

# Alfa Romeo

Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



December 2000

**In This Issue: Woodley Park, Willow Springs, Alfa Porsche Challenge**

### Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Uruapan Room at Veterans' Memorial Park at the corner of Culver and Overland in Culver City. In November the meeting will be held on the last Friday if there are two Fridays after Thanksgiving, otherwise it will be on the Friday prior to Thanksgiving. A holiday party is held in December in lieu of the General Meeting that month.

Numerous special meetings and events are also held throughout the year. Check the Calendar information on the outside back cover for an overview of the year and review *Alfacionada* for details of events planned for the near future.

### AROSC Mailing Address

Alfa Romeo Owners of Southern California  
Post Office Box 3621  
Granada Hills, CA  
91394

### Membership Information

See the inside back cover of *Alfacionada*.

### Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive before the 20th of the month to permit publication in the next month's issue.

### General Information

*Alfacionada* is the monthly publication of the *Alfa Romeo Owners of Southern California*, a Chapter of the *Alfa Romeo Owners, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscriptions to this newsletter are included as part of the annual AROSC membership fees.

### Classified Advertising

Classified (non-commercial) ads are available as a free service to members and for a nominal charge of \$10.00 per insertion to non-members. Ad content must be *Alfa*-related.

### Commercial Advertising Rates

Full page	\$500 per year
1/2 page	\$275 per year
1/4 page	\$150 per year
Business card	\$100 per year

### This Month's Cover

This month's cover shot is from the Porsche-Alfa Challenge at the VARA races in Las Vegas, November 12. Thanks to Joe DiLoreto, shown in his Tipo 33TT 12, Alfa prevailed and the event will again be named the Alfa-Porsche Challenge.

Photo by Jay Negrin.

AROSC Web Site: <http://drive.to/arosc>

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### Disclaimer (a.k.a. Lawyer Repellent)

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# **AROSC Previews**

*An outline of coming events*

## **AROSC Board Meeting — Thursday, 4 January, 8:00 PM**

The Board of Directors meets monthly on the first Thursday at the home of one of the Board Members, for the purpose of planning the club's activities, conducting the club's business, etc. All members are welcome to attend. If you have some issue to bring to the board, or some ideas for events, etc., please contact a board member to find out the location of the meeting, and plan to attend. This month, we will meet at the home of Paul Blankenship.

## **Time Trial & Race, Willow Springs – January 13-14**

Our first Time Trial of the year will be held at Willow Springs Raceway, one of our favorite tracks. The weather may be cold, so this event is a must! Remember the chill when we run in the summer! For additional information, call Charlie Thieriot or Doug Bender at the numbers and E-mails listed on page 2, or call Phyllis Gaylard for an entry form.

## **AROSC General Meeting – Saturday, 27 January, 12:00 PM**

Join us for the Annual Meeting of AROSC at Cirivello's Trattoria, in Long Beach. After a sumptuous Italian buffet lunch, we will introduce the new officers for 2001 and present year-end trophies for the Time Trials, Concours, and Overall competitors. Art Russell also promises some neat door prizes. Last Year, Cirivello's gave away 3 free dinners for two! There will be a limit on attendees, so reserve early and plan to be there!

## **AROSC Board Meeting — Thursday, 1 February, 8:00 PM**

The Board of Directors meets monthly at the home of one of the Board Members, for the purpose of planning the club's activities, conducting the club's business, etc. All members are welcome to attend. If you have some issue to bring to the board, or some ideas for events, etc., please contact a board member to find out the location of the meeting, and plan to attend.

## **AROSC General Meeting – Friday, 23 February, 8:00 PM**

Join us for the February general meeting at the Veteran's Center in Culver City. We will have a special program, or some surprise entertainment – it's too early to tell.

## **In Search of Wildflowers Tour – Sunday, March 25**

Join us for our annual driving tour "in search of Wildflowers". We may not see any flowers, as Mother Nature is fickle that way, but we will see interesting roads to drive and Alfisti to share the road.

## **Spring Swap Meet – Saturday, April 14**

Our semi-annual swap meet will be the day before Easter – come look for some 'beauties' and get rid of your 'rotten eggs'. The location and time will be announced at a later date.

## **Spring Driving School at Streets of Willow – April 21-22**

Do you want to drive your Alfa better? Faster? This is the place to learn how. You could even learn how to drive your non-Alfa better/faster, as there is no restriction on the marque. We offer instruction in improved street driving, beginning and advanced time trial driving, and race driving, so you can sign up for whatever level of skill you want to develop. This 2-day event can't be beat for price, track time, and instruction. For more information, contact Steve Hamilton at (310) 214-5110 or Email him at [srh@flashcom.net](mailto:srh@flashcom.net). For an entry form, contact Phyllis Gaylard at the phone or Email listed on page 2.

### ***Is your newsletter always late? 1st Class mail is offered.***

The *Alfacionada* has been delivered on schedule to the post office for bulk mailing, 12 days prior to the General Meeting, with only one issue being one day late all this year. This month, with the meeting a week early, we are sending the newsletter first class because there was no input to build the newsletter a week early. This issue is scheduled to be mailed on November 13.

If your post office holds up your newsletter and you always get it late, you can now opt for first class mailing of all your issues for only \$5 per year. Bulk rate costs us about 30 cents per issue, while first class costs an additional 25 to 47 cents per issue. With over 400 copies per month, we can't afford to send all of them first class every month.

Just send \$5 to AROSC, 17041 Malta Circle, Huntington Beach, CA 92649 and mention 'first class newsletter' and your issues will arrive well before each meeting.

## View from the Top

Miscellaneous rumblings from Il Presidente!

Il Pres Paul Blankenship didn't get a column into the newsletter for this issue, but as seen below at Willow Springs, he is looking forward to his duties in 2001 (sure he is...) He did forward the next column to us to help in the search for photogenic spiders.



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## Photogenic Spiders Wanted!

If your spider is one of the ones being sought by Chris Rees for his book, contact him by E-mail and arrange for him to take his photos. Also let Phyllis Gaylard know as she is often asked for contacts for cars for photos or commercials -- you could own a star!

From: Chris Rees <crrees@thefreeinternet.co.uk>  
Subject: Original Alfa Spider book

Dear Paul,

I got your contact through Ed McDonough of the UK Alfa Club.

I have been writing a book called Original Alfa Romeo Spider (1966-94), one of the famous 'Original' series of books that details the exact original specifications in the evolution of particular cars. We are currently looking to send a photographer out to photograph some original-specification US Spiders, and need to locate examples in good condition that are to **ORIGINAL** spec. **I would very much like to locate the following - preferably in the LA or Southern California area:**

Spider 1750 Veloce USA (1969-71)

Spider 2000 (1975)

Spider Niki Lauda [limited edition] (1978)

Spider 2000 Veloce (1982 MY)

Spider Graduate - either an '85 car or the later '86-89 type (PREFERABLY AN '85 THOUGH)

Quadrifoglio '86 - '89

Commemorative Edition Veloce (1994)

Any help you can provide in locating cars would be greatly appreciated, and of course fully acknowledged in the book.

Hopefully this will be the best book on the subject. I firmly believe that the end result will be worth it!

Chris Rees, [crrees@thefreeinternet.co.uk](mailto:crrees@thefreeinternet.co.uk)

## **Time Trial Promotion Chair Needed!**

The Time Trial Board of Directors announces a new opening...Promotion Chair.

