

# ALFACIONADA 608

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 18 NO. 4 APRIL 1979 P.O. Box 261, Los Alamitos, Ca. 90720

## the SONG of the ALFA



by John Ireland

Whet, wump, whet, wump, whet, wump; the whets and the wumps of Marcello's windshield wipers changed as often as my mind. Whet... "let's not bother going to the Concours, it's raining and it's probably been canceled". Wump... "no, let's go, they wouldn't cancel even if the Russians were attacking". Whet... "boy, it sure is raining hard..aha..ugh..ugh...where the hell did that mud come from". Wump... "there's the mall...boy, look at all those clean Alfas". Whet... "I wonder if there's a place to get a quick paint job nearby". Wump... "hey, it's just for fun, so get a cup of coffee and relax".

The mall was beautiful as Jack Be-cronis (driving a vintage Black & Decker trash hauler) guided Marcello Alana and me to our display position. Since I was still wearing pajamas at the ungodly hour of 9:00 AM, Alana dragged me by my sleeves across the car to get rid of the water spots. Luckily Marcello was in "mood" lighting which meant that the mud balls in the wheelwells looked quaint. Next to me, Sel Ram-say was giving his Spider a Blue Coral massage. Marcello shook his front license plate in disgust as I swabbed at the inside of the cigarette lighter with a Q-Tip.

Breakfast was welcomed by all the entrants. Buffums led us through

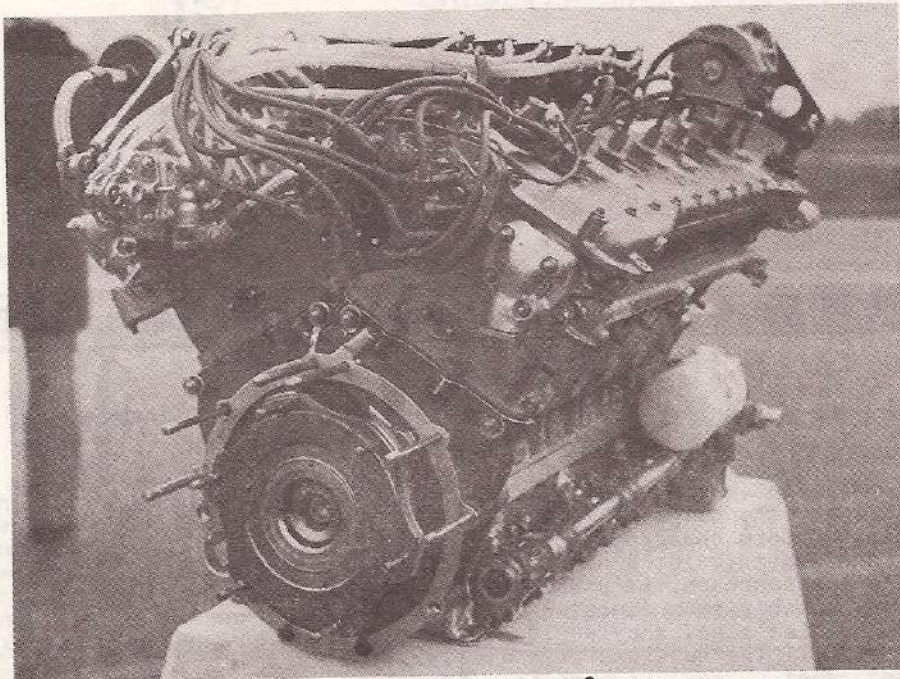
the women's undergarment section first, just to make sure we were all awake. The food was excellent and the napkins were perfect for getting between the slots of Marcello's alloy wheels. The din of arriving people signaled the end of breakfast and the beginning of the judging.

Running to our cars like fighter pilots on a scramble, each of us discovered that, while we were at breakfast, the Tooth Fairy had visited our cars and left ten pounds of dirt in secret hidden spots known only to the judges. At least that was my story. The judges just kept laughing as they circled my car. I can't say which cost me more points; the six inches of topsoil that coated the bottom of Marcello, the Crisco commercial inside Marcello's engine compartment, or the "nude beach" bumper sticker over Marcello's tail pipes. And still, when all was said and done, I felt pretty good. Marcello had placed fourth in class with only two and one half hours of preparation. And that's what I wanted to learn from my first concours.

