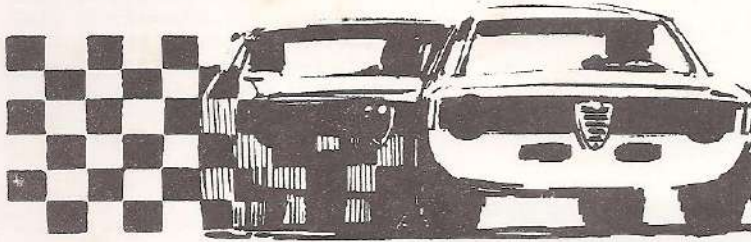


# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 11, NO. 6 JUNE 1972

P. O. BOX 261, LOS ALAMITOS, CAL. 90720

## DAY AT BONDURANT

by John Samson  
Photos-Chris Boles

As I motored down the S.B. Freeway to Ontario, I wasn't worried about the long lines of cars that usually form the infamous traffic jams associated with Speedway events. Instead I was thinking of oil skid pads, traffic simulators and rows of pylons. I also hoped the club members who plunked down 40 dollars would feel such an expenditure was justified by what they got from the one day driving course. It was early and a faint grey haze shrouded the surrounding vineyards. The gate to the parking area was dutifully guarded by a uniformed sentry. (The ever-present security force of C.M.S. has always made the place seem rigid and unfriendly to me but I guess it's necessary.)

By the time I arrived there was already a long line of cars. Alfas of all shapes and sizes with an occasional 150-Rivolta, Mercedes 300 SL, Dodge Charger and Fiat could be seen. Promptly at 8:45 A.M. an orange jacketed motorcycle rider appeared and ordered us to follow him in single file. Dutifully we all followed and were led to the Bondurant School Area amongst the pit garage buildings. He has a sanitary and spacious set of garages and offices. The large number of instructors present, also

in orange jackets, was impressive. My first impression was that this outfit was very professional and was certainly not a fly-by-night organization.

After the usual waiver signing we congregated in the press room where the ground school lecture was to take place. Bob Bondurant is a personable speaker whose main goal is to give his pupils what they want. The lecture was a rapid fire review of driving techniques useful in safe high speed competition driving. Fortunately the lecture did not drag on as most of the students had come to drive and before the day was done, drive we did.

We were arranged in groups of 5 or 6 cars and sent off to the various areas. My group was composed of four GTV's (two 1750's and two 1600's) and a Guilia Super. Our first stop was the oiled skid pad. The purpose of this was to create and correct spins in a school Datsun 510. As our group slipped around for 45 min. we proved it is easier to cause a skid than it is to correct it quickly. The poor instructor was to spend the whole day sitting through 180° and 360° spins while erstwhile Nuvolaris overcorrected themselves unto



nausea. This man must either be paid well or be a masochist to spend a hot day in a small Datsun that's gyrating like a whirling dervish. When our time was up we left this poor soul and drove to station two, the heel and toe class

speedway. The distance was long enough to get to 100 mph and then the process of 5th to 4th to 3rd to 2nd gear downs started. Around the wall and off we went up through the same sequence. The instructors were very cooperative and kind and