We have an excellent track competition program, offering time trialing, racing, and driver's schools. Our program is as good as any in the business; we keep overhead low by extensive use of volunteer labor and offer very attractive prices for our events at world-renowned tracks such as Willow Springs, Laguna Seca, and Buttonwillow. In order to keep this excellent program alive so that the motorheads among us can continue to indulge our addiction to track events, we need to come as close as possible to filling up each event, especially driver's schools.

In short, we need someone to get out the word about our program. Possible venues include television, radio, newspapers, the Internet, car magazines, speed and race shops, other car clubs, etc. We can offer free attendance at our driver's schools to the media in exchange for coverage.

Benefits to the person who takes on this responsibility are about the same as what the other Directors get:

- a place on the Time Trial Board of Directors
- the right to attend Time Trial Board of Directors meetings
- your name in the Time Trial flyer
- experience working with the media
- the satisfaction of making an important contribution to the program

OK, it isn't much, but the bottom line is we need someone to do this and the existing Directors are already heavily loaded. A few hours a month would be enough to make a big difference.

If you can help out, call Doug Bender at (310) 373-3352 or email him at [alfabender@earthlink.net](mailto:alfabender@earthlink.net).

## **January Meeting**

*Cirivello's Trattoria Again!*

Last year's Annual Meeting at Cirivello's Trattoria was a great success, with 65 people in attendance for an Italian buffet lunch and the annual introduction of new officers, along with the presentation of Year End Trophies for time trials, concours, and over-all competitors. We took over the whole restaurant, and had a great time. There was even an informal clean car show in the parking lot, in the daylight!

So, we're going to do it all over again! We expect even more Alfisti to attend, but keep in mind that this is a small restaurant, with a limit of 80 people, so make reservations early. Also, a reservation is secured by payment, so please send a check to AROSC at 17041 Malta Circle, Huntington Beach, CA 92649 in advance to be sure to get in.

Mark your calendars, give us an RSVP and a check, and come see us there. You can get home in plenty of time for the pre-pre-pre-super bowl game shows.

- Location:** **Cirivello's Trattoria**  
3843 E. Anaheim Street  
Long Beach, CA 90804  
At corner of Miramar  
(562) 434-9394
- Date:** **Saturday, January 27, 2001**
- Time:** Doors open at 12:00 noon  
Lunch is served at 12:30 pm  
Meeting ends by 3:30 pm
- Cost:** **\$12.50 per person**
- RSVP:** by January 21 to Phyllis Gaylard  
(714) 377-6377  
E-mail to [Phyllis3@aol.com](mailto:Phyllis3@aol.com)

## **Alfa Trivia: Rubber and the Tire**

*Continued from Last Month*

**ALFA TRIVIA:** Rubber and how it got into tires,  
Part 2 of 2.

by Fred Lennard.

The trend today in the field of rubber is quite interesting, as there is another boom at hand. Plantations are expanding rapidly, even the third world countries are using it at an ever increasing pace. In Germany for instance, regulations have come into effect compelling motorists to carry rubber gloves so they will not hesitate to help accident victims for fear of contracting AIDS. A factory has just started operations in Malaysia with machinery supplied from England, to manufacture condoms. Expected output, 170 million pieces a year. That alone must use a lot of rubber.

The total consumption of natural rubber by the world's tire industry estimated in 1985 was 3.6 million tons and no doubt has risen over a million tons since then. The largest single producer is Indonesia with 3 million hectares of plantation producing well over a million tons annually, and bringing in an income of more than a billion dollars (US). New planting is going on all the time, even China has a big planting scheme, and at present has to import at least half of the 780,000 tons it needs annually and is fast becoming one of the world's biggest buyers. Countries like Singapore, Indonesia, Malaysia, and Thailand are starting to have problems finding enough land to increase their plantations, and have met with resistance from some of the local population as they take over and clear land.

Many of the plantations, particularly some of the small holdings, find they have had to replant with new high yield trees as the monetary returns from the old ones become uneconomic. Their production is only 400 to 500 kgs. per hectare as compared with 2 tons from the new high yield trees.

In Brazil, Michelin is planning to become self-sufficient in natural rubber by the year 2000, and has already planted 20,000 hectares; also Pirelli in the same country, have invested \$40 million (US) in it's tire business in 1988 and have built a new tire tests ground near Sao Paulo. It is interesting to note that in Brazil, farmers in increasing numbers are changing from growing coffee to rubber as the demand increases and the return from coffee

decreases. This is also happening in Thailand where the change is from cassava to rubber as the return in dollars is only 1/5 that of rubber. Even the Russians are expanding their rubber manufacturing. All their tires have been imported from Europe, but being in a cold area of the world, have to import all their natural rubber.

Meanwhile, the world production of synthetic rubber continues unabated with an estimated usage by 1993 of 11.3 million tons. Although synthetic rubber is used extensively in the agriculture, automotive, industrial, and consumer product areas, tire and tire-related products continue to be the primary end use with approximately 40% of the world's synthetic rubber going into these, on top of the millions of tons of natural rubber. So it can be seen what a massive industry the automobile industry started.

Natural rubber has been able to hold its grip on the industry by technical excellence and competitive prices. High strength, tack quality, superior dynamic characteristics and hot tear strength are so far unsurpassed, particularly for tire treads resulting in almost 70% of natural rubber produced finding its way into tires.

There are many other uses for rubber of course, and a couple of the more interesting ones I would like to mention are: vibration absorbing pads between railway lines and the 'sleeper' supports. It seems that vibrations set up by rolling rail stock cause concrete 'sleepers' to fracture, a thing that could never happen in the days when wood was used. A natural rubber pad appears to display qualities in this use that are missing in synthetic rubbers.

And also, Bridgestone have recently perfected a rubber load bearing to protect buildings from seismic shocks. They support the vertical force of the building's weight but bend under the lateral stresses of an earthquake and so protect the building and it's contents. Some of these bearings, or pads as they may be called, will carry a building load of nearly 800 tons. The source of this information does not state whether this is natural or synthetic rubber but my guess is it would need to be a 'live' rubber, so therefore it could be natural. [Editor's note: this system was retrofitted into an 8-story building I worked in at Rockwell Seal Beach, now Boeing.]

There are literally hundreds of additives that can be mixed with rubber depending on the end use, the most common being lampblack. This is a pure carbon produced from burning petroleum, which is added to the rubber, as it tends to reinforce it, as well as adding to the qualities mentioned earlier. Anti-oxidants, and additives to help protect from ozone attack, (which causes the rubber to become brittle and crack) are added, and of course there are colors, and many others to give the rubber the desired quality for the use to which it is intended. All these things go to make rubber one of the most amazing substances used by man, and look for many improvements in the future. All these thousands of hectares of trees would not be planted if the futures was at all in doubt.

As a footnote, a recent move in the rubber plantation world is the preservation of timber. As trees lose their production due to age or being replaced with higher yielding types, they are being milled and treated in a similar way pine is treated here, and the timber used for building and furniture. So as well as rubber, a timber industry has been created.