Cont on p. 3

THE ROAR OF THE BEAR will not be heard this month.





ALFA ROMEO 12 CYL. V 60° ENGINE

Main specifications:

Bore and stroke	78,5mm x 51,5mm
Cylinders	12 at V 60°
Displacement	2991 cc
Number of valves per cyl.	4
Net power	520 HP DIN
Max rpm	12,200 rpm
Max torque	25 kgm at 9500 rpm
Weight	165 Kg
Capacity of oil tank	10 Ltrs
Length	840 mm
Width	480 mm
Crank case in aluminium alloy	
Cylinder heads in aluminium alloy	
Covers in magnesium alloy	
Compression ratio: 11:1	
Valve actuation by twin springs and cups	
Crank shaft on 4 bearings	
Lucas indirect fuel injection	
Marelli Dinoplex electronic ignition with one spark plug per cylinder	
Reinforced lubrication with one delivery pump and four scavenge pumps.	

MORE DETAILS TO FOLLOW

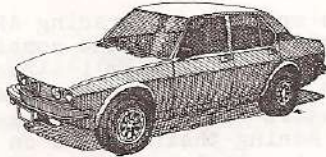


"Song" cont from p 1

The real fun was guarding Marcello from the candy-clutching claws of the four million children that wanted to touch my car. On the level above me, mouths filled with chocolate and taffy drooled over Marcello's dark blue paint. One kid threw a Sugar Daddy at me while I shook my fist and wondered how big his father was.

Arriving home that evening, I had to admit that Marcello looked VERY good. I decided to wait until the next morning before putting all the dirt back in the car. OR, I could drive it to work clean, and tell everyone that I bought a new car. The sun was sinking as fast as my eyelids. The evening light caught Marcello at the perfect angle. Yes, the fact of the matter is, he's a handsome car. I remember the little old man who just kept nodding his head with approval as he circled Marcello. "Alfa Romeo", I said. He smiled and just kept nodding. "Alfa Romeo", I said, as I turned off the carport light and went to bed.

NEXT MONTH! John, Alana, Doggy and Marcello go on a Top Secret mission for the Department of Transportation. Don't miss "Mulholland Showdown" in Chapter Three of the Song of the Alfa in the May issue of Alfacionada.



If you move, the post office will not forward your newsletters to you. So, please send us your new address at least 4 weeks in advance, so you won't miss a single issue.

*Alfa Romeo*

ALFACIONADA

# APRIL MEETING

## REMEMBERANCE OF RACES PAST

Come to the April General Meeting and re-live that fabulous weekend in August of 1978 at Laguna Seca when the classic giants of Motor Sport took to the track and showed their stuff.

A color and sound movie of the Monterey Historic Automobile Races containing some of the finest racing footage ever! will be presented.

For those of you who are planning on attending the races this year, this will be a little preview of what is in store for you this coming August.

See you there!!

## CALENDAR OF EVENTS

- Apr 21 Historic Auto Races, RIR
- 22 IMSA 6 Hour Race, RIR
- 27 General Meeting, Alondra Park
- 29 AROSC "Angel's Flight" Rallye
- May 2 Board Meeting, Becronis
- PLEASE NOTE: THIS IS A WEDNESDAY
- 4 Alfacionada articles due
- 6 Championship slalom, Lion Country Safari
- 19-20 Lone Pine Time Trials
- 25 General Meeting, Alondra Park
- Jun 16 AROSC Time Trial, RIR
- Aug 9-12 Alfantasy '79 AROC National Meeting, San Diego
- 18 Historic Auto Races, Laguna Seca
- 19 Pebble Beach Concours
- Sept 29 AROSC Time Trial, RIR
- Nov 10 AROSC Time Trial, RIR



# Slaloms & Such

by Barry Klein

April, 1979

The first SCC SCC sanctioned championship slalom was held March 18th and AROSC had three members competing. The event was threatened by rain, but it never really interrupted the racing. The course was well laid out with three places where the driver had an option as to which way to go around the cones.

