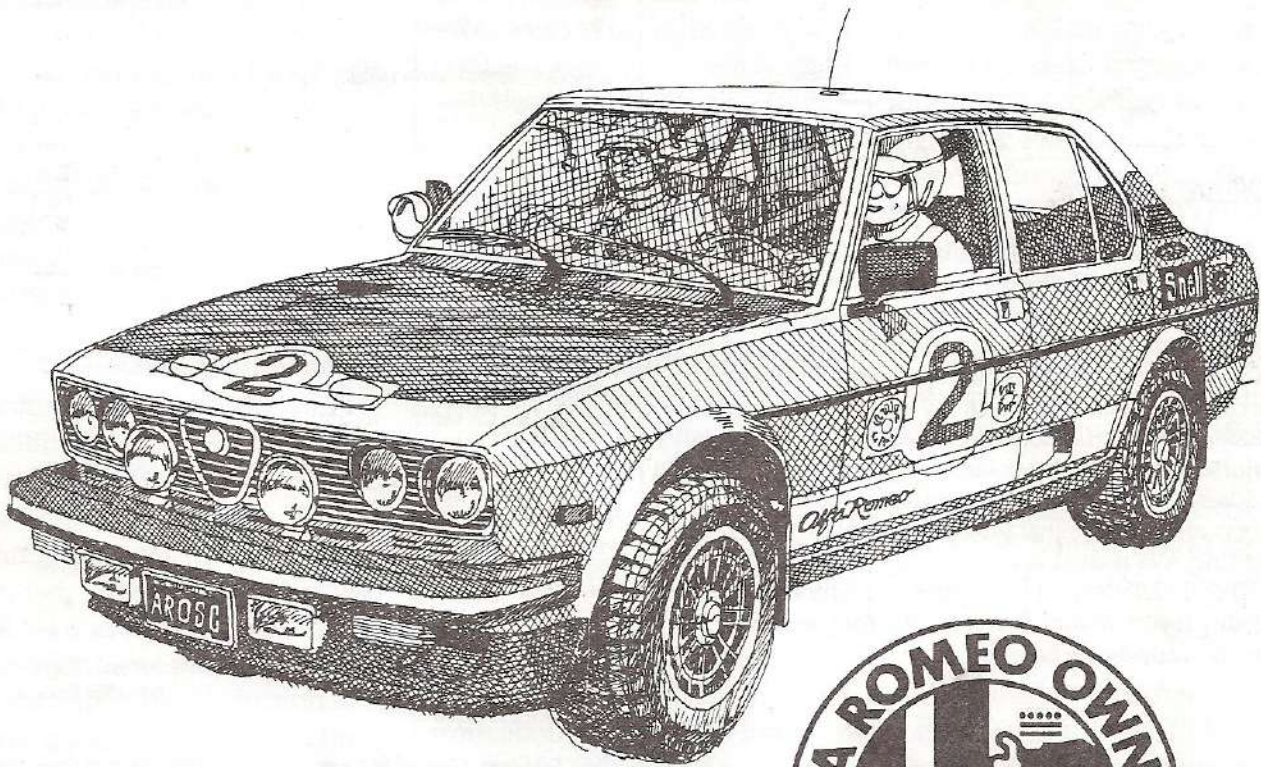


Alfacionada

The Journal of the Alfa Romeo Owners of Southern California

March/April, 1994



Coming up:

General Meeting: March 25

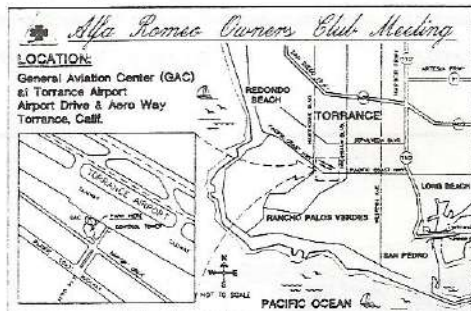
Time Trials and Race: April 9, 10

General Meeting: April 29

Concous: April 30

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 General Aviation Center (GAC) at the Torrance Airport, 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.

2 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:

May Events	March 3
May Classified	April 3
June Events	April 3
June Classifieds	May 3
July Events	May 3
July Classifieds	June 3

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

California 94
ALFAS GO

Joel Hoffman

After eleven years I finally turned in my very beat up and scratched California environmental license plates for a fresh ALFAS GO set with California written in script. It's been six years since I finished my 85-87 presidency of AROSC and it seemed like the perfect time for the new plates.

Those were exciting times for me to be President and also exciting years for Alfa Romeo. The Milano was introduced with big fanfare and, by Alfa's standards, a big advertising budget. Three years later came the l64 and then the worldwide recession. The Spider has come to the end of its production and what's left has been called the Alfa Romeo one trick pony. AutoWeek, Car and Driver, and the others have been reporting gasping sounds at ARDONA. Don't despair, friends. Every cloud has a silver lining.

Having my first Alfa Romeo delivered on January 25, 1974, it's been twenty continuous years of Alfa Romeo ownership for me. In 1975 I was at Watkins Glen, N.Y. to see the Alfa TT33 12s place 1-2-3 after having clinched the World Championship of Makes title at the previous race. That weekend also

marked the US introduction of the '75 Alfetta GT. The title prompted Alfa Romeo to add a 1975 laurel wreath to the '25, '50 and '51 laurel wreaths and place a 2"x3" plaque on the GT dashboards. The same race cars won the World Sports Car Championship in '77 and soon Alfa Romeo supplied engines for the Brabham Alfa F1 cars which won a few races. A drought set in until last year when Alfa Romeo won the German Touring Car Championship.

I'd love to, but can't project rosy times for Alfa Romeo in the near future. However, I can report that we can lift our Alfa loving heads higher right now for these reasons. First, in the last month, ARDONA has had seventeen repeat buyers of the '93 LS and Quadrifoglio l64 models. Secondly, ARDONA has trimmed down to 40 employees and therefore its expenses are minimal. Thirdly, the \$/lira relationship has improved from about 1000 to 1600/lira to the dollar. This translates to much lower expenses for ARDONA. Lastly ARDONA has NOT been told to pack up. Alfa Romeo is committed to selling '94 models through this year. The new V6 powered Spider might just make its way here.

With new faces on AROSC's Board of Directors comes new enthusiasm and new events. There will be a freshened look to some of the graphics in ALFACIONADA. Thanks to Anthony Wu we have a new meeting place, Torrance Airport, for at least 3 meetings. An exciting part of AROSC membership

was attending the January meeting at ARI's former Western headquarters. For me another highlight was the AROSC gatherings at Alfa dealers for a Car Clinic/Dealer parts sale/Test Drive/Refreshment Party. We had four of these in '86 and '87. I dropped in recently on Richard Cerami, General Manager at Reuhman Pontiac/BMW/Alfa Romeo in North Hollywood and arranged one for May 28. Later this year I'm expecting Franco Barbuscia of Franco's European Sports Cars in Van Nuys to host a Weber Carburetor Clinic. Back in Pennsylvania Franco's was an Authorized Alfa Repair Center. His shop specializes in Diablos, Countaches, Ferraris and Alfas. I've seen him fine tune 6 Weber 2 barrel carbs. Come watch him work his magic at this AROSC Clinic. I'm hoping to add more Clinics this year. Shop owners are invited to call me.

At the January meeting, our friend Len Frank of KPFK's The Car Show gave a very warm, introduction to Dean Batchelor who held our attention with a series of interesting stories about Henry Manney in Europe, visiting Prince Ranier, and racing a hot rod against Clark Gable's Packard on Sepulveda Boulevard. About 20 raffle prizes were won that night and thanks to AROSC member Don Singer 30 Alfas managed to park behind the museum.

At our March 25th, Leslie Kendal, the Curator of the Peterson Publishing Automobile Museum will be our speaker. Alfa Fun. Be there!

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EVENTS AND ACTIVITIES

Randall Higa

GENERAL MEETING, March 25, 1994, 8:00 PM

Speaker, Leslie Kendal, Peterson Automobile Museum
General Aviation Center, Torrance
The Alfa Romeo Owners Club of Southern California is privileged to have Leslie Kendal, the curator of the Peterson Automobile Museum as our speaker at the general meeting on March 25 at 8:00 PM. As many of you know, the County of Los Angeles has been involved with Peterson Publishing for many months to start an automobile museum in the Los Angeles area. Come hear about the plans for the

museum and how the Alfa Club could be involved with this new facility. You may be able to display your Alfa in a museum! Call (818) 994-4730 for more information.

TIME TRIAL AND RACE, LAGUNA SECA RACEWAY, APRIL 9 & 10

Please note the new dates of this event. Yes, AROSC returns to the Monterey Peninsula to one of the most beautiful areas in California. It just so happens that the club is having a Trial and Race Event at the World Famous Laguna Seca Raceway; home of the annual Monterey Historic Races. Remember that this event always sells-out early so mail in your registration as soon as possible. This is also the best track to come and just spectate. There is nothing better than watching an Alfa scream down the corkscrew turn! For more information, call Charlie Thieriot at (310) 476-8812 or Tracy Culp at (805) 250-0906.