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# Concours at Woodley Park

*Photos by Tom Suter*

## AROSC Sets It's Eyes On Woodley Park For It's Final Concours of 2000

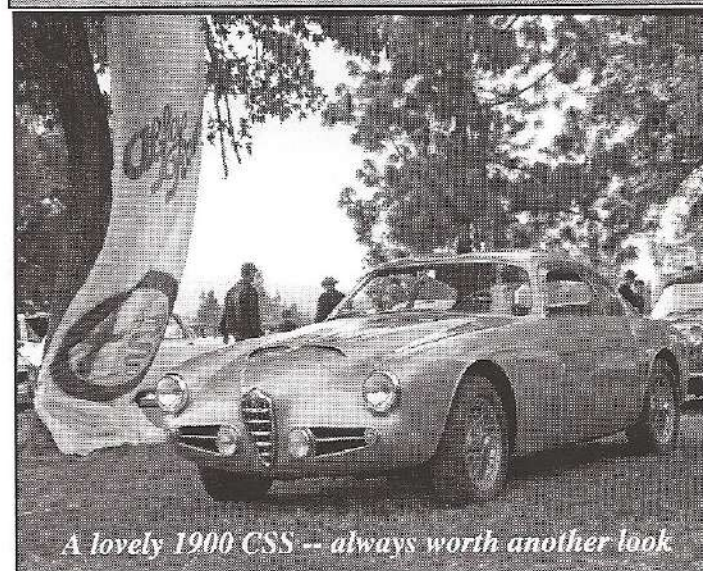
by: Anthony Rimicci

As usual, Woodley Park has been a great turnout for Italian cars, especially Alfa's. This year, approximately 70 Alfa's showed up and 21 were judged. Almost every Alfa you can think of showed up. There was a 1900, 2600 SZ, Giulietta SZ1, 4R Zagato, many Giulietta/Giulia Spiders, and much more. It was really a show not to miss.

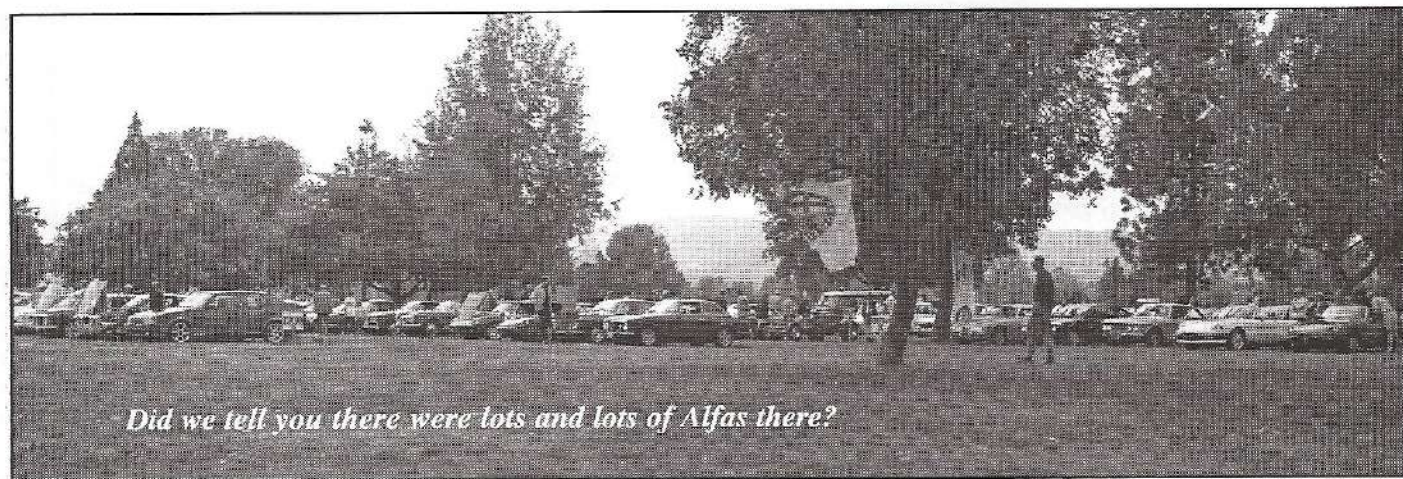
The judging started at about 10:30 and concluded a couple of hours later. Thanks to Dan Ritter, Doug Bender, and Art Russell for helping me out with the judging. In the closed class, six cars were judged with most of them being original and not restored. A couple of notable cars were Phil Guiral's 1967 GTV, which took first in class, Best of Show, and People Choice and John Thompson's GTA Junior. The open class consisted mainly of some really nice Giulietta and Giulia Spiders. There were many beautifully restored cars. The top 5 cars in this class were all separated within a few points of each other. At the end, Bill Burks took first place in his 87 Spider Quadrifoglio and Randy Harris and Howard Zellman tying for second. (Howard, if you want your ribbon, let me know because you left before we handed them out.) Lastly, we had a competition class for race and time trial prepared cars. My newly race-restored GT Junior took first and was followed close behind by Randy Harris' Duetto.



*Alfisti: Any excuse for a picnic or party!*



*A lovely 1900 CSS -- always worth another look*



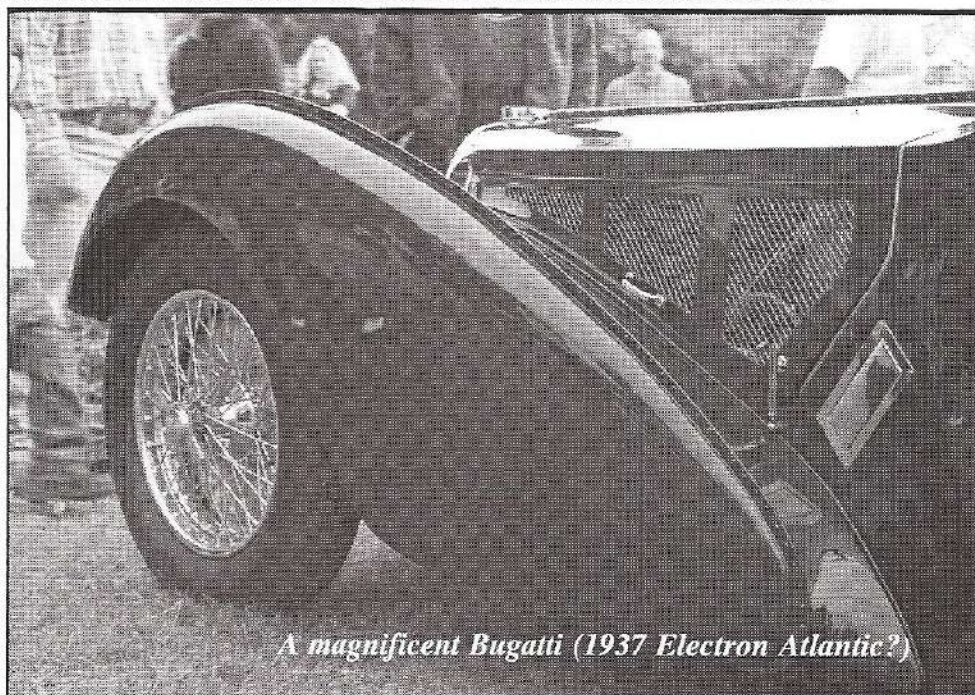
*Did we tell you there were lots and lots of Alfas there?*





*A gaggle of Alfas on the grass?*

Overall, the event was great and I would like to thank all of you for bringing out your cars, even if you did not have them judged. As for next year's concours program, Dan Ritter said he would take over for 2001. I would like to thank Dan for taking this job because the concours program has really gotten big in the past couple of years and it would have been a shame to not see it happen next year.