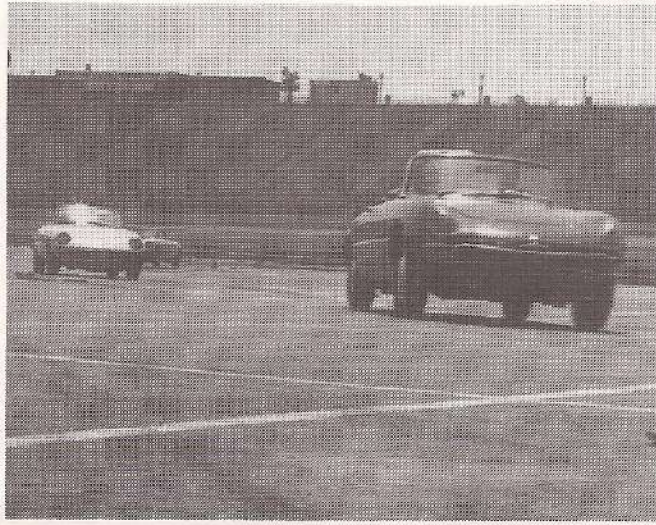


PHOTO 1

It was time for lunch, so we all met in the press room to munch and talk. If prizes were to be awarded, Joe Canone would have received the 1st place trophy for bringing the largest lunch per lb. of body weight. Lunches varied from a continental cheese, bread and fruit snack to a less elegant spread composed of a loaf of sliced white bread and a jar of chunky peanut butter. As the last bolus of food cascaded into the stomach and Joe hurriedly scooped up the skeletal remains of his lunch chicken we made our ways back to the areas we had just left.

The heel and toe course was great fun, at least for me. We would run as fast as we liked up the pit area, brake and downshift, turn around the pit wall and repeat the cycle on the main straight of the

I'm sure we all learned a great deal. At the end of the 45 min. exercise, I can assure you all the cars had super hot brakes and engine oil. Contrary to folklore, you can cause Alfa brakes to fade. (30 min. of 20 mph to 100 mph then back to 20 mph in a short distance would melt the brakes off of inferior machines.)

Off we went to station 3, entitled "oval driving". It was in fact a miniature asymmetrical oval marked with pylons that we buzzed around for 45 mins. This was the part of the school that was most applicable to slalom driving. Again I knew the 45 min. was almost up because slight brake fade was noted. All 5 of us ran on the course at the same time, which allowed us to try to overtake the car ahead of us. (Photo 1) Yet without room to pass



such a maneuver was to no end except in the fantasy of our mind.

The band of 5 Alfas I was assigned drove to Station 4, the "traffic simulator". This is truly a "mind boggler". It is composed of an

3 provoked brake fade, this one certainly promoted brain fade.

Station 5 was the "slalom run", a long line of pylons spaced far enough apart to fool you into going through too fast. They were

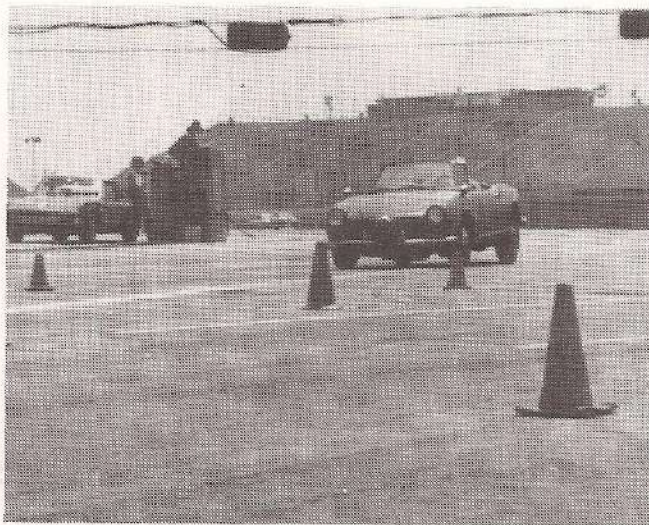


PHOTO 2

acceleration approach lane slightly curved that aims the car at a 3 laned exit route. As the car enters the transition area (80 ft), between the gate at the end of the acceleration lane and the 3 pylon-ed exit gates, a photo-electric beam is triggered which allows the traffic signals over each lane to change from green to yellow or red or remain green. (Photo 2) The object is to accelerate through the green lane. To be tricky they sometimes give no green lane; then one must get through the yellow lane at reduced speed or, if all lanes are red, simply stop in the 80 feet. To be real sneaky they flash 2 out of 3 green; then one's mind has to make a decision as to which one to go for. I can assure you that 80 feet at 45 mph doesn't take long to traverse, especially if you also have to choose between 2 green exits. If stations 2 and

lined along the short straight between turns 5 and 6. A GTV with racing tires made it through at a constant 60 mph; a "wide-tired" GTV held it at 55 mph; a stock tired GTV ran at around 50 mph. This too came to an end and we headed back for the pit area.