CONCOURS d'ELEGANCE, LONG BEACH, APRIL 30, 1994

The first Coucours for 1994 will

take place in conjunction with the 13th Annual Beach-Fest Wine & Dine/Concours d'Elegance at Shoreline Park in Long Beach. For those of you who have attended this show in the past, the location will be the same but promoters assured us that the loud rock bands will not be nearby. For those of you who have not attended, this is a fabulous venue for an Alfa Romeo Concours that includes terrific food and wine. The cost to enter the concours is \$20 per couple (includes entry of your car into the concours and music fest) or \$40 per couple (includes the same plus two tickets to the wine and dine). Since the deadline for entries is April 13, 1994, please call Phil Guiral at (310) 439-5550 as soon as possible for more information on entering your car in this event.

OTHER TIME TRIALS AND RACES FOR 1994

Charlie Thieriot has set the dates for all Time Trial and Race events in 1994. Refer to the Calendar for the dates of the confirmed events. Note the two Las Vegas events have been added to the calendar for the weekends of June 18 & 19 and October 8 & 9.

MILLE MIGLIA & FERRARI FACTORY TOUR, MAY 4 - 10

Join Dave Gooley and Harry Newton as they lead another automotive and gastronomic tour of Italy. Witness the fabulous cars of Mille Miglia leave Brescia to begin their 1,000 mile journey through the backroads of Italy. Also on the agenda are visits to Bugatti, Lamborghini, Mario Righini's private car collection, Ferrari (with lunch at Cavallino), and for those more adventuresome, the famous Monaco Grand Prix. For more information, call Grand Prix Tours at (714) 646-0327.

Letters

4

Dear Fellow Alfista,
Being a collector of automobile sales literature (specializing in Alfa Romeo, of course), I am looking for persons worldwide for exchanging sales catalogues. I have a large stock of mostly German brochures (virtually all makes except exotics) from circa 1980 onwards, among them Mercedes, BMW, Porsche, etc. As for Alfa Romeo, I'm a bit short on pre-1984 catalogues, but still have many others (Spider, 33, 75, 90, 164, Arna, etc.). SZ and RZ pieces are obtainable, although I have to buy them and they aren't cheap. My interests goes into the following makes: Alfa Romeo/Lancia/Fiat/especially from the USA, Brazil, Japan and South Africa (specifically Limited Edition models from the USA, 168 models from Asia, AR Onca from Brazil, GTV 3.0 from South Africa); German makes worldwide; all makes from the Japanese market; and coupes and cabriolets of all makes from the USA. If you or anyone in your club is willing to do some exchanging, you're welcome to let me know. Happy motoring and forza!

Dorko M. Rybiczka
Alfaclub Sektion Bodensee
Im Wiessengrund 7
D-88069 Tettngang
Germany

Kudos For AROSC Time Trials/ Racing Program

Thank you for the chance to run with your club. I met a lot of nice people and everyone made me feel welcome. I'm sorry I had to leave early before my work period but my wife and I had a birthday party at 3:00 PM. Please send me information about joining your club so I run future events. Thank you again.
James Donofrio

Ditto, Newsletter

Kudos for the Newsletter/GTV Virtues
Just received the October issue and read it cover to cover. Re-read your Chiasso column and laughed some more. Great effort.

Ken Portz
P.S. So far, this has been faxed to San Francisco and Richmond, VA. They're drives of those other cars.

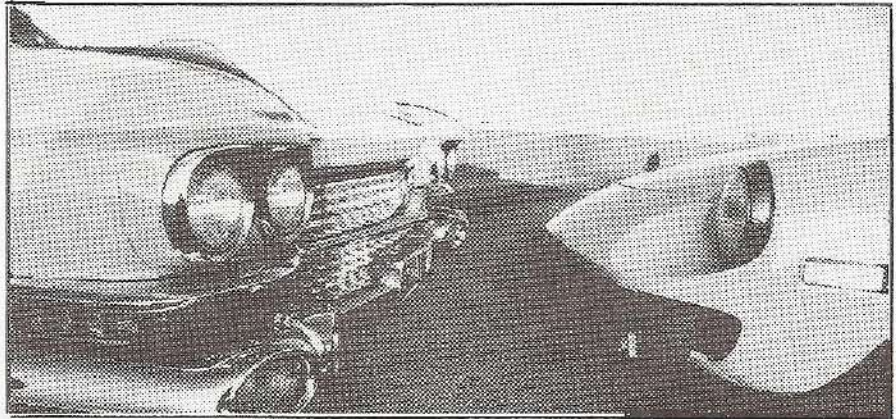
Editor's Note

Don't worry if you didn't receive your January/February copy of Alfacionada. While the issue was at the printer, they inconveniently went bankrupt and closed their doors! We have since changed to a new printer we hope will be around for a long time to come. This issue is jam-packed with stories from the unprinted edition together with this month's new information.

Chiasso!

Text and photos by

Randall Higa



Have you ever noticed that Alfa Romeos can make of some of the most confounding, mysterious and perplexing noises? I'm sure that even the most experienced of you have heard some incredibly foreign and unidentifiable noises emanating from your Alfa. I'm not talking the throaty growl of a fine-tuned vintage racing Giulietta or the melodic masculine mechanical whine of an accelerating 164 Quadrifoglio. Nor am I referring to those typical Alfa noises like the rattles and squeaks of a GTV-6 dashboard that can never be found or cured. No, I'm referring to those weird ones; the ones that should not be heard and those that cause you to tilt your head to one side, furrow your brow and stick out your lower lip. The kind that can drive you cuckoo if you are the serious paranoid type (like me).

I admit that I am not close to being an expert mechanic, but I generally know which side of a screwdriver to hold and can usually diagnose (as well as the next guy or gal) a minor problem when I hear one. For example, a "phhtt, phhtt, phhtt" sound of leaking air around an exhaust manifold lends itself to a broken exhaust gasket; loud metallic crunching sound when downshifting from third to second at 70 miles an hour generally means a broken tranny synchro; and a profusely swearing Alfa mechanic usually translates to a big outlay of Lira.

One of my first experiences of hearing a large unidentifiable noise came about while driving our '79 Spider down the 10/Santa Monica Freeway. I was merrily blasting along in the number 1 (left lane) holding about 70 miles an hour when it happened.

**BANG!!! THUMP!! THUMP!!
TINGLE! TINGLE! THUMP! THUMP!
THUMP!...**

The BANG sounded like a tire blow-out and the THUMP THUMP noises were accompanied by the feeling that a

tire transformed itself into a concrete square. "OK," I said to myself, "I have a flat tire. Ease the car to the right side of the freeway, don't apply too much steering input, stay off the gas, and stay off the brakes." No sweat, I have this all figured out...

But what in the blazes was the TINGLE! TINGLE! sounds? It distinctly sounded like glass shattering. Could it perhaps be the sound of magnesium wheels shattering? I desperately combed my memory, trying to retrieve some information about turbina wheels, old Michelin XAS tires, or some Alfa glass component that somehow connected to the wheels that could cause such a shattering noise. Once off to the side of the freeway, curiosity got the best of me and I jumped out of the car to have a look around. Running to the back of the car, I saw nothing wrong. The Spider was still standing on four perfectly inflated tires. I shook my head in disbelief wondering why none of the tires were flat.

When I ran to the front of the car, my chin hit the pavement. The front left headlight and chrome ring had vanished! I was able to look directly at the front left tire through the hole in the body where the headlight should have been. It was like looking into someone's head that had a missing eyeball. Closer inspection of the left front tire revealed that half of the tread had peeled-off like a cheap re-tread.

Apparently, the aged Michelin decided that it was time to jettison half of the tread off of the carcass of the tire. As the tread began to peel off, a large "flap" of tread began to scrape the inner wheel well with the severed ends of the steel belts working like a spinning wire brush. The flapping tread eventually pulled off the panel that separates the wheel well

from the back of the headlight and grabbed the headlight wires. This yanked the headlight cleanly out of its "socket" causing it to shatter into a jillion pieces, thusly creating the TINGLE! TINGLE noises.

I was aghast to see how crippled the poor Spider looked. It looked like a one-eyed pirate in need of an eye patch. I thought about the reaction of my insurance agent when I explain the "incident." I thought about driving home in the dark with one headlight.

I also felt a small glimmer of pride since I was able to fully analyze the situation and reduce my paranoia of undiagnosed, perplexing, and otherwise bizarre Alfa noises.

If you have any weird Alfa Romeo noise stories of your own, please send them to "Weird Alfa Noises," c/o Alfacionada, Department P (for Perplexing, Paranoid, Paranormal, Problematic, Perverse and Puzzling), Box 39554, Los Angeles, CA 90039-0554. The writer of the best story received by May 10, 1994 will receive an AROSC T-Shirt and will be published in Alfacionada.

ATTENTION! SPIDER OWNERS!

If your Alfa Romeo Spider is out of warranty and is jumping out of gear, contact Joel Hoffman for an Alfa Romeo Technical Bulletin which will save you the trouble and expense of overhauling your transmission.

October 23 & 24, 1993

LAS VEGAS TIME TRIAL AND RACE

Text and photo by

Dan Ritter

Sin City, Lost Wages whatever you want to call it, Las Vegas has some kind of temptation for everybody. Be it a roll of the dice, a flick of a card, or the glamor of the show girls, Vegas is Hot. Vegas is excess with its monolithic hotels and glittering facades lighting the pathway to indulgences of every kind. It boggles the mind.

