goodies also, namely: a gold steering wheel center (used '72 and earlier); a black top boot (like new!); the heater control cable retaining clip; a missing window winder stainless trim ring; a complete original tool kit and pouch; an original tube-type spare. Seem trivial to you? Overlook nothing! I screen the contents of my vacuum after cleaning such a car to recover the original screws, some of which you can't get exact re-

placements for in this country! I found the two philister head, slotted machine screws that hold the thermostatic actuator to the SPICA pump body in that trunk, often lost and usually stripped, in perfect condition. You will learn to treasure the mundane... that jack retaining wing nut for example...

Six years of sitting will do wonders to a SPICA fuel system. Water from condensation and corrosion will be rampant from tank lining to injectors, not to mention rusting inside the pump itself which has had its fuel lines and delivery valves disconnected, covered only with a shop rag, for who knows how long. Let us not forget the main fuel filter holder which collects sediment and water very well at its bottom. The SPICA injection pump oil filter should prove very interesting, since Wes Ingram, SPICA guru, recommends changing this slightly inconveniently located filter and gasket with every oil change unlike Alfa's recommendation of every 12,000 miles. Others recommend changing the filter and gasket at every other oil change, not to exceed 6,000 miles. The grunge that motor oil thickened with sediment can result in can render the inside of the injection pump oil filter housing a tar reservoir. More troubling, if this oil supply stops, pump life suffers dramatically.

Inside the pump oil filter housing is a check valve. It is not easily removed. The pump must be removed from the engine and an impact driver utilized to remove the check valve. But it needs to be. Behind it you will find an accumu-

lation of crud/sludge. This is only compounded when a car has been inactive for years. I have had to chip these deposits away on cars that were driven daily but neglected to change pump filters regularly. As Wes Ingram so succinctly puts it "unleaded fuel, dirty oil and moisture are the pump's nemesis."

Chances are pretty good that this injection pump with only 52,000 miles on it is misadjusted and still serviceable. After all they can last 100,000 - 200,000 miles! After removing the gas tank and having the local radiator shop "boil it out", replacing the fuel filters, checking the fuel pump pressure, soaking the injectors, removing the pump from the engine to the clean the pump oil filter housing, retiming the pump, checking the valve and ignition timing and turning the engine over by hand to check for interference, **15** we will be ready to see if it will start! I'll drop the lower sump cover to remove sludge and inspect for bearing material, crankshaft oil plugs, etc. also beforehand, in case a connecting rod is hanging in there... broken!

If 3040457 starts up, when warm we can determine hot compression in the engine's cylinders and adjust the SPICA fuel injection to check for overall pump condition. Then we can figure out what else is wrong!

Next: Part 3: "Simple Green, you're a friend of mine..."

* "Excuse me. My car has broken down..."



July 10, 1993

16 Merle Norman Museum and Concours

Randall Higa

Clear skies and (extremely) warm weather again greeted AROSC for its second concours at "San Sylmar," otherwise known as the Merle Norman Museum. The Alfa

Alfacionada September 1993

Club was able to have its own parking lot, complete with a few leafy trees to that provided the greatly-appreciated shade. As a way of providing more variety to our members, most of Alfas brought to the Merle Norman concours were different from those that showed up at the Long Beach Concours. Unfortunately, the name of the person who won the 1950s/1960s class goes unidentified since he took his scoresheet before his name could be recorded. Apologies are in order to winner and hopefully, he, or someone else will inform the staff of this normally concise newsletter of his name.

After the concours, a lucky group of only 47 AROSC members had the chance to tour the magnificent "Merle Norman Classic Beauty Collection". The

collection was assembled and is owned by J.B. Nethercutt, Chairman of the Board and co-founder of Merle Norman Cosmetics. Over the years, J.B. Nethercutt has won Best of Show at the Pebble Beach Concours; most recently, in 1992 with this 1929 Rolls Royce Phantom II Brewster. However, the "Collection" also includes, "one of the world's largest assemblages of mechanical musical instruments—music boxes big and small..."