Now comes the pièce de résistance; 5 laps on the grand prix course. The five of us had a great time on the course, as I'm sure everyone else did. Contrary to instruction, a few passes were made on the main straight as the faster cars moved up. (Photo 3) It was a real thrill to drive through one of the banked corners and sweep down into the road course at 100mph. The 5 laps went very fast, too fast for most of us.

We all congregated in the press room, for the last time, to rec-



give our certificates, decals and jacket patches. The instructors gathered with us for a critique of the school. I think we were all impressed with their strong desire to please the students. We all learned a lot and had an enjoyable

day of "car activity". The day's driving in the school's activity added up to 70 miles on my odometer. Did it make us grand prix drivers? No, but it did make us better and safer drivers. And we all had one hell of a good time.

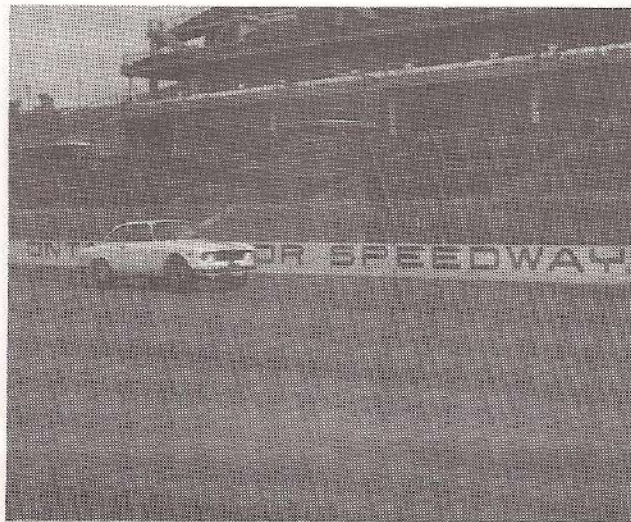


PHOTO 3

## Calendar of Events

JUNE 16	----	AROSC Meeting, 8pm Little Lake Park
JULY 15-16	----	SCCA National Races Riverside
JULY 21	----	AROSC Meeting, 8pm Little Lake
AUGUST 6	----	AROSC TIME TRIALS Orange County Raceway (see flyer)



## Competition

Ferrari clinched the World's Manufacturers Championship by placing 1st at Targa Floriz, Palermo, Sicily, on May 21. The winning Ferrari piloted by Arturo Merzario/Sandro Munari. Alfa Romeo finished 2nd and 3rd to finish 2nd in the Championship.

Our local hero, Alan Ward, ventured back to Minnesota on Memorial Day weekend to run his 1750 Duetto in a 500-mile Enduro. Co-driving with Dave Bean, they placed 5th overall following home four corvettes and took 1st in class.

Riverside wasn't too good to Alfa on Memorial Day weekend. Brit Wooten had his problems with his F production Alfa and never really got it running well. My air-cooled Alfa gave up by blowing its head gasket midway through the race while running 3rd in class. The real losers that weekend was Falstaff, who sponsored the race--to the tune of 300 cases of beer, 1200 steaks and \$22,000! That'll be a hard act to follow!!

## Slalom Column

by John Samson

The second round of the SCCSCC Slalom Championship for '72 is now history. Once again the Alfa's upheld the honor of the marque. Ten AROSC members represented the club in 3 classes.

Tom Sponsler and Oscar Dufau battled the BRE-Datsuns and finished 3rd and 4th respectively in class K.

Class X proved to be a "heart stopper", for me in particular. After all Class X cars had made two runs it appeared the highest an Alfa would have placed was 5th or 6th. By a timing error, my second run and the second run of a 914-L Porsche was not recorded. As we both lined up for our re-runs we knew 82.34 was the top time in our class. The 914's first run was 82.39; my first run, 85.53. I went first and put together a

run of 82.11! Our cheering settled when we realized the 914 was yet to run. The green flag fell and so started the longest 82 seconds in my short slalom career. He reached the 180 turn at the end of the straight at the same time I recorded. As he approached the finish the stop watches seemed to be running in slow motion. The silence in the small band of Alfa members that had waited was deafening. The announcement came loud and clear--his time, 82.50! We had gotten first in a "pressure-packed" finish. It took hours for our euphoria to leave and allow us to return to reality. Jim Neuman was the second fastest Alfa with Jerry Karl only 0.14 seconds behind. Dick Harmon gets the tough luck trophy for his car's limping performance. (Ask Dick for details.)