6 With all this to contend with, our Pilgrims set forth to this Sodom and Gomorrah for a single purpose and that was to PARTY! Yes it was a blast, the weather was perfect and the track was in excellent shape for some of the fastest times and some of the closest racing we've had this year.

Saturday's practice came off without a hitch. However, for this event, it was decided to work our own corners which we haven't done in a while. It not only saves a chunk of money but provides an opportunity to understand the reality of possible emergency situations and that it's no kick back job. One needs to stay alert, when the job is done right accidents are prevented or in some cases, an incident on the track is made less severe. Corner Workers are underrated and I think many of us take them for granted.

Sunday saw our competition director turn the only time for class A. In class B, Bob Regenos set the record with a 1:23.27; not bad since this class had no record established until now. In class C, Alan Ward smoked 'em to turn 1:09.27; another lap record. In class D, first place Alex Brown tried hard to beat his own record but his plans were thwarted probably due to the good weather. Brad Gray showed up on Saturday just in time to take first place in class E and the clinch the record. Yours truly established the

class H record with a respectable 1:22.62. Another new lap record was set in class O where Tony Presto turned a very quick 1:09.74. Congratulations to Mike LeLesch who took Top Time of the Day with a 1:08.01 in a Datsun 240Z.

In the final event, what the race group lacked in numbers they make up for in excitement. As the pace car came off and the green flag dropped, Marshall Buck jumped ahead of Bud Clark. However, the more powerful Corvette 'twas not as nimble in the corners as Clark's Saab and the Vegas Speedway is suited for such a machine. On lap 8 or 9, Clark took the lead and desparately fought off the onslaught of the Corvette until he came close to spinning out. Meanwhile, an incredible battle took place between Brad Gray (GTV), Peter Welsh (BMW), Chuck Dedman (Jensen) and, I think, Bob Richard. I believe one of the above got off course and this let Welsh's BMW get farther away from the pack. The finish was very close with Marshall Buck the victor. Congratulations and we'll see you at the next exciting AROSC Time Trial and Race.



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Las Vegas Time Trial and Race Results

October 23 & 24, 1993

10/24/93

RESULTS

Page 1

Car #	Name	Car	Class	P1	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
33	Thieriot, Charlie	Alfa GTA	A	1	1:09.78	1:09.38	1:08.48	1:08.59	<u>1:08.50</u>
49	Regenos, Robert	Alfa GTV-6	B	1	1:23.89	1:24.11	1:28.26	1:24.23	<u>1:23.27*</u>
18	Van Curen/(Frank), Tina	Alfa Spider	R	2	0:00.00				
13	Ward/(Gaylard), Alan	Alfa GTV	C	1	1:10.01	1:09.97	1:09.95	1:10.09	<u>1:09.32*</u>
711	Thompson, Richard	Alfa GTV-6	C	2	1:20.00	1:16.78	<u>1:15.71</u>	1:15.73	1:15.78
131X	DeAnda/(Gaylard, Ward), Cesar	Alfa GTV	C	3	1:20.44	1:19.87	<u>1:18.88</u>	1:20.17	1:19.37
3	Gaylard/(Ward), Phyllis	Alfa GTV	C	4	0:00.00				
62	Woolery/(Thompson), Gerry	Alfa GTV	C	5	0:00.00				
126X	Thompson/(Woolery), John	Alfa GTV	C	6	0:00.00				
50	Brown/(Rinaldi), Alex	Alfa GTV	D	1	1:11.23	1:10.55	<u>1:10.20</u>	1:10.30	1:10.72
151	Mayring/(Guiral), Chris	Alfa GTV	D	2	1:12.29	1:11.66	1:11.75	<u>1:11.04</u>	1:41.96
51	Guiral/(Mayring), Philip	Alfa GTV	D	3	1:12.34	1:11.82	1:11.80	<u>1:11.82</u>	<u>1:11.66</u>
501	Rinaldi/(Brown), Pat	Alfa GTV	D	4	1:19.50	1:19.20	1:20.19	1:19.47	<u>1:19.04</u>
7	Gray/(Gray), Bradley	Alfa GTV	E	1	1:14.41	1:13.61	1:13.49	<u>1:13.38*</u>	1:13.89
5	Steben, Andy	Alfa GTV	E	2	1:15.85	1:15.01	1:14.99	<u>1:14.37</u>	1:14.54
79	Stoehr, Dirk	Alfa Giulia TI	E	3	1:21.26	<u>1:21.08</u>	1:21.58	1:21.77	1:22.01
14XX	Selby, Charles	Alfa GTV-6	E	4	0:00.00				
54	Herting/(Herting), David	Alfa Alfetta	E	5	0:00.00				
154	Herting/(Herting), Erika	Alfa Alfetta	E	6	0:00.00				
219	Ritter, Dan	Alfa Giulietta TI	H	1	1:23.07	1:23.14	<u>1:22.62*</u>	1:23.12	1:22.53
242	LeLesch/(LeLesch), Mike	Datsun 240Z	N	1	1:08.65	1:09.96	1:08.86	<u>1:08.81</u>	1:08.88
69	Simmons, Kit	Toyota MR2 Turbo	N	2	1:09.05	1:08.94	1:08.90	<u>1:08.67</u>	1:08.79
81	Dowofrio, James	Datsun 240Z	N	3	1:13.54	<u>1:10.92</u>	1:11.80	1:11.13	1:11.11
17XX	Currier, David	Corvette	N	4	1:14.37	1:13.34	1:12.94	1:12.75	<u>1:12.40</u>
4	Arico, Nick	Eagle Talon	N	5	<u>1:12.57</u>	1:13.18	1:13.09	1:14.67	1:14.50
10XX	Scragg, Carl	Mazda RX-7	N	6	1:16.80	1:16.32	1:19.91	1:17.19	<u>1:16.29</u>
717	Chalice, Steve	Mitsu. Eclipse	N	7	0:00.00				
48	Presto, Tony	Mercury Capri	D	1	1:11.38	1:10.46	<u>1:09.74*</u>	1:10.13	1:10.02
9	Kranen, George	Ford T-bird	D	2	1:12.13	1:12.78	1:12.54	1:13.42	<u>1:12.12</u>
130	Woodard/(Dedman), Alan	Jensen Healey	D	3	1:12.87	1:13.32	1:13.10	1:13.50	<u>1:12.58</u>
12	Culp, Tracy	Porsche 944	D	4	1:14.40	1:14.87	1:14.26	1:14.52	<u>1:13.73</u>
271X	Chan/(Shuster), Victor	Lotus Esprit	D	5	1:14.81	1:14.60	1:13.90	<u>1:13.80</u>	1:16.00
11	Clark/(McCormick), Robin	VW Rabbit GTi	P	1	<u>1:11.64</u>	1:12.32	1:11.70	1:11.99	1:14.11
119	McCormick/(Clark), Frank	VW Rabbit GTi	P	2	1:12.36	1:12.95	<u>1:12.06</u>	1:12.53	1:11.76
19	Hamilton/(Hamilton), Steve	Toyota MR2	P	3	1:12.34	1:12.51	<u>1:12.31</u>		
163	Dominguez, Tony	Toyota MR2	P	4	1:13.76	<u>1:13.13</u>	1:13.58		
61	Hamilton/(Hamilton), Cathy	Toyota MR2	P	5	1:14.37	1:14.30	1:14.09	1:25.09	1:20.94
127	Bjorkman/(Bjorkman), Glenn	Toyota MR2	P	6	<u>1:17.19</u>	1:17.45	1:17.37	1:17.46	1:17.77
27	Bjorkman/(Bjorkman), Ray	Toyota MR2	P	7	1:17.86	1:18.10	1:17.48	<u>1:17.43</u>	1:17.49
8	Meterrings, Jorgen	Chevrolet Caprice	P	8	0:00.00				
88	Buck, Marshall	Corvette	RD	1					
92	Clark, Bud	Saab Sonnett	RD	2					
241	LeLesch/(LeLesch), Bonnie	Datsun 240Z	RD	3					
28	Frank/(Van Curen), Len	Alfa Spider	RE	1					
2	Welsh, Peter	BMW 1600	RE	2					
30	Dedman/(Woodard), Chuck	Jensen Healey	RE	3					
77	Gray/(Gray), Bradley	Alfa GTV	RE	4					
6	Cote, John	Alfa Spider	RE	5					
87	Richard, Rob	Alfa Spider	RE	6					
149	Paquin, Jeff	Mercury Capri	RE	7					