*A magnificent Bugatti (1937 Electron Atlantic?)*

**WOODLEY PARK RESULTS**

Closed Class

- |                 |                              |
|-----------------|------------------------------|
| Phil Guiral     | 1967 Giulia Sprint GT Veloce |
| John Thompson   | 1971 GTA Junior              |
| Anthony Rimicci | 1989 Milano Verde            |

Open Class

- |                |                           |
|----------------|---------------------------|
| Bill Burks     | 1987 Spider Quadrifoglio  |
| Randy Harris   | 1963 Giulia Spider        |
| Howard Zellman | 1964 Giulia Spider Veloce |

Competition Class

- |                 |                |
|-----------------|----------------|
| Anthony Rimicci | 1968 GT Junior |
| Randy Harris    | 1967 Duetto    |
| Art Russell     | 1974 GTV       |



*Jay Leno gets ready to take his Bugatti home*

# Time Trial at Willow

## A Great Turnout For C

Willow Springs Time Trial...November 11-12, 2000

by Doug Bender

Photos by Art Russell

This year's AROSC time trial program, shortened by one event from the usual program due to the canceled Las Vegas event, concluded at Willow Springs Raceway in early November. Willow Springs management calls it "the fastest road in the west," and it lived up to its name this time. Engines and tires responded to the cold, dry weather and many cars and drivers turned in excellent times. Peter Kemos' winning time in the highly competitive Class D is a near track record. I had to go back to 1994 to find a better time (thanks to Alex Brown for the loan of your back issues of *Alfacionada*...and congratulations Alex for yourself setting the Class D lap record back in '94!).

This was another successful AROSC time trial, with close to 100 total entries. The detailed results are nearby, so I'll only cover highlights. Alfa Class A, which was nearly empty for a long time, had three cars as per recent practice, largely due to Dirk Stoehr's contributions. Craig Goldenson, who prepares the time trial flyers, won Alfa Class C for the first time...congrats Craig! Peter

Kemos drove his nicely prepared GTV to first in Alfa Class D, and posted top Alfa time of the day. Marc Hesthal placed second while also running in Race Group. Tony Guinasso took third driving Norm Bianchi's Spider. Chris Kattchee, who with his brother Tedd has dominated Alfa Class D in recent times in their Giulia Super, blew his engine after three timed laps and took fourth place. By a lucky coincidence, after always driving their car to the track before this they towed it this time and had a ride home. Dirk Stoehr won Class E in a Giulia TI with a very respectable time.

In the non-Alfa classes, the sports racers dominated Class M, but look at the winning time in Class N, less than a second behind. Accommodations Director Brad Gray, in a true tour de force, borrowed a ride in a 240, didn't practice, and won Class O even though the shift lever came out of its socket, leaving the car in fourth gear. Class P was dominated by the RX7's, with the winner only two seconds behind winning Class M time. We might be looking at a reclassification of some of these cars for next year.

Justin Sallows, a first-time racer, won the race going away in a Lumina tube-frame racer, with Tom Tabor in a Porsche 911 second. It's been a few weeks already, and I don't have any notes, but I believe Paul Ellis got third overall in the Dunestang. Ray Gonzaga won Class O in a Starlet and Don Mock won Class P in a CRX, beating two RX7's. Marc Hesthal drove the winning Alfa of the four in the race.

We had a lot of fun and posted some fast times. However, there were more cars off the track than I like to see and one Alfa GTV driven by a first-time time trialer went off and onto its side, causing some body damage and making it undrivable. This led to some discussion at the Time Trial Board meeting about how we could have prevented this, and we are going to enforce the rule that unlicensed (read rookie) drivers must display an X on the back of their car so that more experienced drivers will know to give them plenty of room.



Race-Winner Justin Sallows and his new fast ride!

Let me add some personal notes about Willow and time trialing in general. I've never looked forward to going to Willow as much as the other tracks...it's intimidating and fast, and seemingly favors horsepower over handling. A couple of years ago I got to a better level of understanding and realized that what Willow is really about is finesse and nerve. Most of the turns at

Willow are long sweepers, and in all but the highest horsepower cars, the name of the game at Willow is maintaining momentum and speed through these very fast turns. To be fast you have to carry speed through those long sweepers and come out of them fast, and this means staying on the gas when your instincts are to lift. You also need to know, for example, that at the heavily banked Turn 1 you can go through it a lot faster than you think before you use the whole track coming out. Like I said, finesse and nerve. Up to now, my main feeling driving at Willow has been one of "mind over matter," that is keeping my foot to the floor when my brain says lift...lift!

This time, after five years of time trialing, I believe I have moved to a higher level of understanding of Willow, and it's most satisfying. I actually found my main emotion to be not terror but...fun! I didn't realize this until the drive home when it came to me that I felt much more confident and was able to maintain more speed through Turns 9 and 2. Turn 9 is so long it's hard to see the apex from the entry, and the trick