The tour was lead by the Collection's curator, Byron Mattson. His presentation punctuated the elegance and refinement of the Collection and was clearly knowledgeable of the history of the company and the cars. He emphasized that the Collection is a "working museum" of "applied mechani-

cal art" and, "functional fine art" without ropes to keep people away from the displays. He began the tour by leading the group through the "Great Doors of San Sylmar" which are a pair of solid bronze (1,500 pounds each) that were cast in 1970 in nearby Burbank (not Italy in the 1500's, thank you). In the lobby, a 1910 Regina music box greeted the group with a lively version of, "Columbia the Gem of the Ocean." The tour group was then lead into the Grand Salon showroom where 35 of the most impressive cars were displayed.

The Collection has a total of 180 automobiles; most of which have been restored on the premises. While most of the cars are large Rolls-Royces, Pierce Arrows, Franklins, Packards, etc., there was a 1933 Bugatti Type 51 Grand Prix car and, tucked in dark corner under the stairs, a 1948 MG TC. Other interesting cars included an unrestored Tucker, a 1923 Avions Voisin owned by Rudolf Valentino and a reproduction of the 1886 Benz ("first gasoline-powered automobile").

It was emphasized that all of the cars start, run and drive. Although the floor of the showroom was marble (as was most of the other interior sur-

faces), it appeared to be spotless and unblemished. Mr. Mattson explained that the cars are not driven or pushed on the marble floors. Instead, cars are put on pallets that hover on a thin layer of air above the floor.

After being allowed to freely browse amongst the cars in the Grand Salon, the group was lead upstairs to Cloud 99, another grand room filled with various mechanical (pre-computer) musical instruments. The highlight was listening to (and feeling) the "Mighty Wurlitzer Theatre Pipe Organ". While it was not the same as listening to the exhausts of two dozen Can Am race cars blasting down the

Wurlitzer, contact the Old Town Music Hall, 140 Richmond, El Segundo, (310) 322-2592. Send a self-addressed stamped envelope for a schedule of performances.

The Alfa Club would like to thank the Merle Norman Cosmetics Company, J.B. Nethercutt, and our tour guide, Byron Mattson for the fabulous and memorable tour and the use of their parking lot for our concours. For those of you who missed this event, tours are offered by reservation only. They can be called at (818) 367-2251 and are available for groups of one to 47.



front straight, it is quite impressive to hear the magnificent sound of air rushing through the hundreds of "tuned" pipes of a large organ. For those of you who would like to hear a Mighty

Remember to mark your calendars for the Huntington Library Concours on October 10. Call Phil Giural at (310) 439-5550 for more information on the AROSC concours program.

RESULTS

Race Car Class

Year	Model	Name	Points
1963	Sprint	Hector Vasquez	191
1956	Giulietta TI	Dan Ritter	173
1964	Giulia Spider	Si Robin	165
1965	GTA	Charlie Thieriot	159
1977	Alfetta	Paul Blankenship	137

1970s and 1980s Class

1972	Berlina	Paul De Rosier	202
1988	Milano	Joanne Schwartz	183
1978	Alfetta	Bob Schmitt	170
1974	GTV	Tim Weston	161

1950s and 1960s Class

1967	Duetto	?	196
1963	Giulia Spider	Randall Harris	190
1967	Duetto	Philip Guiral	189
1956	Sprint	Doug Brown	181
1960	Sprint	Chris Mayring	177

Best of Show: 1972 Berlina, Paul De Rosier
 People's Choice: 1956 Sprint, Doug Brown

the GTV as it started to come around just before the (last) apex of turn 2....Not terribly speed-enhancing, what a thrill! This is the essence of running on a race track. This is the essence of Alfa Romeos...Too bad that this can't be explained to your co-workers on Monday morning. I suppose it's their loss....

The weekend of August 7 and 8 brought the Alfa Romeo Owners Club of Southern California back to Willow Springs after running events in Las Vegas and Phoenix. It marks the club's 21st anniversary of the Time Trials Program. It was good to see one of the founders of the Time Trial program, John Samson and his family in full force at the event. John's original GTV was not only running in the event, but was also the pace car for the race. Thanks for keeping the faith, John!