* = NEW LAP RECORD

Willow Springs Time Trial and Race Results

December 4 & 5, 1993

Car No.	Name	Car	Class	Place	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	
33	Thieriot, Charlie	Alfa GTA	A	1	1:45.36	1:43.69	1:43.05	1:43.16	<u>1:42.89</u>	
3	Gaylard, Phyllis	Alfa GTV	B	1	1:52.09	1:51.07	1:50.96	<u>1:50.50</u>	1:50.82	
18	Van Curen, Tina	Alfa Spider	B	2	2:03.17	1:58.92	1:56.34	<u>1:55.28</u>	1:55.34	
711	Thompson, Richard	Alfa GTV-6	C	1	1:52.06	1:49.85	1:49.65	1:49.60	<u>1:49.22</u>	
50	Brown, Alex	Alfa GTV	D	1	1:49.27	1:47.36	1:47.30	<u>1:46.59</u>	1:46.63	
501	Rinaldi, Pat	Alfa GTV	D	2	1:59.64	1:57.76	2:00.48	<u>1:56.81</u>	1:59.25	
7	Gray, Brad	Alfa GTV	E	1	1:50.75	1:50.22	<u>1:49.22</u>	1:49.50		
5	Steben, Andy	Alfa GTV	E	2	1:51.65	<u>1:50.36</u>	1:50.92	1:52.00		
14	Higa, Randall	Alfa GTV	E	3	1:58.45	1:54.11	1:53.14	1:52.93	<u>1:52.09</u>	
54	Herting, David	Alfa Alfetta	E	4	1:53.38	1:52.34	<u>1:52.29</u>	1:52.43	1:52.41	
91	Rich, Harold	Alfa Alfetta GT	E	5	1:54.07	1:53.00	1:53.31	1:52.98	<u>1:52.87</u>	
25	Blankenship, Paul	Alfa Alfetta GT	E	6	1:53.52	<u>1:52.96</u>	1:53.32	1:53.19	1:53.47	
158	Portz, Ken	Alfa Spider	E	7	1:57.17	1:58.13	1:56.77	1:57.05	<u>1:57.06</u>	
154	Herting, Erika	Alfa Alfetta	E	8	2:00.68	2:02.98	2:01.57	2:00.36	<u>2:00.11</u>	
44	Selby, Charles	Alfa GTV-6	E	9	2:12.70	<u>2:12.54</u>	2:14.71	2:12.68	2:13.76	
8	201	Manda, Mark	Porsche 935	M	1	1:34.12	<u>1:30.30*</u>	1:36.08		
	417	Schuman, Ed	Tiga SS2000	M	2	1:37.64	1:36.59	1:35.10	<u>1:34.14</u>	1:34.57
	2	Haines, Jonathan	Formula Ford	M	3	1:36.54	1:35.95	1:35.68	<u>1:35.08</u>	1:35.24
	481	Smith, Monte	Porsche 911 RS	M	4	1:37.04	<u>1:35.59</u>	1:35.73	1:36.64	1:36.54
	67	Takasugi, Jon	Nissan 300 ZX Turbo	M	5	<u>1:42.00</u>	1:45.63	1:42.88	1:42.54	
	41	Pearce, Mark	Corvette	M	6	1:46.04	<u>1:45.93</u>	1:46.66	1:45.35	1:46.64
	71	Mangino, Edd	Mazda RX-7	N	1	1:43.03	1:41.98	1:42.02	1:40.92	<u>1:40.53</u>
	39	Elkin, Tony	Dodge Conquest	N	2	1:44.40	1:42.28	1:42.39	1:41.13	<u>1:40.89</u>
	805	Challice, Steve	Mitsubishi Eclipse	N	3	1:43.91	1:43.28	1:43.34	1:43.01	<u>1:42.89</u>
	4	Arico, Nick	Eagle Talon	N	4	1:45.10	<u>1:44.57</u>	1:47.45	1:44.61	1:45.64
	29	Baldwin, Gary	Sunbeam Tiger	N	5	<u>1:52.04</u>	1:53.63	1:53.17	1:54.01	1:53.78
	31	Michaelian, Harry Jr.	Dodge Challenger	N	6	2:00.45	1:56.52	1:55.59	<u>1:53.99</u>	1:54.89
	150	Wakeford, Kent	Elva Formula Junior	N	7	1:56.10	<u>1:54.13</u>	1:55.98	1:55.18	1:54.92
	48	Smith, Monte	Porsche 911 RS	R/C	1	RACE	GROUP			
	21	Fasnacht, Alan	Porsche 914/6	R/C	2	RACE	GROUP			
	72	Ward, Alan	Alfa GTV	R/D	1	RACE	GROUP			
	2	Welsh, Peter	BMW 1600	R/E	1	RACE	GROUP			
	519	Hirooka, Yoshi	Porsche 911	R/E	2	RACE	GROUP			
	22	Purdy, John	Datsun 240Z	R/E	3	RACE	GROUP			
	28	Frank, Len	Alfa Spider	R/E	4	RACE	GROUP			
	43	Hightower, Paul	Datsun 240Z	R/E	5	RACE	GROUP			
	6	Cote', John	Alfa Spider	R/F	1	RACE	GROUP			

* Top Time of the Day

December 4 & 5, 1993

Willow Springs Time Trial and Race

Text and photo by

Randall Higa

"Ohhh...you're right!...This muffin looks awfully old and hard...I won't sell this one to you...I'll take it later to the oval track; they'll eat anything!"

(Overheard at the Willow Springs cafeteria after someone made a comment about a muffin.)

The last AROSC Time Trial and Race Event of 1993 brought out an enthusiastic crowd with many "new" faces as well as many of the "haven't-seen-you-in-awhile-how the hell are-you?" faces. Of course, the majority of those out there were the "regulars" that are at every AROSC event and would rather be inflicted with a horrible disease than miss a Time Trial or Race event. (However, many of these same people would also agree that the need to drive a car on a race track is a horrible [but wonderful] disease...)

The new (or newer) faces included three (count 'em three) Introductory Groups and about 16 Novice Time Trialers. Both of these groups received excellent classroom instruction from the crack team of AROSC Instructors and a chance to ride along with an experienced driver around the track. While the Introductory Groups did require very little safety equipment and drove in "packs" following an instructor, the Novice Time Trialers participated in the regular Time Trial program with the required safety equipment. The Introductory Groups got onto the track in three 30 to 45 minute "Lead-Follow"



sessions while the Novice Time Trialers got onto the track for five 30 minute practice runs and one timed run. To make the new Time Trialers feel more at home, they were each assigned a "mentor." The mentor was their "buddy" that made sure they knew how the program worked, where they should be at any given time, provided support and encouragement and just made sure that they weren't alienated by the whole event. From what I heard, the mentor program was well received and was a big success.

I was particularly gratified to see one new Novice Time Trialer named Kendall. He is my wife's cousin's husband and has been fooling around with 240Zs for a number of years. His co-workers (AROSC Time Trial/Race fanatics) and I have been trying to get him out to a Time Trial event for, what it seems like, forever. By the end of the

Saturday, I timed him turning very consistent 1:55s; crummy tires and all! Paul Hightower, another Datsun pilot, was his mentor and took him under his wing. Needless to say, he had a great time and even with mechanical difficulties, he still said, "Man, I wish I started doing this sooner!"

Continued on Page 14

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Phoenix Time Trial and Race Results

February 12 & 13, 1994

Car #	Name	Car	Color	Group	Class	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Finish
1	Thieriot, Charlie	Alfa GTA	White	2	A	1:18.81	1:18.45	1:17.24	1:16.70	1:17.43	1
3	Gaylard/(Ward), Phyllis *	Alfa GTV	Maroon	1	B	1:24.72	1:23.20	1:22.04		1:22.29	1
123X	Erickson, Rube	Alfa Spider	Grey	1	C	1:25.03	1:24.37	1:23.86	1:23.73	1:23.44	1
34	Lehmann/(Lehmann), Gerry *	Alfa GTV-6	Red	1	D	1:26.75	1:25.93	1:24.90	1:25.34	1:23.99	1
348	Lehmann/(Lehmann), Lisa *	Alfa GTV-6	Red	2	D	1:25.87	1:25.69	1:25.69			2
77	Gray/(Gray), Brad *	Alfa GTV	Red	1	E	1:20.52	1:20.82	1:20.80	1:21.41	1:21.32	1
91	Rich, Harold	Alfa Alfetta GT	Silver	1	E	1:24.75	1:25.11	1:24.68	1:23.99	1:23.47	2
6	Cote', John	Alfa Spider	Red	1	E	1:26.90	1:25.85	1:25.43	1:25.84	1:25.28	3
32	Robin, Si	Alfa Guilia Spider	Red	2	G	1:27.96	1:27.46	1:27.65		1:27.35	1
321	Robin, Jeff	Alfa Guilia Spider	Red	1	G	1:30.00	1:29.44	1:28.76	1:29.04	1:29.21	2
17	Mehalic/(Mehalic), Mark *	Porsche 911	Red	2	M	1:13.98	1:14.29	1:13.80	1:13.91	1:15.23	1
242	LeLesch/(LeLesch), Mike *	Datsun 240Z	Red	2	M	1:19.84	1:20.31	1:20.68	1:19.72	1:19.95	2
43	Lipson, Richard	Corvette	Black	2	M	DNS					3
4	Arico, Mick	Eagle Talon	Blk/red	2	N	1:15.55	1:15.32	1:16.16	1:16.29	1:16.63	1
5	Brady, Edd	GMC Cabillero	Blue	1	N	1:17.67	1:15.98	1:16.37	1:16.15		2
14	Fischer, Chris	Dodge Stealth	White	1	N	1:18.65	1:18.28	1:18.03	1:17.36	1:17.74	3
40X	Bonnar, Jay	Datsun 510 GT-4	White	1	N	1:24.60	1:22.73	1:24.48	1:24.93	1:22.45	4
11	Currier, David	Chevy Corvette	Red	2	N	1:25.11	1:23.39	1:23.88			5
73X	Schuster, John	BMW 325i	Green	1	N	1:26.10	1:25.39	1:24.84	1:25.50	1:23.74	6
805	Challice, Steve	Mitsu. Eclipse	Black	2	N	DNS					7
211	Vanderwal/(Ryba), E.A. *	Datsun 280Z	Black	1	N	DNS					8
271	Chan, Victor	Lotus Esprit	Red	1	O	1:23.48	1:23.63	1:22.02			1
23	Williams, John	Dodge Omni GLH	Black	1	O	1:23.81	1:23.34	1:23.31		1:22.55	2
61	Hamilton/(Hamilton), Cathy*	Toyota MR-2	Beige	1	O	DNS					3
72	Clark, Bud	Saab Sonett	Yellow	RD	RD						1
117	Mehalic/(Mehalic), Mark *	Porsche 911	Red	RD	RD						2
13	Ward/(Gaylard), Alan *	Alfa GTV	Maroon	RD	RD						3
48	Presto, Tony	Mercury Capri	White	RE	RE						1
30	Dedman, Chuck	Jensen Healey	White	RE	RE						2
24	LeLesch/(LeLesch), Bonnie *	Datsun 240Z	Red	RE	RE						3
7	Gray/(Gray), Brad *	Alfa GTV	Red	RE	RE						4
87	Richard, Rob	Alfa Spider	Red/white	RE	RE						5
16	Martin, Bret	Datsun 240Z	White/red	RF	RF						1
25	Blankenship, Paul	Alfa Alfetta GT	Red	RF	RF						2
19	Hamilton/(Hamilton), Steve*	Toyota MR-2	Beige	R	Z	DNS					
21	Ryba/(Vanderwal), Lu *	Datsun 280Z	Black	R	Z	DNS					
21	Welsh, Peter	BMW 1600	Yellow	R	Z	DNS					
162	Eakin, Loren	Alfa Guilia Sprint	White	1	Z	DNS					
171	Beck, Frank *	Porsche	Burgandy	1	Z	DNS					
71	Roberts/(Beck), Dan	Porsche		2	Z	DNS					4