# Willow Springs

our Last Event of 2000

## AROSC Time Trial Willow Springs November 12, 2000

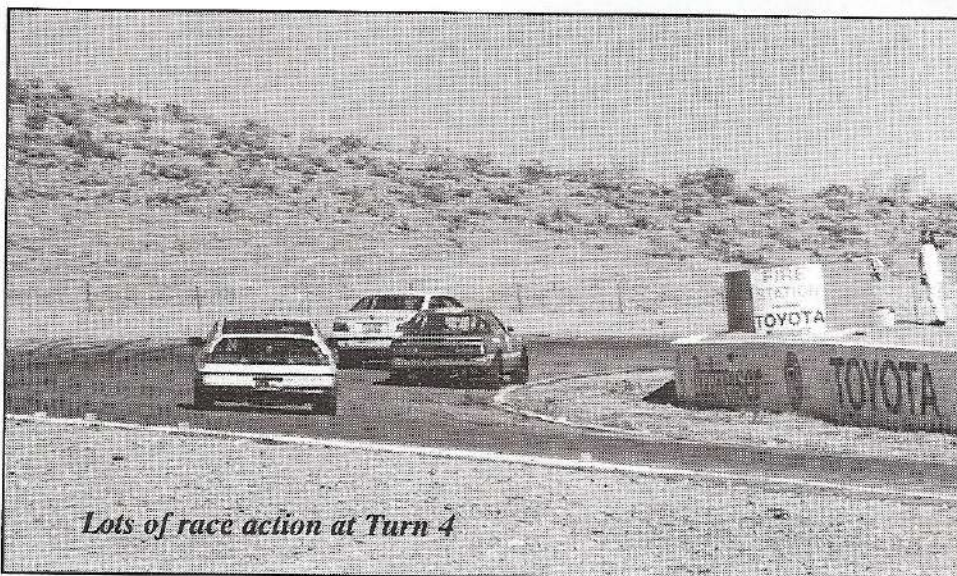
	<u>Car #</u>	<u>Driver</u>	<u>Car</u>	<u>Fast Lap</u>	<u>Lap 1</u>	<u>Lap 2</u>	<u>Lap 3</u>	<u>Lap 4</u>	<u>Lap 5</u>
<b>CLASS A</b>									
1	67	Stoehr, Dirk	GTA	1:48.885	1:51.445	1:49.188	1:48.885	1:52.183	1:50.536
2	38	Perticucci, Sergio	GTV	1:49.399	1:49.399	1:49.635	1:50.264	1:49.982	
3	167	Garbini, Fabio	GTA	1:49.618	2:04.238	1:51.688	1:50.399	1:49.885	1:49.618
<b>CLASS C</b>									
1	18	Goldenson, Craig	GTV-6	1:44.907	1:46.538	1:45.872	1:44.907		
2	7	Manchester, Terry	GTV	1:45.020	1:45.209	1:45.110	1:45.020	1:45.497	1:45.393
3	687	Rimicci, Anthony	GT Jr.	1:46.345	1:46.345	1:46.637	1:49.564	1:47.171	1:46.385
4	45	Bourdet, Al	GTV	1:52.930	1:56.334	1:55.236	2:06.094	1:55.565	1:52.930
5	410	Jarman, Jerry	GT Jr.	2:00.004	2:01.370	2:01.033	2:00.295	2:00.004	
<b>CLASS D</b>									
1	73	Kemos, Peter	GTV	1:44.391	1:45.342	1:44.391	1:45.549	1:45.403	1:45.182
2	41	Hesthal, Mark	Alfetta	1:45.304	1:45.917	1:46.113	1:46.136	1:45.460	1:45.304
3	68	Rimicci, Anthony	GT Jr.	1:46.929	1:48.432	1:47.201	1:46.929	1:47.235	2:16.762
4	681	Guinasso, Tony	Spider	1:47.058	1:47.574	1:47.058	1:47.467	1:47.297	1:48.067
	44	Kattchee, Chris	Super	1:47.362	1:49.457	1:47.532	1:47.362		
6	83	Bender, Doug	GTV	1:47.977	1:48.462	1:47.977	2:01.674	1:56.841	1:48.258
7	84	Russell, Art	GTV	1:48.094	1:48.189	1:58.579	1:59.063	1:49.326	1:48.094
8	86	Sands, Eric	GTV	1:48.513	1:49.365	1:48.513	1:48.607	1:51.066	1:53.308
9	168	Bianchi, Norm	Spider	1:49.391	1:52.958	1:50.862	1:49.843	1:49.391	1:50.303
10	25	Leone, Joe	Spider	1:56.411	1:58.568	1:56.411	2:04.190	1:57.120	1:56.763
<b>CLASSE</b>									
1	79	Stoehr, Dirk	Giulia Ti	1:50.244	1:52.363	1:50.244	1:50.434	1:51.383	1:51.121
2	179	Stoehr, Dirk	Giulia Ti	1:50.423	1:50.646	1:50.660	1:50.508	1:50.430	1:50.423
3	4	Cupp, Andrew	Spider	1:56.720	1:57.874	1:57.091	1:57.071	1:57.742	1:56.720
4	34	Kokkevis, Vangelis	GTV-6	1:57.221	1:57.680	1:59.301	1:57.221	1:58.189	1:58.233
5	60	Vivit, Gerry	Giulia Ti	1:59.971	2:00.0				
<b>CLASS M</b>									
1	157	Henderson, Robin	Sports Racer	1:34.689	1:37.876	1:35.192	1:34.689	2:09.315	
2	757	Henderson, Andrew	Sports Racer	1:35.022	1:38.045	1:36.351	1:35.942	1:36.777	1:35.022
3	59	Jocson, Leo	Starlet	1:43.615	1:47.917	1:46.052	1:44.318	1:44.365	1:43.615
<b>CLASS N</b>									
1	281	Houdre, Chris	944 Turbo	1:35.225	1:37.501	1:36.878	1:35.225		
2	17	Rogers, Matthew	M3	1:39.607	1:39.808	1:39.607	1:39.905	1:40.164	1:40.551
3	77	Knoke, Jim	944 Turbo	1:42.360	1:42.988	1:42.360	1:43.117	1:42.607	1:42.907
4	62	Poulin, Robert	M3	1:44.045	1:46.161	1:44.479	1:44.718	1:44.275	1:44.045
5	35	Stobie, Iain	944	1:55.476	1:58.040	1:57.036	1:58.091	1:55.714	1:55.476
<b>CLASS O</b>									
1	78	Gray, Brad	240Z	1:37.427	1:38.346	1:37.427	1:38.505		
2	14	Ewing, Sean	Celica	1:39.971	1:39.971	1:40.350	1:40.876	1:40.034	1:43.644
	33	Stoehr, Hans	911SC	1:40.455	1:42.219	1:41.442	1:40.455	1:51.021	1:43.770
	173	Baysinger, Scott	RX2	1:44.509	1:47.512	1:45.692	1:44.509	1:48.506	2:13.393
5	247	Rusciolelli, Remy	Europa	1:44.960	1:47.548	1:45.939	1:46.127	1:45.949	1:44.960
6	141	Ewing, Bob	Celica	1:58.900	2:00.283	2:03.005	2:00.497	1:58.900	1:59.322

**AROSC Time Trial  
Willow Springs November 12, 2000**

Car #	Driver	Car	Fast Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	
<b>CLASS P</b>									
1	476	DeArman, Daryll	RX7	1:36.933	1:52.507	1:37.399	1:36.933	1:57.082	1:40.800
2	43	Rodriguez, Carlos	RX3	1:40.133	1:40.891	1:40.133	1:40.234	1:41.521	1:42.509
3	29	Nelson, Greg	RX7	1:40.245	1:40.588	1:40.782	1:40.245	1:41.111	1:41.911
4	39	O'Connell, Craig	GTI	1:41.080	1:41.880	1:41.578	1:42.011	1:41.080	1:42.548
5	36	Schenker, Bill	Miata	1:41.946	1:42.783	1:41.946	1:42.264	1:42.605	1:47.610
6	51	Fibrow, Dennis	MR2	1:43.766	1:44.796	1:44.188	1:45.193	1:44.142	1:43.766
7	8	Clemens, Bruce	912	1:44.177	1:44.177	1:44.461	1:44.631	1:44.875	1:46.951
8	10	Luftman, Steven	MR2	1:44.372	1:46.979	1:44.917	1:44.372		
9	21	Janquart, Geoffrey	A4TQ	1:46.514	1:52.439	1:49.983	1:47.800	1:50.557	1:46.514
10	57	Wakamatsu, Peter	Integra	1:48.010	1:51.091	1:49.137	1:48.927	1:48.010	1:50.186
11	143	Coronell, Reynaldo	RX3	1:48.280	1:49.983	1:51.806	1:53.018	1:50.422	1:48.280
12	37	DeLaMare, Rob	Miata	1:48.792	1:48.782	1:49.146	1:49.235	1:50.604	1:53.092
13	94	Arriola, Ramon	RX7	1:49.692	1:58.274	1:57.814	1:53.533	1:50.249	1:49.692
14	32	McNall, Todd	280Z	1:50.672	1:53.308	1:50.672			
15	93	Kutkis, M.J.	SLK 230	1:51.446	1:57.771	1:55.342	1:54.526	1:52.485	1:51.446
16	5	Watson, Terry	XR4TI	1:55.190	1:55.190	1:56.218	1:56.424	1:56.116	1:56.170
17	265	Herr, Jeff	B	2:03.293	2:03.656	2:03.981	2:03.293		
18	81	Hamilton, Fred	Regal GS	2:03.328	2:03.328	2:04.389	2:03.431	2:04.325	2:03.395

Fastest time by Henderson, Robin, car # 157, Class M, time of 1:34.689

**Race results were not available at the press deadline -- look for them next month.**



*Lots of race action at Turn 4*



*John Cote in charge of the Tower*

is to stay out wide before turning in for the apex. This time, I didn't have to keep reminding myself to "stay out, stay out...now turn in". Instead, I now found myself entering the turn fast enough for the car to stay out on its own and scrub off just enough speed so I could turn in to the apex. Turn 2 can be taken flat out by most cars, and because it's mostly uphill, it's important to be on the gas early or you'll use

momentum. Most mortals need to work their way up to running Turn 2 flat out, and in my case after five years I am still working up to it...but now I am just lifting slightly at the entrance, not hitting the brakes.