It was predictably hot, but not quite record breaking. The afternoon breezes kept temperatures almost tolerable. It was best to stay in the shade or inside the air conditioned lunch room. Otherwise, lots of sun

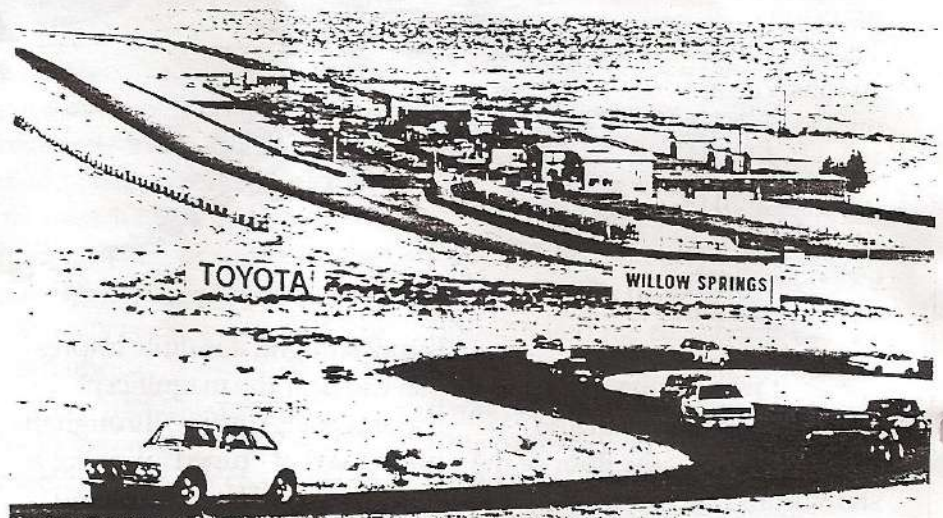
18 August 7 & 8

WILLOW SPRINGS TIME TRIAL AND RACE

Randall Higa

There is no better feeling than sitting in the shade under Dan Ritters canopy drinking an ice-cold Pepsi. I felt like a limp rag after running a particularly satifying

practice session in the 100+ degree heat of Willow Sprigs Racetrack. My brain was rushed with adrenalin and other various chemicals (all naturally produced) to produce an amazingly euphoric but calmed state of being. I kept playing back that experience of catching the tail end of



screen and a large floppy hat worked almost as well. I brought a bicycle to minimize the time spent in the sun when traveling to the restroom and back. The heat contributed to a very slippery track and for most, lap times were slower than usual. It was very frustrating to run laps that were two to five seconds slower than from the previous Willow Springs event. It was like downhill skiing at your favorite resort under icy conditions and feeling like a squid.

As usual, one of the most pleasant moments is having dinner on Saturday outside beside the pool of the Antelope Valley Inn. By 7:30 PM the temperature was back down in the human tolerance range. Various bench racing stories filled the night air as vast quantities of food and drink were consumed.

Paul Hightower was back with a new Z car (see article on Las Vegas Time Trial and Race in the May 1993 issue of *Alfacionada* and look for Paul Hightower's article, "Necking With Turn Nine") after having a small glitch in March at Las Vegas. Good to see you and the car back, Paul!

El Presidente Tina Van Curen brought out her Spider in an eye-popping bright yellow. The car is running strong (see Tina's column for her trip to AEM) but still needs the handling to be sorted out. However, the high-zoot, ultra-trick rear view mirror surely made up for any suspension deficiencies. Look out for some interesting new graphics that may be appearing on the front quarter panels.

While I have your attention, I would also like to pay tribute to my fellow "shoe polish/duct tape racers". These are those dedicated people who have taken their street-driven Alfas (generally out of necessity for lack of any other ride), have scrawled or slapped a number on the side of their cars with either white shoe polish or duct tape, and have proceeded to race or time trial. Competition becomes a relative term since these shoe polish racers are not going to be close to getting top time of the day. It would generally be an accomplishment to finish in the top half of one's class. While many of you hardcore racers may wince or merely yawn at the thought of this, it does provide a different kind of experience.

