

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 19 NO. 4

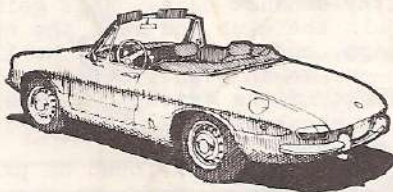
APRIL 1980 P.O. BOX 261, Los Alamitos, Ca. 90720

at random...

by Dan Bernstein

After the great party Friday night at the Hilton with the Alfa team, and after the surprisingly good grid positions achieved during Saturday's qualifying trials, the failure of both cars to finish the race on Sunday was a great disappointment. After surviving early spins, both cars were running well and definitely in contention to score grand prix points, until their retirements. DePailler went out with a suspension failure, while Giacomelli was victimized by Alan Jones, who crashed into him at the end of the Shoreline Dr. straight. However, the performance of the cars while running showed that they are competitive, and as the Grand Prix season progresses, they should improve. So much for the Long Beach Grand Prix.

Everybody take your calendars and circle May 25, 1980. This is the



date of the AROSC concours on the grounds of the Briggs Cunningham Museum in Costa Mesa. This particular concours is going to be unique in that it is going to be judged by the entrants. Scoring is going to be on a first through sixth basis, per category, according to formula one point allocations. So bring your car, vote for yourself, and have at least nine points. I'll be there, and I've never entered a concours. Further details and an entry form are forthcoming.

(continued on page 3)



CALENDAR OF EVENTS

- | | | |
|-------|----|---|
| April | 25 | Meeting, Alondra Park |
| | 26 | Historic Motor Sports Association, RIR |
| | 29 | Board Meeting, Irelands |
| May | 23 | Meeting, Alfa West
3033 Long Beach Blvd.
Long Beach |
| | 25 | AROSC Concours, Briggs Cunningham Museum
250 E. Baker Street
Costa Mesa |



the SONG of the ALFA



by John Ireland

Whatever else you read about the 1980 Long Beach Grand Prix, know one thing, it was a fine showing for Alfa Romeo. Our glory began on Saturday's qualifying session as Alfas earned the #3 and #6 grid positions...an achievement made sweeter by the fact that the night before, I, and many other AROSC members, had the pleasure of meeting the head of Autodelta, Mr. Chiti and both Alfa drivers Patrick DePailler, and Bruno Giacomelli.

And when race day came, as they screamed past grandstand #28, DePailler was in second position, and Giacomelli was fifth. It was a race of high attrition and both Alfas were taken out of the running because of accidents, but as long as they ran, they always ran hard and fast. Ironically, both Alfa and Prabhram did better without each other. In fact, strong national identity seems to do very well in racing. And for Alfa, I feel the combination of a French and an Italian for their drivers worked perfectly. (Neither thinks the other is number one). Giacomelli was facing his first time on the Long Beach course and I felt it showed in his speed through the hard left-hander just past the Queen's Hairpin. Unfortunately that same hairpin was DePailler's undoing, as well as Giacomelli's when Alan Jones got over-eager and rear ended the young Italian. (DePailler spun there, recovered, but several laps later, lost it for good at the same spot). And they weren't alone... two cars suffered flat tires going through the same turn, Regazoni crashed there, and Alan Jones (during the warm-up laps) dumped a lot of oil there.

But while we were in, we were great. It was enough to make me forget the Marlboro day-glow red/orange paint. We can all look forward to an exciting formula one season, and when Alfa get it's new (lighter?) chasis, we may be witnessing the beginning of a new Alfa Romeo era.

Okay, so all of you aren't into racing. Yesterday I went to a friend's house. Her husband had just bought a new 1979 Spider and the occasion was the opportunity to get to know the man better... and drive his new Spider. Now Warren



isn't into cars the way I am. He wants it to run between servicing, he doesn't want to hear about head gaskets, the crank plugs, changing oil every 2500 miles (though he promised me he would), etc., etc., etc. And I started wondering how many Warrens are out there (or Warrenettes). He likes his car because it has the lines of a race car and at a price that's reasonable to him. He enjoys the fact that it's red, Italian, and has a healthy exhaust note. He's going to join the club and read the newsletters, and maybe one day he'll come out to an event. (I gave him a layout of the track at Riverside and he shook his head in semi-disbelief).