My overall time was a second better than my previous best.

**Doug Bender  
tube is the**

**ponders which injector  
right one.**



and a few years ago this would have put me first or second in class; even with a strong Class D field like we now have, I am only a few seconds behind the fast guys. It's taken five years for me to work my time at Willow from the 1:55 range down to 1:47. Someone who hasn't done any racing might think this is a trivial achievement, but I am here to tell you that after the first few

seconds each additional second is very tough to remove. Golf players probably get the same thrill working their score down from 75 to 70, but their sport involves a lot of standing around instead of driving a car at the edge of its capabilities. Because of the speed element, we have the satisfaction of not only improving by going faster, but by having the fun that comes with confidence. You know you are improving, and doing something that few people can do, when you don't have to fight your better sense to keep your right foot down in Willow's fast sweeping turns. Part of the fun is on the drive home, and leading up to the next event, thinking about how you did and how you can improve...and believe me, I started thinking along those lines right after

**Paul Blankenship & Alan Lambert provide  
advice to Doug on how to install the injector  
tubes**

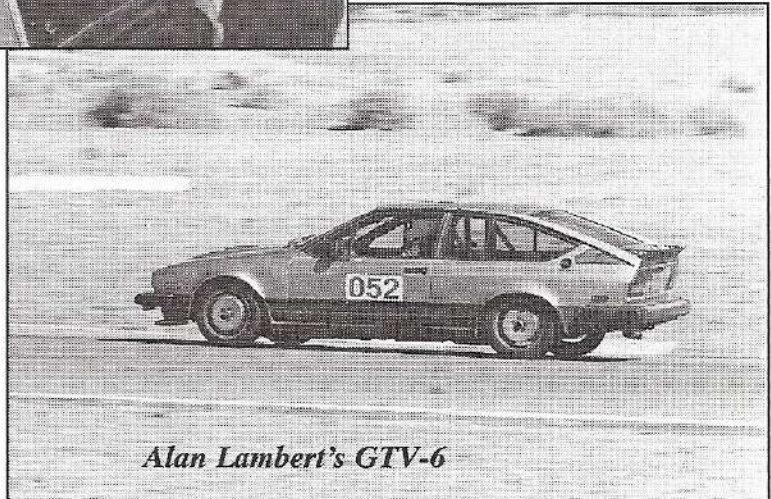


seeing my times. I think I know how to be faster at Turns 1 and 2 and get another second or two off my time...

Anyway, let me thank the usual gang for arranging and running everything: John Cote in the Tower, Alex Brown and his team at Timing, Terry Watson on Registration (with help from Craig Goldenson and Phyllis Gaylard on mailers), and Brad Gray with Intro Group and Accommodations. People seemed happy with the Brad's choice of the Desert Inn for lodging and Saturday banquet. Brad is planning something special for at least one event next year. Without many hours of volunteer time we wouldn't have these events.

Finally, thanks to Art Russell for taking the pictures you see accompanying this article.

Next year's program is firming up. Watch the back of Alfacionada and your time trial mailers for details. The next time trial is at Willow Springs again January 13-14.



*Alan Lambert's GTV-6*



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# Alfa-Porsche Challenge

*Thanks, Joe!*

VARA Goes to Las Vegas  
Article and Photos by Jay Negrin

On the Veteran's Day weekend, the 10th through the 12th of November, VARA held a race at the Las Vegas Speedway road course. This was the time and place for their annual showdown between Alfa Romeo and Porsche, held in conjunction with their usual assortment of vintage car races. I was there as gofer for club members and friends, the Robins, Jeff and Si. Unfortunately, their Alfa Giulia did not make the cut, as

So much for the basics and background. Now on to what made the weekend SO interesting. VARA, for the Alfa - Porsche Challenge, usually plays host to many modified street cars, with the occasional retired racer making an appearance. The pro racer this year was a famous Alfa Romeo, a three-liter, boxer-engine Tipo 33, owned and raced by Joe DiLoreto. According to the brag board by the trailer, this was the car that won the 1975 world championship for makes, as a prototype. It was certainly the class of the field, and it was only to be raced for the Challenge race, on Sunday afternoon. At least, that was the only race it showed up in, as the fuel

injection system was off for maintenance and repairs for most of the weekend. It wasn't until late Saturday that the car made two laps on cold tires, in what was, presumably a shakedown, to make sure that everything went back together in working order. The cold tires allowed for a spin, on what would have been the cool-off lap, at the above-mentioned corner at the end of the start/finish straight. An excellent time to call it quits for the day, after finding out that the parts did, in fact, go back in the correct order.

The "common wisdom" for Sunday's race, was that Joe DiLoreto's car would last less than half the distance of the Alfa/Porsche Challenge. It was, apparently, routine for this temperamental, former factory racer to finish naught but a handful of laps before succumbing to at least one of several maladies. Initially, it looked as if the car had more show than go, as it for the first couple of laps it was dogged by a very determined Porsche 914-6. This car

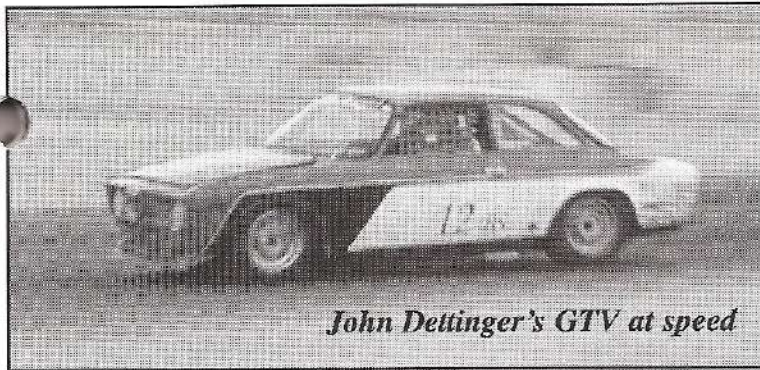


they already had numerous vehicles to race and tend to. Their cars included a pair of Titan Formula Fords and Si's Lotus 23 sports racers. They also had in their care, a pair of Mallocks. One was a front-engine Formula Ford, only one of two or three in existence.

The other Mallock was a Clubman car, raced originally in England, I believe. It reminds me somewhat of a Lotus Seven, down to the cycle fenders and sheet aluminum bodywork. All of the cars were meticulously turned out, and all ran with not much of a hiccup. The Mallock Clubman car placed first in its race, and the Mallock Ford placed fourth in its. Jeff and Si soldiered on, playing a conservative game while learning the new (yet again) Las Vegas road course. Many others spun and visited the dirt sections outside the paved track at the end of the start/finish straight, testimony to the fact that all other drivers did not use that approach, to learn before trying to go too fast.



*Joe DiLoreto's Alfa T33 on the course*



*John Dettinger's GTV at speed*

brigade far enough back so that first place really was no contest.