There was a close duel between Julianna Meyer and Sue Harmon. Julianna edged past Sue by 1.55 seconds to capture 2nd place in Xw.

Once again, hats off to 3M for a great slalom. So that all those who carried the Alfa banner in the event can get recognition, the results are as follows:

DRIVER	CLASS	CLASS POSITION	BEST TIME
T. Sponsler	K	3	79.66
O. DuFau	K	4	79.89
J. Samson	X	1	82.11
J. Neuman	X	8	87.68
J. Karl	X	10	87.82
N. Meyer	X	12	88.35
D. Harmon	X	14	89.35
G. Malone	X	16	90.99
J. Meyer	Xw	2	95.42
S. Harmon	Xw	3	96.97

The next Sunday was marked by an open slalom conducted by Pacific SCC, again held at Ontario. Although not in attendance I am told Dick Harmon, Jim Newman, and Josan Russo (MGB) had a hard-fought duel. When the pylons settled Jim was in first place, once again proving that you can't win if you hit pylons. That 3 second penalty is an insurmountable obstacle. (Ask Harmon and Russo.) Jerry Karl was muttering about hitting a pylon at this event when I saw him at the May Alfa meeting. I wish I could have been there--it sounded more like a bowling tournament than a slalom.



The weekend of May 13 and 14 was great. The long trip to Lone Pine for a 2-day time trial event was far outweighed by the fun had by all. Our club was well represented by the following:

R. Payne--TZ, class S

Running on all 4 cylinders and really shows great promise. Saturday finished 3rd but Sunday was involved in a duel for TTOD with a Lotus 7, a TR-5 and a highly modified Corvair. He held TTOD for 25 minutes until P. Vollmer in the TR beat him. On Payne's 2nd run he lost precious time because his gear shift knob broke during a crucial downshift. (It was a NON-Autodelta part.) For the second half of the event on Sunday, he secured a 1st place in Class S. Hats off to R. Payne for giving Alfa a shot at TTOD.

T. Sponsler--1600 GTV, Class K

Tom thrashed the Datsuns Saturday. We've been waiting a long time for this, and we can expect more wins. On Sunday one Datsun driver edged ahead of the "Flying counselor". For the 2-day event, Tom garnered a 1st and a 2nd place.

O. DuFau--1600 GTV, Class K

Once again the fates did not smile upon Oscar. Confused timing results clouded his runs. When the haze cleared he was credited with an official 5th place on both days. On Saturday Oscar got so many re-reuns the sponsoring club thought of charging him double.

J. Canone--Gulia Super, Class H

Because of a few modifieds he had to run in class H instead of Class K. The leading contenders in the class are tiny Fiat and Mini's. These little autos around the "big" Alfa looked like so many mice nipping at a large piece of cheese. They are too fast for this Alfa model, no

matter who would be driving. We should all take a lesson from "Tazio" Canone; even though he doesn't have a great chance of winning this class he runs and enjoys himself. Sometimes we get so wrapped up in winning we forget the best thing about slaloming is the comradery and driving fast under safe conditions.

D. Harmon--Gulia Super, Class X

Dick runs in Class X because his car lacks the same mods. as "Tazio". He was edged out of a second place on Saturday by 0.85 seconds. Slaloming is a game of fractions of a second. Look at your watch to realize how short 0.8

seconds really is; hardly time enough to shift gears.

J. Neuman--1750 Spyder, Class X

Jim was running a very tired engine-- acceleration was down and, on fast courses as we had, he had a car that couldn't meet the demands. Yet, he took two 4th places. (It is now in "Tazio's" garage being repaired.)

S. Harmon--Gulia Super, Class Xw

She was the only female Alfa driver. A Camaro proved her downfall; the bigger engine out accelerated her from 1st place on both days.

Your Author--1750 GTV, Class X

On Saturday Russo's MGB nudged me out of first place by 0.82 seconds because I did not drive the car to its maximum potential. But Sunday proved better as I grabbed 1st from the same MGB by 2.89 seconds. The car could have done the same on Saturday. There is no question in my mind that a properly prepared 1750 Alfa is the best car in class X right now. All you 1750 drivers take note and get out and drive.