Dean Batchelor, Featured Speaker,
January 28

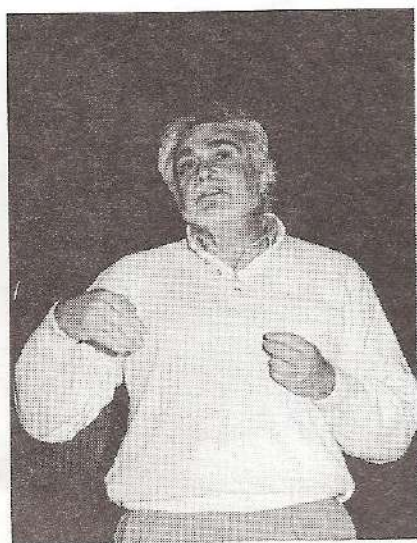
ANNUAL MEETING

Text and photos by

Randall Higa

For an interesting change in venue, the Alfa Romeo Owners Club of Southern California held their Annual Meeting at the Museum of Flying in Santa Monica. The Museum, located at the Santa Monica Airport adjacent to the trendy DC-3 restaurant, was a truly unusual setting for a car club meeting. Some of you remember that this area was the site of a Douglas Aircraft plant that included a surplus store that sold tons of odd aluminum washers, bolts and other unidentifiable pieces of other metal bits. (I used to frequent the store many times to gather parts for a go kart project...)

As part of the agreement to use an upstairs meeting room, the Museum allowed the club to park cars on the runway area adjacent to the Museum. It was quite a sight to see a collection of Alfas next to a group of the Museum's old fighter planes. I'm sure that if the FAA knew that 30



Alfas were being driven on the airport's runways in the dark, they would have permanently closed the airport.

A beautiful Alfa Romeo Giulietta Sprint Zagato was the highlight of the evening car show. Unfortunately, there wasn't enough light to have a good look at this special Alfa or any of the other Alfas and airplanes. On the other hand, it was lucky for me since my Spider was, by Alfa Romeo Annual Meeting Standards, filthy.

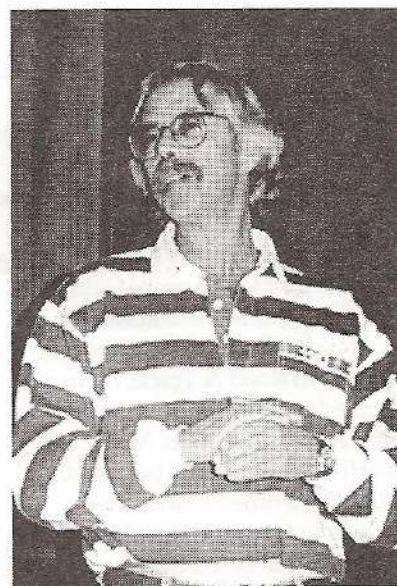
Len Frank was on hand to do his usual fine job of introducing the special guest speaker, Dean Batchelor to a standing-room-only crowd. Len had a tremendous amount of admiration and praise for Dean and thought of him as not only a journalist but a true automobile enthusiast as well.

Dean Batchelor bought his first Alfa Romeo in 1967. The British racing green Alfa unfortunately got batted around by a truck while being driven by his wife. Fortunately, his wife was OK but the car required repair and a new paint job. The new color? Lincoln metallic green!

At about the time that the Alfasud plant opened in southern Italy, Dean had the chance to visit Alfa Romeo while working for Road & Track. He took the opportunity to complain to the factory about the two things that he didn't like about the Alfa; a poor ventilation system and a shifter that was too far forward. Dean

got the usual response from the Alfa factory, and as we all know, they didn't listen. At that time, they were also in production with the Alfa Romeo Montreal. When Dean asked to drive it, they said that he couldn't but did allow him a ride with an elderly test driver. In usual Italian fashion, the test driver drove blindingly fast and didn't touch the upper half of the steering wheel.

Dean went on to describe other trips to Europe that included a visit to Monaco in 1963 when Ford was running the Falcons. He had the opportunity to meet the Prince and Princess with other American journalists. Dean was aghast when he saw the other American journalists



throwing down their cigarettes and stamping them out on the marble floors of the palace. Interestingly, the Prince of Monaco did read Road & Track and was familiar with Dean's writings!

At about the same time, Henry Manney joined Road & Track and the two quickly became friends. They traveled through Italy and Greece in a Giulia Sedan and took in the Targa Florio. While on a ferry, they met the Italian race driver Scarletti with his Ferrari GTO. Scarletti was getting seasick and Dean gave him aspirin, telling him they were seasickness pills. Apparently they worked and Scarletti asked for the same "pills" on return ferry boat

ride! Henry Manney liked the GTO and eventually bought one, storing in Paris, later bringing it to California and telling Dean that he would have to later buy it from him. Dean never did buy the GTO but did later buy a Ferrari 340 Mexico and a 250 Boano.

His other memorable European trips included driving to Stonehenge in an Alfa and seeing both the Parthenon and the tower at Pisa before either were fenced. He also had a chance to visit Cuba for a day while on a Chrysler long lead in Florida in 1959. Dean's interests were clearly not only cars and noted that he liked people who, "had more interests than just automobiles."

As Dean put it, he got into the magazine business, "through the back door." Back in 1951, while Dean was working on an assembly line at Lockheed, Road & Track asked him to sell advertising for the magazine. While he didn't have the experience to do it, he did know the people in the auto business, such as Edelbrock, who were the potential advertisers.

He eventually began working in the editorial department and began his long career in the automobile and motorcycle magazine business. In addition to Road & Track, Dean was involved with Hop Up, Motor Life, Auto, Auto Sportsman, Motor Life and Honk, which later became Car Craft. For a time, he and Henry Manney were owners of Cycle World magazine. He noted that the people who worked on these magazines were not necessarily the most knowledgeable people, but were always enthusiasts. This was a time when car magazines were not big business and did not have editorial copy influenced by the advertisers (read large car manufacturers) as they are today. Dean also noted that none of the magazines up through the 1960's had research facilities. It was Dean who began the library at Road & Track, which became the, "best in the business."

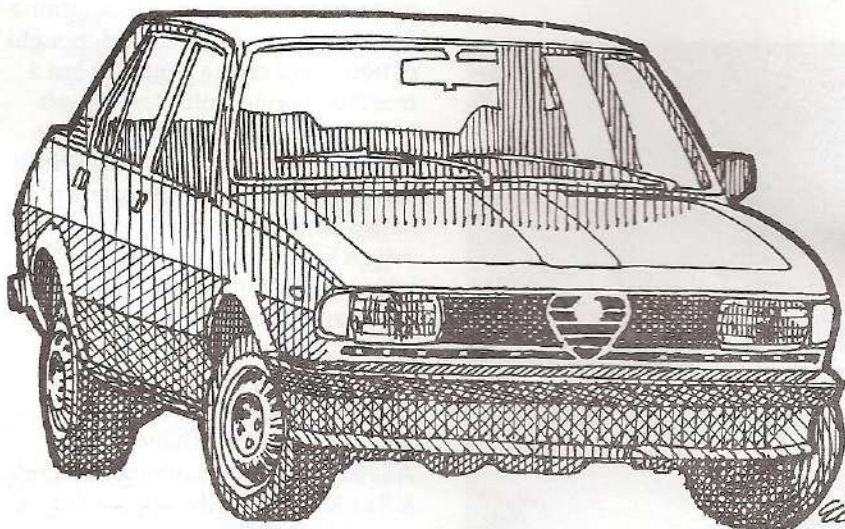
Dean recounted his experiences at Harrahs by saying that it was a great place to work but paid very little. Consequently, the people who worked there did it more for the love of the cars rather than for the money. While at Harrahs, Dean re-wrote the



roster of the cars in the collection and established the procedures for responding to the daily bomb threats.