In Class Q (supposedly stock category) Gino DiFabio in his Alfa 2000 GTV turned his best lap in 92.19, which edged out an Alfa 2000 GTV running for the Corsa Club by 0.21 seconds. He also beat an Alfetta GT by 4.54 seconds.

Now here's a guy that loves competition. Mark Moran, who unfortunately arrived late due to the rain, entered his stock '72 Spider in the Modified Class M. Although really outclassed, his best lap of 100.37 was not the slowest for the class.

Due to the lack of any cars in Class F, I registered a 1300 modified Giulietta in the next class up - E Class. Well, I never did get my driving style down plus I had problems with the Webers so my best time was 92.03.

The up and coming slaloms are as follows:

- |           |  |
|-----------|--|
| April 29  | Non-championship at Lion Country. Run order: AGC/FLV/QIR/EKU/DJT/MNS/BHP                       |
| May 6     | SCCSCC sanctioned championship at Lion Country Safari. Run order: PGH/BN/EC/MS/IQT/JRK/LUV/DAF |
| May 19/20 | Lone Pine Time Trials (SCCSCC sponsored event)   |

June 10 SCCSCC sanctioned championship at Lion Country Safari. Run order: BCN/HPR/QIJ/AMS/KGE/DF/UVLT

I will have flyers on these events at the April meeting, or call me after 7 PM at (213) 790-6369.

.....  
.....  
*Angel's  
Flight*



## RALLYE

by Ana Maria Gallo

The "Angel's Flight" Rallye, sponsored by ALFA MILANO, Inc., a combination Time-Speed-Distance (TSD) and Skill/Gimmick rallye to be held Sunday, April 29th, 1979, will be the first of the AROSC competition rallyes for 1979.

In addition to the competition points and trophies awarded to the first, second and third place teams, a non-scoring award will be presented in the first-timer category.

In the spirit of upgrading AROSC's competition skills, the combination TSD and skill/gimmick instructions should provide both drivers and navigators with opportunities to start honing their skills on some of Los Angeles' more interesting roads and neighborhoods.

All members, whether first-time-out, beginners, or seasoned rallyists, are encouraged to participate. If you are navigator-less or driver-less, let me know so that you might get paired with other members.





Alfa Milano, Inc.  
presents

# ANGELS FLIGHT RALLYE

Sunday,  
29 April 1979

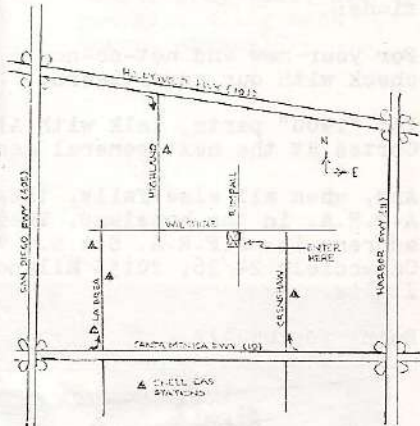
Rimpau at Wilshire Blvd

Registration and Check-in 2-2:40 pm

Question Session 2:45 pm.

First Car out 3:00 pm.

\$ 6.00 per car



You and your Alfa Romeo's are invited to tour through historic Los Angeles and environs on a combined TSD and skill/gimmick rallye

Please register as soon as possible by mail or at the April meeting. Mail check\* and entry form to:

Angels Flight Rallye  
Ana Maria Gallo  
1306 Tremaine Avenue  
Los Angeles CA 90019

Please make check payable to "AROSC".

ANGELS FLIGHT RALLYE

ENTRY FORM

Navigator Driver

NAMES: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CLASS: EXPERIENCED

CITY/ZIP: \_\_\_\_\_

BEGINNER

PHONE(HOME &/OR WORK): \_\_\_\_\_

FIRST TIMER

ALFA MODEL, YEAR, LICENSE: \_\_\_\_\_



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To aid in your never-ending search for parts, here are a few suggestions:

For your new and not-so-new Alfa, check with our advertisers.