All-in-all, Alfa owners can be proud of their marque's performance at Lone Pine.

Watch the "Pit Stop" column in the LA Times for slalom announcements. Remember August 6 at Orange Raceway.

## For Sale

FOR SALE: 1967-1600 Normal engine and 5-speed trans. Carburetion not included. Recent complete valve job by Shankle (Jan. '72). Heavy duty clutch. One year ago trans received new synchros, sliders, bearings, shifting rods, rev/5th fork and idler and bushings, although at present it needs 5th gear bushing. \$350. Mark Butler (213) 340-6198 or write 5830 Reseda Blvd., #205, Tarzana, Calif. 91356

FOR SALE: '65 SS Pearl White, black interior, excellent shape all around. One of the nicest around \$2800. Glen Reynolds 436-4221 (4:30 to 5:00) 700 Henry Ford Road, Long Beach, Calif., Slip G-26.

FOR SALE: 4 5.00/8.30-15 Goodyear R-6 racing tires. Better than half thread left. \$100. Dale Jones (213) 596-2687



# WESCO TRACK & TIRE

**PIRELLI** ITALIAN TIRES OF SUPERB QUALITY

ROAD \* RACE \* RALLY



- PIRELLI CINTURATOS
- RACING TIRES, SCCA APPROVED RACING AND RADIAL PLY RETREADS
- Mag & Wire Wheel Balancing to Racing Tolerances
- Most Diversified Stock of High Performance & Racing Tires on the West Coast

**WESCO  
TRACK  
& TIRE**

8441 Sepulveda Blvd., Van Nuys, CA Tel: 894-3700

**ALFACIONADA** is the monthly publication of the Alfa Romeo Owners of Southern California (AROSC).

Subscriptions to this newsletter are included as part of the \$5.00 per year AROSC membership fee. For membership information write AROSC, P.O. Box 261, Los Alamitos, California - 90720.

Articles, letters, and personal ads are always welcomed for publication and should be received by the editor fifteen days prior to the monthly meeting. Meetings are held on the third Friday of each month at Little Lake Park Clubhouse, at 10900 So. Pioneer Blvd., Santa Fe Springs, just north and east of the Santa Ana Freeway, at 8 PM. For further information, call Tom Atkins (President) 340 - 6773, or Dale Jones (Editor) 596 - 2687.



FACTORY AUTHORIZED  
ALFA ROMEO  
SERVICE

FIAT-FERRARI-MASERATI



JOE CANNONE, Prop.  
17554 VENTURA BLVD.  
ENCINO (one block east of White Oak)

(213) 783-3512



*Alfa Romeo*

**SHANKLE**  
AUTOMOTIVE  
ENGINEERING

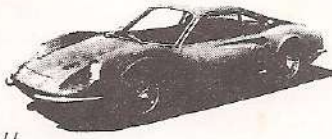
PERFORMANCE SPECIALISTS

15451-F CABRITO ROAD  
VAN NUYS, CALIFORNIA 91406

PHONE: (213) 780-9575

**SUPPORT OUR ADVERTISERS**  
**Give Them The Business**

*Modena Sports Cars*



PETER IURILLI  
BRUNO BORRI  
Factory Trained Mechanics



213 - 660-4960  
213 - 660-4961

5130 SANTA MONICA BOULEVARD  
(east of Hollywood Freeway)

AUTHORIZED



**alfa  
romeo**

DEALER

**JIM GRAY IMPORTS, Inc.**  
LONG BEACH

Drop In.....

TEST DRIVE THE NEW 1971 ALFAS AT A  
DEALERSHIP WHERE SERVICE AFTER  
SALE IS A PLEDGE NOT A GIMMICK.

3515 ATLANTIC AVE. • LONG BEACH  
PHONE 424-0951



**AROSC**

P.O. BOX 261 LOS ALAMITOS, CALIF.



Mr. Darold Cummings  
608 W. Imperial Ave  
El Segundo, Ca. 90245