The only contest was for second. The Porsche, driven by Frank Beck, although having the measure of all other comers, was never given a moment to breathe easy. The ever-popular and ever fast Alfa Romeo GTV, driven by John Dettinger, was ready to pick up any pieces, should the 914 falter. Sadly, it did not, so John had to be satisfied with a third. Places four, five and six were filled

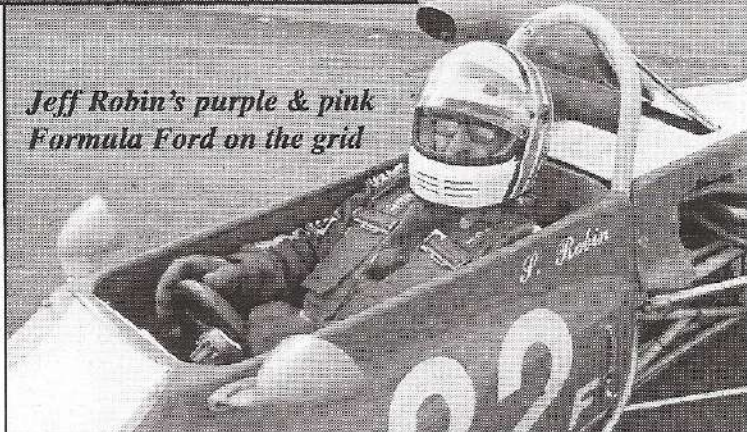
was very capably driven by Frank Beck. At one point, it appeared that he tried to pass the T-33 on the inside of "that" turn, at the end of the start/finish straight. That was on the second lap. By the third lap, I figure that Joe D's tires and oil were finally warmed up, and he simply ran off, even at a conservative pace, and hid from the rest of the field. It was all over, but to wait for the leader to break, so that the following Porsche could waltz home, first again. That was not to be, however. Whatever gremlins may have plagued the car before, they all seemed to have been exorcised. The car ran flawlessly, at least from this spectator's viewpoint. And if it was not flawless, at least it was far and away fast enough to keep the Porsche



*Si Robin's Lotus 23 awaiting action*

with a trio of Porsche 911s. Considering the potential of these cars, it should, then, stand out even more, the great performance turned in by John Dettinger.

Some of the more astute AROSC readers may already have noticed that the name of one of our own has yet to be mentioned. That, of



*Jeff Robin's purple & pink Formula Ford on the grid*

course, would be Alan Ward, driving one of the fastest GTVs in the area, owned by another AROSC member, Phyllis Gaylard. Experience, expertise and the will to win can carry one only so far. Alan had been complaining of shifting problems most of Saturday. He had competed in the class race earlier, and all had seemed fairly well, from the spectator area. Inside the car, it was apparently another matter. For the Challenge race, Alan's car seemed to be running all right, but slowly. The motor sounded good, but was not revving the way we all know Alfas can. Discussion with the car owner, after the fact, revealed that the car was stuck in fourth gear, and that was the way it started and ran the entire race. Considering that, it was a wonder that he finished "only" one lap down. It seems the will to compete and to win can overcome not all, but some obstacles.

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# Dyno-Tuning

by Phill Guiral

I know that many of us have fallen for the "bolt on horsepower" sales pitch we all see in a variety of books and magazines. The extra 5hp headers for \$300, the 7hp cams for \$400, and recently the miracle computer chips that do everything but guarantee a new time trial class record. I've spent my money several times and after driving the car around the block, found that I really didn't feel much difference. Even if everything worked as advertised, it's easy to spend \$50 to \$100 per horsepower and not feel much at the "seat of the pants".

I recently decided to spend my money on educated advice and information rather than hardware. I made an appointment with Dave of Evanspeed. Dave has been to club events with his mobile dynamometer and is an Alfa owner himself. We met in Upland, and hooked-up my newly restored '67 GTV to a dozen wires, gauges, and sensors. I've rebuilt a basically stock 2 liter engine with 40 dcoe webbers (no extra head work, headers, fancy cams).

The first thing Dave did was check the linkage and adjust the carburetors. The first run on the dyno showed 80hp at the rear wheels (add 30% to get hp at flywheel). That seemed awful low for a car that felt fairly strong, but the numbers don't lie. After checking the readings from all his gauges, Dave found the timing to be retarded and the mixture to be lean. The timing was adjusted and the air jets went down from 210 to 170 (bigger isn't always better).

Second run showed 97hp at 5000rpm. Wow! At this rate I'll be at 500hp by the end of the day for a few hundred dollars. The main jets were increased from 135 to 140. Next reading was 98hp at 5000rpm, but 6000rpm went from 83hp to 87hp.

With timing and mixture maximized, the last thing we tried was to remove the foam air filters. This brought the power at 5000rpm to 102hp. At 6000rpm, removing the filters increased the power from 87hp to 97hp. I wouldn't drive on the street without a filter, but for those last 5 timed runs on the track, maybe.

Dave charges a \$35 set-up fee and \$90 an hour. My bill was about \$280. When you do the math, that's under \$13 per horsepower. Not only did I gain power, but also I know the settings are correct and the engine is well tuned. More importantly, this time when I took the car around the block, I really felt a difference at the "seat of the pants".

Philip Guiral

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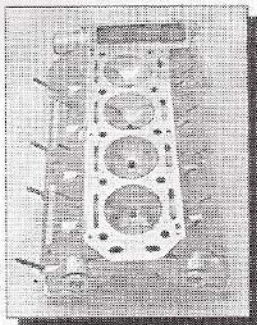
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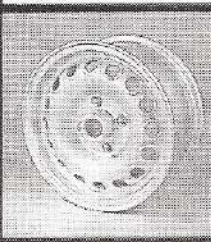
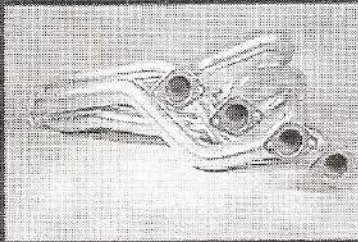
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**Surf's Up!**

If you are among the *Alfisti* who spend some of your time surfing the Internet, we want you to know that for some time now you have been able to find AROSC there. Yes, Virginia, there really is an official web site for the *Alfa Romeo Owners of Southern California*.

Rather than attempting to describe everything you will find there, we will let the AROSC web site speak for itself. To sample this new dimension to the club at first hand, visit us at:

<http://drive.to/arosc>

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If you wish us to add your name to those who want to be reminded shortly before each AROSC event or meeting, send an e-mail request to Jay Negrin at:

[jmnegrin@earthlink.net](mailto:jmnegrin@earthlink.net)

If possible, send your request from the same address to which you wish AROSC to send reminders. This will simplify adding your e-mail address to the AROSC mailing list for reminders. If you must send the request from a different address than the one to which you desire us to send reminders, please state clearly in your request that the address is different than your return address on the request.

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**1992 Spider Veloce:** Red/black leather. New top, new tires, Sony AM/FM CD player. Original owner, garage kept. All maintenance records. 52,000 miles, mint! \$13,500. Call Deborah (310) 252-3782 (day) or (310) 827-8701 (evenings). (12/0)

**1986 GTV-6:** Moving out of Santa Barbara forces me to put my gtv6 up for sale. It's an '86, beautiful black exterior, tan leather interior, 135K miles, engine runs smooth and strong, shifts without crunching, suspension is tight, new T-Belt, water pump, brakes (rotors, pads, braided lines), Panasonic removable face in-dash CD player, cold A/C, Yokohamas AVSi's. A very well taken care of car. \$4500 OBO. We web site for more info and pictures: <http://www.gtv6.org/vangelis/> Call Vangelis at (805) 564-3165 or email [vangelisk@home.com](mailto:vangelisk@home.com). (12/0)

**Bertaglia Mark I:** Homebuilt Sport Car, Alfa Romeo 2.5 liter V6, Porsche 914 transaxle, Toyota Supra suspension, Fiberglass body, Tube frame, Use for Slaloms and/or Time Trials, Handles great, Fun to drive, Over \$25,000 in parts but will sell for \$8500. Call Don @ (858) 292-5000 x660 days, (858) 486-3567 evenings or E-mail