Much to the disappointment of those of us in the audience, Dean's presentation was cut short since the meeting room had a time limit. He never did get a chance to talk about the books that he wrote (the latest on Briggs Cunningham) or about his early hot rod days which included a world land speed record in the 1940's.

The Alfa Romeo Owners Club of Southern California gives a Mille thanks to Dean for his terrific presentation. In addition, our hats go off to Dean Batchelor for his many fine contributions to the automobile and motorcycle world and for being much more than just another "car guy."



Giulietta Sedan

1993 Winners

Congratulations to the 1993 AROSC winners! A big thanks goes to our Director of Competition, Charlie Thieriot, and our Concours Director, Phil Guiral for a fine year of Time Trials and Concours. It should be noted that Dan Ritter, the overall winner, won both the time trials and concours categories with his 1955 Giulietta TI sedan. While it may not be generally considered to be the fastest or prettiest Alfa to leave the Arese factory, it did make Dan Ritter Number One in 1993!

OVERALL WINNERS

First Place: Dan Ritter
Second Place: Chris Mayring
Third Place: Charlie Thieriot

CONCOURS WINNERS

First Place: Randal Harris
Second Place: Philip Guiral
Third Place: Dan Ritter
Fourth Place: Warren Braverman
Fifth Place: Doug Brown
Sixth Place: Dirk Stoehr
Seventh Place: Chris Mayring
Eighth Place: Rex Chalmers
Ninth Place: Walter Meyer
Tenth Place: Paul De Rosier

TIME TRIAL WINNERS

Class A:
First Place: Charlie Thieriot

Class B:
First Place: Tina Van Curen
Second Place: April Kinney



Dan Ritter works on the little car that could.

Class C:

First Place: Alan Ward
Second Place: Richard Thompson
Third Place: Phyllis Gaylard

Class D:

First Place: Alex Brown
Second Place: Chris Mayring
Third Place: Pat Rinaldi

Class E:

First Place: Bradley Gray
Second Place: Andy Steben
Third Place: David Herting

Class F:

First Place: Randall Higa
Second Place: John Cote

Class I:

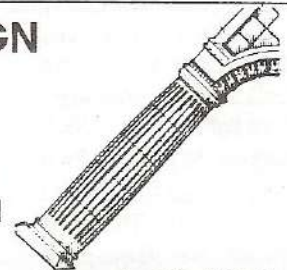
First Place: Dan Ritter

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Continued from Page 9

Another new feature that was instituted was a pre-grid safety inspection of all cars. While this was primarily instituted for the Novice Time Trialers, it was applied for all groups, including the Race Group. Safety Tech Inspectors (including moi) were assigned to each run group and were on the pre-grid checking each car for properly tightened harnesses, fire extinguishers, loose objects, gloves, roll bars two inches above the helmet in convertibles, helmets and chin straps, brake lights, eye protection, and whatever else seemed appropriate. While inspecting for the Group 3 Time Trialers, I came upon a car with only a three-point street safety belt.

"Uhh, you know that isn't a legal five-point harness?" I asked quizzically.

"Isn't this the Lead-Follow group?" He replied.

"Ohh," I said with some relief, "you're in the Intro Group, they aren't going out until lunch time. Just pull back into the pits over there." It was a honest mistake but could have had serious consequences if no one had bothered to check.

Although the weekend didn't produce any bent fenders (that this writer knew of), there were several "off-track excursions." I witnessed one from behind the drivers wheel as I experimented with a new line around Turn 5 and subsequently felt the rear end wanting to trade places with the front. Alas, I had the steering wheel in a full opposite lock, but the momentum was too much and I ended up in the dirt facing the straight between Turns 5 and 6. Luckily, there was no harm, no foul. I decided to go back to a more "traditional" line through Turn 5.

The Race Group had more than it's share of "off-track explorations" during the first practice session. Cars seemed to be careening off every corner in sight raising clouds of dust in their wakes. One incident was a first for the Alfa Club in its twenty one years of Time Trialing. One car (the Jensen driver shall remain nameless), apparently overshot Turn 9 (yikes!) and proceeded to set the some of the hale bales on fire! While I was waiting on the pre-grid for my practice after this fateful first Race Group mayhem, Charlie Thieriot announced that we should shut-off our engines and wait while the crews cleaned up the rocks that were left on Turns 1, 3, 4, 5 and 9 and put

out the hay bale fire. Was "spin and win" to be the racer's formula for the weekend?

Due to the short days of December, Sunday's race began with the sun almost setting. During the course of the race, the fierce glare that the drivers experienced coming out of Turn 9 finally disappeared as the sun vanished below the horizon. Well before it got completely dark, Alan Ward turned on his headlights to apparently express annoyance at the impending darkness rather than to actually aid in his visibility of the track. Others were not so well-prepared and had to drive sans headlights. The winning Porsche 911 RS of Monte Smith appeared to be the most colorful with the headlights shining through the red and blue headlight covers. Closely following behind Monte, although never a real threat, was the Porsche 914/6 driven by Alan Fasnacht. Finishing a solid third overall and first in Class D was Alan Ward in Phyliss Galard's Alfa GTV. Perhaps with another hundred horsepower under the hood of the GTV, Alan could have finished ahead of the Porsches...

The closest race was at the back of the pack between John Cote' and Len Frank, both in Alfa Spiders. At the start of the race, even with a sub-optimal running car, Len had a handy lead over John. However, as the race wore on, the yellow Spider piloted by Len began to run worse. With a renewed sense of competition, John managed to catch up to Len and desperately tried to pass. However, as Len later stated, "I drove the best race of his life," and managed to keep John at bay for the remainder of the race. John later reported that during that race, for the first time, he managed to get his tired engine up to 6,000 RPM!

Of the Alfa Groups that ran in the Time Trials, there were, at most, two cars per Class, with the exception of Class E. There were nine drivers (eight cars) that turned in times in this highly populated class. In almost typical fashion, Brad Gray was first in Class E in a GTV with Andy Steben second also in a GTV. However, the next four cars were closely bunched with less than 0.9 seconds separating them. Most amazingly, the fastest of this bunch was yours truly, in a GTV grabbing third place with David Herting in an Alfetta Sedan merely 0.2 seconds behind. Harold Rich and Paul Blankenship, both in Alfetta GTs were hot on our heels. Keep an eye on this class to

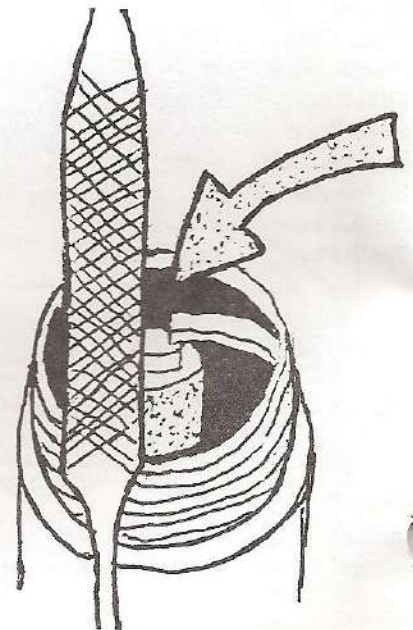
witness more close competition in the future!

The winner of Class M and the recipient of the Top Time of the Day goes to Mark Manda in a Porsche 935 with a scorching 1:30.30 lap time. Trailing Mark was Ed Schuman in his Tiga SS2000 and Jonathan Haines in a Formula Ford. Top honors in Class N go to Edd Mangino in an RX7 (Alfa Romeo prototype??) followed by Tony Elkin in a Dodge Conquest and Steve Challice in a Mitsubishi Eclipse.

Hope to see you all in Laguna Seca for our next fun-filled event! (For those of you who would like more information these categories and have an interest in getting your own car on a real race track, call Charlie Thieriot at 310-476-8812.)

Alfatips by Stu Schaller

Performance can be improved to some degree by doing what is called "side-gapping" your spark plugs. Cut back the side electrode(ground) to a point about half way across the center(hot) electrode. To protect the center electrode from damage while cutting and filing the side one, a thin piece of sheet metal should be inserted. Use the standard gap suggested by Alfa. This little trick helps throttle response and also improves mileage by increasing the size of the flame front produced.



YOU CAN FIGHT THAT

TICKET AND WIN!