Harold Rich found this out after he ran his first practice session in his stock, everyday, street-driven Alfetta (no cardboard trunk). I thought the heat had gotten to him as he was walking from his car and laughing to himself. He explained that he couldn't believe what a pig the car was on the track. While the Alfetta seemed to handle fine on the street, it was awful on the track. He then realized that his street Alfetta was not like his dedicated race car (recently sold), and that it was a new and different challenge to drive. During the weekend, he shaved 10 seconds from his lap time and had a blast doing so. My hat also comes off for John Cote who is (temporarily) campaigning a tired Spider in the race class after coming from a frightfully fast GTAm. And of course, I can't forget George Kranen in the turbo Thunderbird who was last seen wearing a T-shirt that read, "Mothers, Don't Let Your Sons Drive Chevys." Atta boy, George...

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

Alfa Romeo Owners of Southern California Membership Application

Dues for 12 months to AROC and National (AROC): \$55
 Current AROC member with no chapter affiliation: \$12
 Member of another chapter wishing to add affiliation: \$22

Make checks payable to AROSC
 New Member Renewal

Name: _____
 AROC Member No: _____
 Street: _____
 City: _____ State: _____ Zip: _____
 Home phone: (____) _____
 Work phone: (____) _____

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

*Road and Track on Alfa Romeo, March 1958

Good News, Bad News & Just News

Stu Schaller

20 At Le Mans, there were 3 cars in the Le Mans prototype class, 2 powered by three-liter V-6 Alfa motors; a Debora and a Lucchini.

Unfortunately, the Debora was struck by a Porsche while leading the class, and was put out. A WR powered by a 2 liter turbo Peugeot motor went on to win the class over the Lucchini. The most interesting car at Le Mans was also related Alfa, although indirectly. The MIG 100, powered by a twin turbo Carlo Chitti Motori Modemi 3.5 liter was designed and built in Monaco by Fulvio Ballabio, the founder of Burago scale models as the Centenaire GT. The project was then sold to the same MIG company in Russia that builds the jets. The relationship to Alfa is, of course, Carlo Chitti.

In Formula 3, Alfa-powered cars are really no longer competitive, the leading cars in all the national series being powered by VW's, Opels, Mugen-Hondas or the new Fiat motor.

Our own Dino Crescentini, who used to race with the Time Trials program and went on to be nationally competitive in SCCA in his GTV, is now running a 5 liter Camaro in the

Trans Am series. At Portland, he finished seventh and won the rising star of the race award.

A the annual Society of Automotive Historians Literature Fair at Pasadena City College at the end of June, there was a fair amount of Alfa literature available. Although most of it was expensive, I found a very nice 6C2500 catalogue, but could not justify the \$300 asked. Did pick up some stuff on old 2 liter cast iron cars, and traded for a second edition ('66) Fusi.

A couple of weeks ago in the LA Times, an interesting Alfa Romeo appeared for sale, a Giulietta Sprint Normale with a column shift. About 3,500 of these were built from 1954 through early 1957, but only about 50 are known today. As the price was a reasonable \$1900, I hope someone picked up the car who will properly restore it, rather than turn it into a race car. All Alfa Romeo prices are still down, and some even seem to be getting lower. Not a good time for investing, but a good time to buy a transportation car if you plan to keep it for yourself.

I could not justify spending the money to go all the way to Baltimore for the National Convention, even if I had it, in spite of the fact the first international 2000/2600 meeting was held there. I hope Delmas Greene, Tom Zat and the others were able to benefit from the large amount of material on these cars I sent in my absence.

If you have been watching some of the news magazines recently, there have been reports of bad gasoline. I just ran into some, and had to spend all day, cleaning out my carbs. I guess we all should do this more often than we do; in fact, the owner's guide for the 2600 says to remove the tops of the carbs and clean them out, and change filters every 500 miles!

I usually don't watch travel programs but recently, while I was switching channels on a Sunday afternoon, I ran into an episode of the program Travel, Travel in which the reporter borrowed an old 2000 Spider, circa 1959, and toured the wine vineyards of the Chianti region...seemed like great fun to me.

I was recently surprised when I received the Walton & Hipkiss trophy from the English Alfa Romeo Club, for contributions; the first time a "foreigner" has ever won. It is a perpetual, revolving award that goes to the "most valuable member" each year. Perhaps our club should do the same. Maybe it would encourage more contributions to the newsletter, and in organizing events.