For "1900" parts, talk with Al Cortes at the next general meeting.

And, when all else fails, there's A.F.R.A. in the homeland. Their address is: A.F.R.A. S.A.S., Via Caracciolo 24/26, 20155 Milano, Italia.

Buona fortuna!!!



## BEST DRIVER Challenge



Malibu Gran Prix Challenge?

by Sally French

Just as I was setting myself down to pen out this article, the phone rang. Chris Boles of Santa Barbara Chapter fame was on the other end. They evidently had barely made the 10 people for the upcoming Challenge, and then 3 of them pulled out. In other words, the April Fools Day event turned out to be another April Fools Joke. Actually, I think they got scared when they saw some of our qualifying times. Credit should be given to Chris for formulating such a neat idea. It is a shame that it had to be called off - possibly postponed.

For the 20 of us that did show up for the runoff on March 25th, we had a great time. The weather was nice and the cars were a lot of fun to drive. The only complaint I have is that today, March 26th, I am SORE. All that tense bouncing around in those little cars can take a lot out of you!!

In the slightly over 2 hours' time that we were at the track, we drove over 270 laps; so you know we had to be going fast. Unfortunately, some of us had to be eliminated, but everyone commented on having a good time. Just so you can stop wondering who was top driver, ect, our fastest qualifier was Kent knoblock with a time of 58:89. Next fastest was Charlie Thieriot with a 59:88, and Bear was third with a 60:10. There were many people with fast times, but for the sake of space, I cannot mention them all. I would like to thank Steve Samson for doing the basic score keeping. Sue Harmon, John Samson and others also helped tremendously in that regard. I know that when I tried to keep track of writing down only three drivers' times, I got lost and wrote wrong times in or forgot which people were in which cars. One time I put someone's time card in my pocket, and when he was out driving, someone else was getting his times on their card. Fortunately, I left the scoring to the aforementioned individuals and things were set straight again.

To top the day off, on the way out, as the track opened to the general public, P. Newman of SCCA Racing fame came in with his family to give the track a once-thru. And to think that I was standing next to him and didn't even know who it was til Al pointed him out as we went out the door!!

All in all it was a good day, even if I didn't get Paul Newman's autograph.





"What, pray tell, are you guys doing back there, anyway?"

The Count of Clemente makes ready for the fray.



Andy, you're supposed to look UP when you're driving.



## Conversation on CONCOURS

by Jack Becronis

The bane of the concours competitor is the necessity to get his freshly scrubbed and tubbed car to and from the meet to be judged. We've all heard the heartrending stories of people that get themselves so distraught attempting to arrive unblemished that they manage to have an accident on the way to the concours field.

"Murphy's Law" specifies that if one washes their car, it's sure to rain. And so it did on Sunday, March the 18th. AROSC's concours was scheduled to take place within the Santa Anita Fashion Park mall in Arcadia: Pouring rain. There is a quality about the Alfa Romeo automobile and its owner that can only be called strong-of-will. Most every competitor put the top up, rolled up the windows and drove through the rain to the warm and dry shelter inside the mall. Back seats full of rags, polish cans and silicone spray. Somehow the whole thing developed a special kind of spirit. Most people ended up loaning each other rags and polish as well as a helping hand to dry off each others' car...Such determination! Such dedication!

The beautiful mall setting afforded 28,000 shoppers an absolutely gem-like small show featuring the very finest of all the fine Alfas in the Southland. Each car had white chains and stanchions surrounding it. As well as cameramen recording the scene, lots of flowers, champagne brunch in a garden room setting...star automotive columnist Bobbie'dine Rodda and the elite Le Cercle Concours d'Elegance of Los Angeles panel of careful judges: Bill Reynolds, Larry Gosh and Dan Ward.