*By Il Duce della Autostrada**

Imagine yourself driving your Alfa down a country road during a lovely spring afternoon. As you wind down the road, you try to imagine what it would be like being in the Mille Miglia or perhaps the Targa Florio. The Southern California countryside sure looks like Sicily, doesn't it? You concentrate on the singing exhaust note of your Alfa as you take those sweeping curves. Meanwhile, the tape player is playing of your favorite Italian classics in the background. Perhaps Vivaldi or a bit of Puccini. The acceleration and the deceleration of your car mesmerizes you. You almost feel one with your car, it feels strangely Zen-like. Now, this is what it's like driving an ALFA ROMEO....

Ah, la passione della Alfa!

As you are basking in this warm feeling, you sense something is not quite perfect. Something breaks your trance. What's that guy doing behind you? You realize that the car behind you also has flashing red and blue lights on the top of the car. The siren comes on for a moment and you hear over a loud public address system to pull over to the shoulder of the road. You pull over to the side as directed. RATS! A ticket! You begin to wonder what's going to happen. Am I going to be the object of ridicule by my friends? Am I going to bring shame and dishonor to my family? Or perhaps my co-workers and colleagues will ask me what it is like to be

a common criminal. Great, I'm a law breaker. More pressing issues come to mind. There goes the perfect record that I maintained for many years. But a horrifying thought occurs, my insurance company is going to smile, from ear to ear, for they now have a reason to reap massive profits from the unfortunate encounter. Realizing that your hands are profusely sweating, you wonder, what do I do? Do I reason with the Officer and try to talk him out of the ticket? How about being humble and just accept the ticket? Looking back in the rear view mirror, you see him sitting in his car. What is he doing? Seconds seem like hours... Finally, he approaches... "May I see your drivers license and proof of financial responsibility?" After fumbling with your wallet for a moment, you hand over the documents....

I'm pretty certain that almost everyone has faced this situation at one point in their life. But, the question is what can be done after not being able to talk your way out of a ticket. There are several options on what the next course of action may be. Fortunately, this is not Italy where you have to pay huge fines on the spot and have no choice but pay or go to jail. This is the United States and you can exercise your rights. This article can outline the possible options you can take.

First, you must analyze your particular situation. If you've never gotten a ticket before, you have these options:

1) Pay the bail (which means 'fine') when you receive a Notice from the court which has the dollar amount of the bail. This will usually come in the mail two weeks after receiving the ticket. It also means a black mark will appear on your DMV driving record for the next seven

years. This may or may not mean a rise in your insurance premiums. You can mail in your bail or you can take it to the Automobile Association of America (AAA) and pay it there if you are a club member. Paying the bail at the AAA is not recommended, if you also happen to carry insurance with the AAA. The right hand has a tendency to tell the left hand what's happening. Be sure to pay the bail at or before the due date or a warrant may be issued for your arrest. After paying the bail, the incident is over.

2) Go to traffic school. This option is given to you by the court on your mailed Notice, if you have not attended traffic school in the last 18 months. Upon completion of the eight hour course, the violation will not appear as a conviction on your driving record. Simply pay the \$24 administrative fee at the court before the due date to sign up for the school. An approved list of traffic schools will be sent to you after they have received the \$24 fee. Sign up for a school and attend the session(s). A fee for the school may vary from \$30 to \$50. There are comedy traffic schools or schools taught by off-duty police officers. I prefer the schools taught by the police officers, because they boast about the tactics they use to catch unsuspecting motorists. This "re-education" may prove useful in that you get to hear stories from unlucky souls who are in the same boat as you, and learn to avoid their demise.

If you have received a ticket in the last seven years, these are the options you can exercise in addition to number one and two.

3) Fight the charge and go to court.

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

**Road and Track on Alfa Romeo, March 1958*

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This is a long procedure, but if done correctly, you won't have to pay a penny and your driving record will not be stained. It is a time consuming procedure, which may require a loss of a day of work. The object is not to confront the Officer in court, but to strategically "use" the system. In order for this option to work, the planning must start the moment you get pulled over. If you are pretty sure you cannot talk the Officer out of a ticket, you must not make any "waves" and just say "Yes, Sir... No, Sir...I don't know, Sir..." and just take the ticket. Do not try to make him remember you, but rather make it another routine traffic stop for the day. Do not, under any circumstance admit guilt or make the Officer angry or upset, and never ever say, "I'll see you in court!" and toss the crinkled up ticket in the back seat. By doing that, he will remember you and write detailed notes of the incident in the back of his copy of the ticket for future reference in court. It's like saying to somebody that you are going to rob his house. What do you think will happen? That person will be waiting for you with a double barrel shotgun!

16 After getting your ticket, carefully go through the ticket for any incorrect information written down by the Officer, for this can be used as evidence to bolster your case and it might get you off on a technicality. It also helps if you happen to have some credible witness(es) with you at the time of the incident. Also note down on your calendar as to the date and time of your court appearance, which is usually one month after receiving the ticket. When your Notice from the court arrives two weeks after the incident, ignore that Notice. But keep in mind the date of the court appearance. One day before the court appearance, find the phone number to the municipal court listed on the ticket and call that number. Be sure to allow enough time for busy phone lines, for everybody else may have the same idea as you do. When you do reach a court clerk, ask for a continuance on your case (A time extension). The clerk will ask your name and ticket number, but will most likely not ask why you want the continuance. If they do, let them know you don't have the money at the moment. The clerk will grant you a continuance of one month from the date you called in. What you are trying to do is to put as much time as possible in between the date

you got your ticket to the date you have to show up in front of a Judge. Make a note on your calendar of the new court appearance date. On the day before the new court appearance date, make another call to the municipal court and ask for another continuance. Some courts will grant you a second continuance and others will not. If you are granted a second continuance, make a note of the new court appearance date. In most cases you will receive a maximum of two continuances. In the case that all the continuances are used up, you will have to show up in court on or before the court appearance date to meet with the court clerk, not the judge. Be sure to bring your check book and all documents relating to the case. When you show up at the window of the court clerk, you have two options:

a) Plead guilty of the charge and pay the bail. At this point, you lost your nerve and chickened-out. Essentially you are exercising option number one, but at a much later date. The penalties are also the same. You might be able to exercise option number two at the window, but most likely not.

b) Plead NOT guilty of the charge and pay the bail. Pay the bail? Yes, the court wants your money either way. But, don't worry. You will most likely see your money in the future. You will be given a Notice of Arraignment and Trial Date. This is the date you will show up in court to see the Judge and is usually one to two months (depending on the backlog of cases) from the day you show up at the clerk window.

If you decided on option 3b, you now have to do some planning. Gather up all your evidence to build up your defense. Go to the local library and research the Vehicle Code, and find any possible loop holes. You also might find some interesting things about the Vehicle Code you did not know about. Be sure to gather as much evidence as possible. This might mean going back to the scene to take some photographs, or a trip to the city or county traffic engineering departments to get traffic surveys, hopefully not updated in the last five years. You might have to draw charts to illustrate your point. You might have to convince some reluctant witness(es) to show up at the trial on your behalf. If they are really reluctant, you

might want to ask the court for a subpoena.

On the day of the trial, come nicely dressed with all your evidence and witness(es). When you enter the courtroom with the other hapless souls, be sure to register with the bailiff. The courtroom might be a full sized courtroom or a small office. This situation might seem imposing, but do not be deterred. This is not a federal case and no one is going to jail. The Judge is most likely a lawyer appointed as a Judge for the day by a real Judge. You will not be hit with additional fines if you lose. All you are there to do is to get the money back that you paid to the court clerk the month before. That's it! When you are seated, look carefully around the courtroom for the Officer that gave you the ticket. They will have already been seated when you enter the courtroom. If your Officer is not there, you have just won by default, and you can breathe easier. The reason why you have won at this point is that the prosecution cannot make their case if the star witness (the Officer) does not show up. The Judge has no choice but to dismiss the case. The other possibilities as to why the Officer did not show up might be his supervisor asked him not to go to court, or he might be on vacation, or he might be stuck on a call, or most likely he simply could not remember you, for at this moment, four months have gone by and he has since given out a few hundred tickets. If you do this year in and year out, almost every routine traffic stop becomes the same.

If, by some very remote possibility, the Officer is there, be ready to present your case. When you are called upon to present your case, address the Judge as "Your Honor" and be factual in your presentation. Also present your witness(es) if you have any. You are trying raise doubt in the prosecution's case against you. You have the right to cross-examine the Officer and ask him questions about the incident, and the reliability of the equipment he used to catch you. In the end, the Judge will render one of the following decisions: not guilty, guilty, partially guilty. If you are not guilty, or if the Officer did not show up, your will get you bail back in the mail in two weeks. If you are guilty, the court keeps you bail and a black mark appears on your DMV driving record. If you are partially guilty, the court may refund part

of the bail and may or may not mark your driving record.

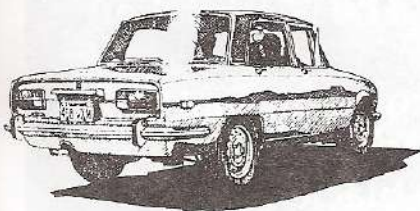
If you follow the options described in this article up to option 3b you have a near 100 percent chance of winning. The court claims that 75 percent of the police officers show up to testify, which is really not true. It is more like 75 percent of the police officers do NOT show up. This method has been tried and tested by a dozen of fellow colleagues and friends and each one who has gone to court has won by default. You can increase your odds if the trial date is set during or near the holidays. Remember, you can control the amount of time by asking for a certain number of continuances. The main objective is to keep your insurance premiums down. If the insurance companies see that you have a clean record, you will not be haunted for years to come. It's not that the bail you might have to pay that is agonizing, but rather the thousands of wasted dollars paid to insurance companies.