Alfa Romeo prices are still going down. In San Diego, a rare 1957 Giulietta Sprint with column shift only reached \$1,500. The same guy has two old cast iron 2000 Spiders; one runs and drives, and can't get \$8,000 for both! Even great Alfas, such as 8C2300s from the 1930s are way down in price. A long chassis car, without a body, would demand \$600,000 to \$700,000 at the peak of the market, and there is now one for sale at under \$300,000...Unfortunately still way out of most of our leagues...

For those few of you with money in our current economy, Tim Walker has an 6C2500 Sport with Super Sport motor for sale at about half of what everyone else wants for a similar car. The coachwork is "one-off" by Stablimenti Farina; a 2+2 convertible. Tim is looking to get about \$20,000 for the car, but it does need a total restoration.

The latest from Alfa is that the 164 4-cam LS will be with one air bag for 1993 and two, as required by law, for 1994. There will only be 40 or so Quadrifoglio 164 4-cams for the entire US in 1993, all with one air bag. The 1994 Quadrifoglio will also have two. There is a road test of a 4-cam LS in the September Car and Driver; very favorable...But the 1993 LS windows at \$36,000 and the 1993 Quadrifoglio 164 at \$39,000 with no discounts on the Quadrifoglio and only small discounts on the LS. Of course you can get a 2-cam car at near \$10,000 off and used 164s are going for as little as \$14,000 for a 1991 "L".

The latest is that the 155 based Spider, which is now approved for production, might come to the US, but not until at least fall 1994, if it does come at all.

Continued on Page 4

Classified

Ads

1966 Giulia GTA. Right hand drive, held speed record at Bonneville (131.96 mph in 1970), very original, Autodelta suspension. Straight but needs restoration, California car, engine apart but can assemble. Charlie Thieriot. (310) 476-8812. Aug93.

1975 1600 Junior Spyder (Rare). Call for details and condition between day hours Pacific Time, 10:30 AM to 4:00 PM (310) 377-5487 or evenings, (310) 530-6879. \$4,500. Al Gebhard. Aug93.

1978 Spider. Red/black, full leather interior, Quadrifoglio seats, red Wilton wool carpeting, professionally rebuilt engine, Sperry big valve head with Sperry cams, '74 exhaust manifold, Stayfast top, 7"x15" Panasports (plus set of original "Turbina" mags), Yokohama 008s (needs new ones), Ward and Deane suspension, everything is in excellent, as new condition, no dings, no oil leaks! Covered headlights, see to appreciate. \$8,500. Gene. (909) 625-6509 (work) or (909) 625-2876 (home). Aug93.

1971 GTV. Plum/tan, straight body, good interior, average paint, (car was originally dark green), all else is original, nothing missing, original 1750 engine runs very well, great driver as-is or fine restoration car. \$3,500 firm. For this price I will include a new factory center console shroud and an impossible to find new factory dash. (It really is new. Unfortunately, it has one small scratch, but is otherwise perfect). I will not sell this separately! Also includes new, in the box, taillight assemblies, front turn signal assemblies and cloissonne rear quarter panel badges. Also other

misc. parts and manuals. Gene. (909) 625-6509 (work) or (909) 625-2876 (home). Aug93.

1974 GTV. 3K miles on rebuilt engine and trans, electr. sunroof, plum/beige, alloys, rebuilt injection pump, solid mechanical, straight body, \$6500. Ken. (310) 822-5044 home, (310) 814-2712 work. Los Angeles area. Aug93.

1962 Giulia Sprint (101). Good to very good condition, original car, never restored, 1,000 miles on rebuilt engine, trans and master cylinder, needs a good home, after 25 year ownership. \$7,500 obo. Bob. (310) 596-8221. Aug93.

1973 GTV 2000. Original owner, beautiful inside and out, drives like a dream, carefully serviced with the same mechanic for 18 years, all records, very low mileage, piper yellow (original color) with black interior. \$8,000 obo. Call Holly at (818) 981-5496. Aug93.