Applause to the concours committee and helpers: Barbara Becronis, Guy Denechud, Sue Bernstein, President Bear Clemente, Hal Croulet, Dan Allen, Bob Doss, Andy Steben, Joan Biggs and Sally french.

The next concours event will be at the AROC National Convention in San Diego on August the 12th. Color it great!



Beauty and the BEAR





"Best of Show" 1600 Sprint Speciale



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA  
1979 Concours Results



"Best of Show"

Jack Becronis - 1965 1600 Sprint Speciale

Category

- 4.1 - 1900 & 2600 Models
  - 1. Al Cortes 1953 1900 Castagno
  - 2. Jim Larson 1963 2600 Spider
- 4.2 - 750 & 101 Series, 1300 cc
  - 1. Ron Williams 1961 Giulietta SS
  - 2. Dick Gebhardt 1964 Giulietta Sprint
  - 3. William Biggs 1959 Sprint Zagado
- 4.3 - 105 Series, 1300 & 1600 cc
  - 1. Jack Becronis 1965 Sprint Speciale
  - 2. Ron Damp 1967 Spider
  - 3. Randy Bent 1967 GTV
- 4.4 - 1750/2000 cc
  - 1. Chuck Hodgson 1978 Sprint Veloce
  - 2. Sel Ramsay 1965 1750 Spider
  - 3. Ron Brown 1978 Spider
- 4.6 - Competition prepared/street licensed
  - 1. Dave Vegher 1966 GTA
  - 2. Tom Hines 1966 GTA
  - 3. Scott Gray 1966 GTA



*Alfa Romeo*

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CARRY-ON 14/1G	\$210.00	\$190.00
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\*Plus tax

Orders may be placed at the next club general meeting, or by writing to: AROSC, P.O. Box 261, Los Alamitos, CA 90720



**LUGGAGE**



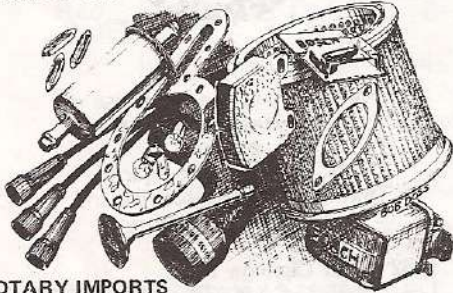


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Alan Ward



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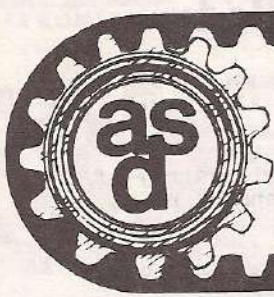
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Subscriptions to this newsletter are included as part of the \$20.00 per year AROSC membership fee. For membership information write: AROSC, P.O.Box 261, Los Alamitos, CA 90720.

Articles, letters, and personal ads are always welcomed and should be received by the editor 20 days prior to the monthly meeting. Meetings are normally held on the fourth Friday of the month at the ALONDRA PARK CLUBHOUSE, at 3850 Manhattan Beach Blvd., Lawndale, just east of the San Diego freeway. Date or location changes will be posted in the newsletter prior to the meeting. Meetings start promptly at 8:00 PM. For more information call:

Rick Clemente (Pres.)(213)399-2541  
Sue Bernstein (Memb.)(213)832-4764





## FOR SALE

1967 Giulia Super, 75,000 miles, recent(?) valves, straight body, excellent running condition, ratty interior, last of the legal Webbers. \$2,100 or offer. Call Lanny at (805) 985-4792

1973 GTV, Red with tan interior, \$400 AM/FM stereo cassette system, lambskins, 50,000 mi. needs bodywork Right front corner. \$3,500. Call Philip Guiral at (213) 598-3790 or (213) 598-2700.

1967 1600 Sprint Speciale, Red with Black int., all new, approx. 40,000 mi on rebuilt eng., 50 mi on rebuilt trans. No rust and in excellent condition thruout. \$6,000 firm. Call Jerry Wright-Home (213) 330-8288 Work (213) 359-8519

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