[dswears@deltad.com](mailto:dswears@deltad.com) for pictures. (11/0)

**1988 Spider,** Black and Tan, always maintained by Uwe Backer/Omega Motorsports, runs perfect, strong engine, mechanically needs nothing. New Alfa "phone dial" wheels and new tires. No rust, but needs paint and top and ready to go! Come see it at 3822 Clarington Avenue Culver City CA 90232. Best offer takes it, I need the cash for my '67 Sprint Veloce restoration. Call Laura/Omega Motorsports 310/836-3160 or E-mail [alfaomega@prodigy.net](mailto:alfaomega@prodigy.net) (11/0)

**1984 Spider Veloce:** Ivory/tan, power windows, power mirrors, A/C, Blaupunkt AM/FM/Cassette, custom top in good condition, recent smog, 74K miles; maintained by Santos. Looks and runs good. \$4900. Call Richard at (805) 379-0206. (10/0)

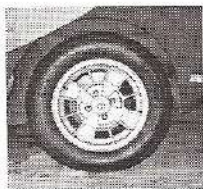
**1965 Giulia Ti:** White with new Tan leather interior. 2 Liter motor, Recaro seats, Weber 40's, lightweight flywheel/clutch, 5 star Campagnolo's. \$8200 obo.  
**1974 GTV race car:** Green/whit. B-sedan race ready. Class winner VARA, HSR legal. Too much extra to list. Complete with double axle trailer and spares. \$21,500 let's talk. Call Dave Diamond at (323) 469-4629 or E-mail: [davediamond33@hotmail.com](mailto:davediamond33@hotmail.com) (Dave Diamond) (10/0)

**101 Sprint Coupe:** Carefully kept up for the last three years I have owned it, including an excellent paint job from bare metal and general refreshing, NOT a restoration, as I really like all the little details that patina offers. It's all there. Been driving it daily without a whimper. The engine has twin webers, 1750 cams with performance grind (very quick). Lots of extra parts. Needs an exhaust and maybe a valve job in the next year or two (a little smoke on startup, nothing going down the road). The fuel guage shows full all the time (but the reserve light works) and the speedo needs attention. \$9,800 Call Danilo at (818) 830-8880; see pictures at: <http://www.gurovich.com/alfagallery> (10/0)

**1992 164L:** Metallic green with beige interior, 106K miles, well maintained, power everything (sunroof, seats, etc.), A/C upgraded (new stepper, compressor). Great Condition Alfa, \$6,300. Call Rob at (626) 449-6800 (days) or (626) 296-1513 (eve). (10/0)

**1979 Alfetta GT:** Very clean, sunroof, many new parts, smog legal. Asking \$1995. Call Barry Klein at (949) 646-1096. (10/0)

**Wanted:** 14x6 Ronal wheel (or wheels) to fit '74 GTV like the picture below. Call **Bob Brady**, Kennett Square, PA 610-925-1837, or E-mail **mpbrady@bellatlantic.net**. (9/0)



**1978 Alfetta Sprint Veloce:** Ivory, new tan interior, runs good, good tires, alloy wheels, very clean; \$1500. E-mail **Frank** at **fhoeffner@earthlink.net**. (8/0)

**1993 Spider Super Veloce:** Red, camel leather interior, outstanding condition, shop manuals, etc. First owner put easy road miles from Ventura to Glendale, I have about 5,000 on it, all items replaced, sell to a good home, have too many cars... \$9,800 or OBO. Call **George** (805) 530-0007 or E-mail **e.business@gte.net**. (7/0)

**1987 Milano Silver:** Red, excellent car except for recent water pump failure and ac pump problem. Lots of goodies (164-style belt tensioner, Shankle springs/bars, Shankle Sure-seal, ANSA muffler, Stonegard headlight covers, Ronal wheels, new headliner, reupholstered interior, Aeroquip power steering hoses). Well maintained, good daily driver. Too busy and too many Alfas forces sale. Will sell "as-is" for \$2,750 or will sell "fixed" for \$4,250 (repairs will be done by Alfa Only). Call **Ed** at (909) 279-8323 (eves/weekends), **edng@pacbell.net** (see photos at <http://home.pacbell.net/edng/milano.html>) (3/0 rev. 7/0)

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*Alfa Romeo Owners of Southern California*

Dues for 1 year membership in the *Alfa Romeo Owners of Southern California* (AROSC) and the national organization, the *Alfa Romeo Owners Club - US* (AROC) ..... \$55.00

Please fill in the following information, make checks payable to "*Alfa Romeo Owners Club*", and mail to: *Alfa Romeo Owners Club, 10 Raskin Road, Morristown, NJ 07960*

**OR: use a credit card at the AROC web site: [www.aroc-usa.org](http://www.aroc-usa.org)**

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Street \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone ( ) \_\_\_\_\_ Work Phone ( ) \_\_\_\_\_

e-mail \_\_\_\_\_ Alfa(s) Owned \_\_\_\_\_

AROC Member Number (if applicable) \_\_\_\_\_ Check enclosed for \$ \_\_\_\_\_

**Affiliation/subscription:** member of another AROC Chapter wishing to join AROSC ..... \$22.00

Send above information with check payable to **AROSC** to:

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## Our 2000 Calendar

January	February	March	April
6 AROSC Board Meeting 22-23 Time Trial - Willow Springs 29 AROSC Annual Meeting 12:30pm Luncheon Cirivello's Trattoria, Long Beach	3 AROSC Board Meeting 25 General Meeting - 8pm, Culver City 26 Peterson Museum Tour & Clean Car Show	2 AROSC Board Meeting 11-12 Time Trial - Laguna Seca 31 General Meeting - 8pm, Culver City	2 Tour "In Search of the Wildflowers" 4* AROSC Board Meeting 22* <b>Swap Meet at Omega MotorSports, 8am</b> 28 General Meeting - 8pm Culver City 29 Tour Bothwell Antique Race Car collection <b>* Note Date Change</b>
May	June	July	August
4 AROSC Board Meeting 6-7* <b>Driving School - "Streets of Willow"</b> 21 Concours Long Beach 26 General Meeting - 8pm Culver City  <b>* Note Date Change</b>	1 AROSC Board Meeting 3-4 Time Trial at Buttonwillow 24-25 Tour to Julian 30 General Meeting - 8pm Culver City	6 AROSC Board Meeting 19-23 <b>National Convention, Portland, OR</b> 28 General Meeting - 8pm Culver City followed by Tech session at Omega MotorSports	3 AROSC Board Meeting 13 Summer Party at Phyllis Gaylard's home 18 Concours Italiano in Monterey 25 General Meeting - 8pm Culver City 26 Mt. Wilson Twilight hillelimb & picnic
September	October	November	December
7 AROSC Board Meeting 9-10 Time Trial - Las Vegas 17 Concours - San Antonio Winery 29 General Meeting - 8pm Culver City	1 <b>Fall Swap Meet, Huntington Beach</b> 3 AROSC Board Meeting 14-15 Driving School at "Streets of Willow" 21-22 Wine Tour 27 General Meeting - 8pm Culver City <i>Note changed date in boldface</i>	2 AROSC Board Meeting 5 Concours at "Best of France & Italy" Show 11-12 Time Trial - Willow Springs 17 General Meeting - 8pm Culver City: Elections, "White Turkey Auction"	9 Holiday Party 10 AROSC Board Meeting: Annual planning and election of officers meeting