1985 (very late) GTV6. Rare white with black velour, very nice car, only two previous owners, Shankle springs, European exhaust, pull out Blaupunkt stereo, alarm, '86 wheels with new Yokohama AVS 205/60 15s, tropical air (it works!), replaceable bulb halogen lights, new clutch, water pump, timing belt, head gasket, brake pads. \$5,500. Tina. (213) 666-4500. Jul93. **SOLD!!**

1969 Duetto Spider. White, no rust, one owner CA car, runs perfectly, spotless! (310) 391-0411. Jul93.

1977 Spider. Silver/tan, super nice throughout, zero miles on rebuilt engine, x-tras! (310) 391-0411. Jul93

1974 GTV. Pine green/black, GTA alloys w/Yokos, Ward & Deane springs, bars, Konis, 25K on motor w/Webers, cams, etc. Was a club car years ago, could be again. \$4,900. (310) 391-0411. Jul93.

1974 GTV. Silver/tan, A/C alloys, clean throughout, just services. \$3,900. (310) 391-0411. Jul93.

1974 GTV 2000. Beige/black, new suspension with Shankle sway bars and springs, Spax adjustable shocks, 14" Campagnolos with 2 sets of fresh BFG Comp TA4R-1s, new interior with GTV6 seats, carpet and dash, great street or time trial car. \$4,500 obo. Bill Peltola. (805) 254-2222. Jul93

1984 GTV6. Red/black, straight body, never hit, runs strong and fast. \$3,500 obo. Ian. (714) 455-0472 days, (714) 455-587-1891 eves. Jul93.

1962 Tipo 102 Spyder. Blue/black, very complete collectable cast iron 2000, runs and drives, good condition. \$10,000 obo. Ian. (714) 455-0472 days, (714) 455-587-1891 eves. Jul93.

1974 GTV. New paint, no rust, never wrecked, Shankle suspension, Marelli plex, mags and Pirelli tires. \$5,700 obo. (619) 747-6853. Jul93.

1974 GTV. Red/black, must see to appreciate. Call for more information or photos. \$8,500 obo. Ask for Sergio. (805) 527-8125. Leave Message. Jun93

1974 GTV. Medium metallic blue (yes, it is an original color), overall very good condition, no rust, strong engine and flawless tranny. New Michelin MXVs; clutch master cylinder, front grille; exhaust; tail lights; Panasports, etc. Many receipts. \$4,500 obo. Call Steve at (818) 353-7217. Jun93

1974 Spider. Alfa Red, Rex Chalmers engine, Sperry Stage II head, mild street cams, headers, rebuilt Spica injection, 7" Panasports, sport springs, lowered one inch, Rocket Ship! Receipts for everything. \$7,800 obo. Call Steve at (818) 353-7217. Jun93

1969 Berlina. Parked when boosters went out several years ago, no rust, good seats-no tears, good headliner, needs paint, 1750 engine runs, new filters, fuel hoses, too many cars. \$500. Vic West. (909) 688-3933.

Two Liter Engine. Omega Motorsports (Rex Chalmers) built, big valve Stage 5 Sperry head, balanced and blueprinted, "nest of snakes" custom headers, available with either Dell'orto carbs or Spica FI, new but has been sitting for a couple of years, 10:1 comp, great for time trials, street or vintage. \$3,000. Gene. (909) 625-6509 (work) or (909) 625-2876 (home). Aug93.

1985 Engine from Spider 2000. No fuel injection pump, only 19,000 miles. Gerry Willburn. (310) 5517 (day). (714) 828-3127 (eve). Aug93

1986 GTV6. Will trade my excellent tan leather interior for your excellent black leather interior. David. (310) 201-6563. Jul93.

European cams for 1750/2000. These are the desirable 10548 cams with the 10.1mm lift and long duration, ideal upgrade for Spica injection or with Weber conversion. \$225. Weber intake manifold with linkage and support strut. \$125. Oil pan. \$50. Michael. (805) 967-8826. Jul93.

22 1987 Spider Veloce. Parting out, 53k miles, excellent engine, transmission, rear axle, body and interior parts available. Gerry. Phone or fax: (818) 997-7051. Jul93.