Nothing explained in this article will work if you have been arrested for drunk driving, reckless driving, exceeding the speed limit by more than 25 miles per hour, or for accidents. In those situations, you must seek an attorney.

Finally, there is option number four.... Drive safely, obey the traffic laws, and...avoid needless headaches. I think the choice is easy....

Happy motoring...

* Anthony Wu



Classified

Ads

1971 GTV 1750. Plum/butterscotch, recently overhauled stock engine, Panasport/Dunlop D40, Becker 4 speaker, adjustable control arms, new brakes, Ward & Deane springs, sumpguard, 2 extra Panasports, many new parts, excellent interior, very good body and paint. \$6,500. (213) 380-6081. Mar94.

1978 Alfetta GTV. Engine very good, new oil, air, gas filters, nearly new driveshaft donuts, rust around windows. \$995. Larry. Office (818) 354-5018. Mar94.

1974 GTV. 5K miles on rebuilt engine and trans, electric sunroof, plum/beige, alloys, rebuilt injection pump, great mechanicals, good looks, \$5,600. Baby on the way! Ken. (310) 822-5044 home, (310) 814-2712 work. Feb94

1982 GTV-6 Balocco SE. Red, black leather, 50K miles, Sperry heads, tube headers, recent top overhaul, tires. A bit ratty, but fast. \$2,900 obo. Tom. (310) 399-7343. Jan93.

1991 164S. Black, tan leather, 31,000 miles, perfect condition. \$18,000. Jim. (310) 657-8512. Jan94

1967 Giulia Super. Project car, perfect for vintage racer or ground up restoration for whatever you want, complete original car, less engine and transmission, never crashed, never painted, almost all trim parts, instruments, interior complete, needs a good home. \$995 obo. Tina. (213) 666-4500. Jan93.

1974 GTV. Original paint/body, Le Mans Blue/pigskin, excellent condition, new motor, modified Wes Ingram fuel injection and intake butterflies, Marelli Plex, Ansa exhaust, new upholstery, completely rebuilt race suspension, new tires, many, many new parts, price is negotiable. Jerry. (213) 734-5852. Jan93.

Alfa Romeo Dealer Clock. New and still the box, illuminated, great for the garage or den. \$150. Alfa Romeo Miniature Collection. Large collection of 1/43 scale kits including Provence Moulage, FDS, Record, etc., call for list. Call Gary Patitz at (310) 328-8028 for more information. Jan93.

Parts For Sale: 1989 Alfa Milano engine, 15,000 miles, like new with accessories, \$2,800. Milano or GTV-6 drive shafts with flex joints. Jim. (310) 657-8512. Jan94.

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.

Alfatips by Stu Shaller

On many of our cars, either the speedometer or the tachometer is off. There is a formula which can be used to check both. First, determine what the rear end ratio is in your car. Drive the car at an arbitrary selected speed in 4th gear (as 4th is a direct, 1:1 ratio) and note the RPMs your tach is reading.

Next, measure the diameter of your rear tire (on 164s, the front). The formula for finding out what the differential ratio of your car in the directly driven gear, is engine RPM times tire diameter, divided by miles per hour times 336.

For example, if your tach reads 4000 RPM in 4th, at 55MPH, and your tire diameter is 26.75 inches, the differential ratio is 4.67:1. When you multiply and divide the figure, the result comes out to 5.79. You now know that either the speedometer is underreading (the car is actually traveling at around 66 MPH at 4000 in 4th), or the tachometer is overreading (at 55 MPH, the car should only be turning 3250 RPM in 4th).

Recalibrate your tach using an instrument to accurately measure actual engine RPM. With this done, you can properly recalibrate your speedometer too.

Good News,

Bad News, and

Just News

Stu Schaller

At the 1993 S.C.C.A. Runoffs, Alfa Romeo was unsuccessful, as no cars finished among the first three in any class. At Monza, Italy, a competition was held for Touring Cars built to the 1993 F.I.A. rules, which only allow cars of up to two litres, turbo-charged. The race was won by Paul Radisch, the winner of the 1993 English series, in a Ford Mondeo. Nicola Larini, in a 2 litre turbo-charged 155GTA, as was raced by Alfa in the 1992 Italian Championship, took second place. In the 1993 Italian and French championships, which are run under the F.I.A. rules, Alfa was beaten too.

18 Fortunately, in the German series, which carries the most weight internationally, the 2.5 litre 155GTA was dominant.

For those of you who must have one of the last spyders available, only 190 cars have been designated as 1994 U.S. models. I don't know what is different about them, except for the fact all 1994's must have two airbags. Still no word if and when the 155 based spyder will come to the U.S. David Wright, who runs the pre-1940 register in Australia tells me the situation is even worse over there. No Alfas have been imported since 1992!

Tony Stevens, who for years was associated with the Giulietta Register in England, has opened a business dealing exclusively with brake parts for older Alfas. If you can not find what you need here, contact Tony at P.O. Box 50, Belper, Derbyshire, England DG56 1AS, telephone 0773-82-20-13, fax 0773-82-20-13.

Fabio Giovanelli, a member of the A.R.O.C. National board, has contacted me in regard to letters I wrote about registers for various Alfa types. As most of you probably know, Tom Zat, of

Alfa Heaven in Wisconsin, inherited most of them some time ago, but has had little time to keep them active, or publish register newsletters.

I suggested that new registers be created, under the ownership and control of the A.R.O.C., and financed by them. I personally believe that type registers are one of the most valuable sources for parts and information one can have. While I'm awaiting an answer, if anyone wants information on a specific model register, please contact me, as I have maintained close relationships with people who run registers which are kept active, elsewhere in the world.

Another suggestion that I made was that people be allowed to join a local chapter without having to join the national club. In the current economy, \$45 a year is a lot to pay for what amounts to not much more than a subscription to a magazine. There also have been discussions about leaving A.R.O.C. and forming a separate, West Coast Alfa Club, and I would like to know how L.A. chapter members feel about this.

By the time you read this, our 1994 chapter elections will have

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been held. Regardless of who was chosen, the board can always use your help in organizing events. If any of you have an idea how to increase membership, an interesting place to hold a concours at, or for the club to tour, please contact a board member.



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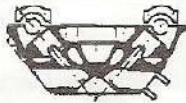
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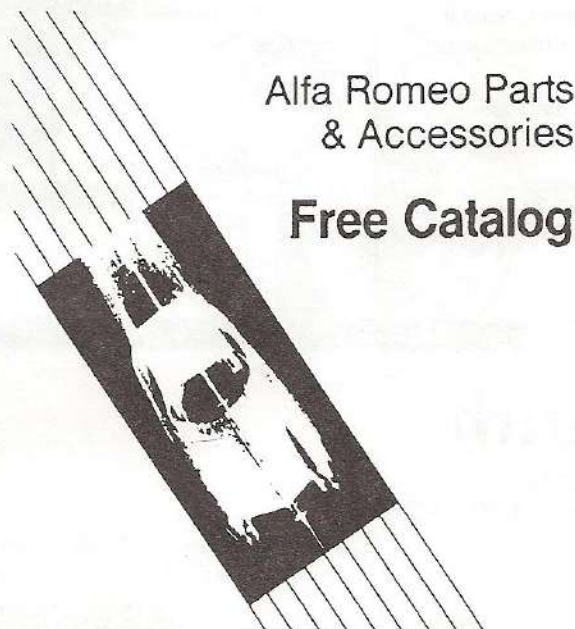
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Calendar 1994

<p>January</p>	<p>February</p>	<p>March</p> <p>25 - General meeting General Aviation Center, Torrance Airport</p>	<p>April</p> <p>9,10 - Time trial and race, Laguna Seca</p> <p>29 - General meeting General Aviation Center, Torrance Airport</p> <p>30 - Coucours d'Elegance Long Beach</p>
<p>May</p> <p>22 - Swap meet</p> <p>27 - General meeting, Location TBA</p> <p>28 - Car clinic, Reuhman Alfa, Universal City</p>	<p>June</p> <p>18,19 - Time Trials and Race, Las Vegas</p> <p>24 - General meeting, Location TBA</p>	<p>July</p> <p>29 - General meeting, Location TBA</p>	<p>August</p> <p>13, 14 - Time Trials and Race, Willow Springs</p>
<p>September</p> <p>17, 18 - Drivers School, Streets of Willow Springs</p> <p>24, 25 - Wine Tour, Temecula Valley</p> <p>30 - General meeting, Location TBA</p>	<p>October</p> <p>8,9 - Time Trials and Race, Las Vegas</p> <p>16 - Swap meet</p> <p>23 - Councours d'Elegance Torrance Airport</p> <p>28 - General meeting, Location TBA</p>	<p>November</p> <p>5, 6 - Time Trials and Race, Willow Springs</p>	<p>December</p> <p>5, 6 - Time Trials and Race, Willow Springs</p>

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