Custom dash covers for Duetto's in black. Also available upon request: Supers, 67-74 GTVs, 69 Berlina dash covers. \$60.00+shipping. Sergio. (805) 527-8125. Leave Message. Jun93

101/105/115/116 Parts: Independent Alfa Garage must reduce parts inventory. Call for price and availability. All parts OEM, 95% new, 5% rebuilt/reconditioned. Over 120 different part numbers. (310) 529-2721. Drew. Jun93

For Milano, GTV6: Rear brake calipers, \$125. Rear rotor, \$60. Rear springs, \$40. Transmission, \$575. Limited slip, \$350. Also 1986 2.5 liter engine running in car, 48,000 miles, runs perfect, burns no oil, has changed head gaskets, \$1,500. Also, 1986 GTV6 Speedline 7-15 wheels with Pirelli P6

tires, \$695. Momo 7-1/2-16 R1 polished chrome 5 star wheels, \$1,150. Jim. (310) 657-8512. Jun93

AROSC DRIVERS HANDBOOK. Only \$12.50 incl. S&H. The "How To" book on the So. Cal chapter's 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.

CAMERA -CHEAP! New Olympus cameras with warranty. Infinity Jr. \$80, IS-1 \$360, Panorama 220 & Twin also available. Also VHS video cameras, \$325 (used-OK), VCR's from \$100 (used OK). Charlie Thieriot (310) 476-8812. Jun93.

Wanted. Front bumper for Giulia Super, fair to good condition. Sergio (805) 527-8125. Leave message. Jul93

Wanted. Track/Street suspension pieces for '74 GTV: shocks (stock or otherwise), springs, adjustable upper A-arms, bushings, sway bars, etc. Randall. (213) 344-8828. Jul93.

Wanted: 3.0 Liter brain box and Racing Line Wheels for GTV6. Jim. (310) 657-8512. Jun93.

Help Wanted. Revelations expert, or good hacker to assist AROC computer system. No pay but great sense of accomplishment. Good lunches and company. Call Tina (213) 666-4500 or Glenna (619) 728-4875.

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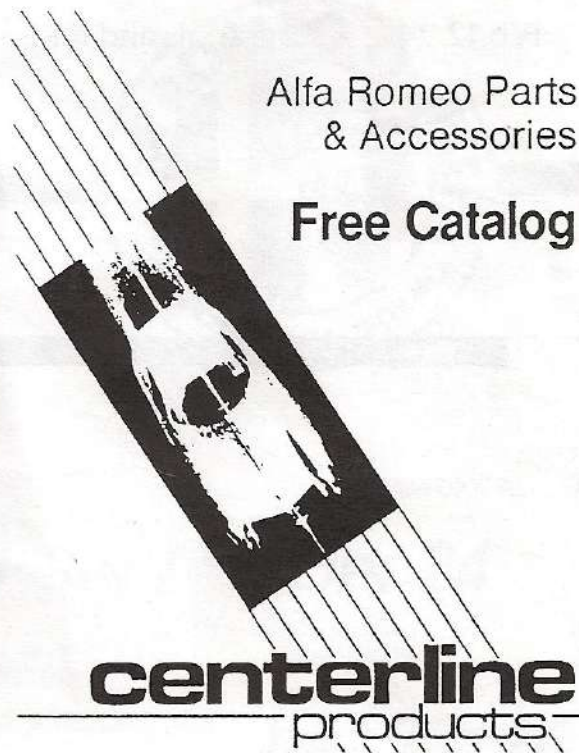
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CALENDAR

- Sep 24 General Meeting 8:00 PM
Featured Speaker: Gary English: Alfas and Pro Rallying
Los Angeles Department of Water and Power Auditorium,
111 Hope Street
- Oct 10 Huntington Library Concours
10:30 AM 1151 Oxford, San Marino
- Oct 23 & 24 Time Trials & Race — Las Vegas
- Oct 29 General Meeting
- Nov 14 Swap Meet
- Dec 4 & 5 Time Trials & Race — Willow Springs Raceway
- Dec 11 Holiday Party
- Feb 12, 14 Time Trials and Race — Phoenix (1994)

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