(continued on page 9)

at random...
(continued from page 1)

The August meeting, which conflicts with the Laguna Seca classic car race weekend, has been canceled. An outing and concours during the month of August has been planned instead. Watch your newsletter for further details. Also, the May meeting will not be held at Alondra Park. Further details on that meeting are forthcoming.

The program for the April meeting is going to be something technical. See you all then.



APRIL MEETING

Tired of getting your doors blown off? Are you being passed up by Schwinn ten-speeds (I hope not!)? Come to the April meeting and find out how Hot is Hot...and how much hot costs. Bring your questions and your friends. See you there!

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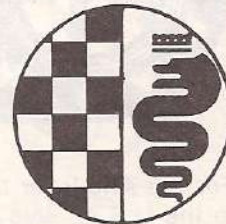


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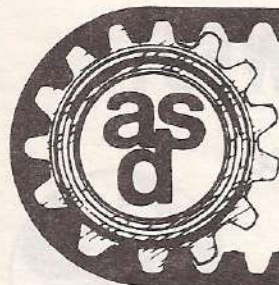
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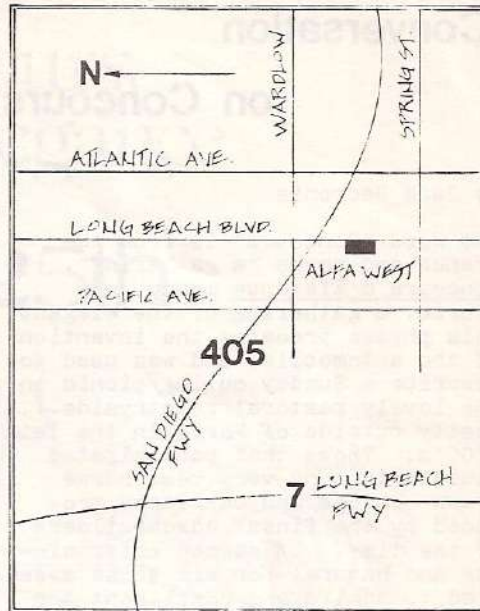


MAY MEETING

The may meeting will not be held at Alondra Park as usual. The meeting is going to be held at 8:00 p.m. at:

Alfa West
3033 Long Beach Boulevard
Long Beach, California
(213) 595-7281

Mr. Cappelletti, the owner of Alfa West, has graciously invited the club to use his facilities for our meeting. Members of the Vintage Auto Racing Association will be on hand to present a film on the 1979 Riverside Historic Automobile Race. There will be coffee, donuts and door prizes, generously donated by Alfa West. Don't forget to mark your calendar for Friday, May 23rd. See you all there!



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Conversation on Concours

by Jack Becronis

The word "Concours" is from the French and means "a gathering". Concours d'Elegance means, of course, a gathering of the elegant. This phrase predates the invention of the automobile, and was used to describe a Sunday outing/picnic in the lovely pastoral countryside... Mostly outside of Paris in the late 1800's. Those that participated would drive the very best horse drawn coaches and carriages produced by the finest coachbuilders of the time. It seemed entertaining and natural for all those assembled to admire and compliment the esthetic beauty and the superb craftsmanship that went into these vehicles. In time, a few ground rules were established as basis for judging one carriage against another. Ribbons were awarded to

the winners. Competition grew, and as it grew, coachbuilders were inspired into developing their craft to a virtual art form.

This art form was in time applied to the automobile as these same coach builders were commissioned to design and construct bodies for the motor car. Many today feel that the most elegant contemporary automobile design emanates from a little (200 square mile) area in Northern Italy. The Alfa Romeo has been the foremost beneficiary of this sophisticated design school. Outstanding "one-of" showcar design exercises in addition to many now classical production designs have been applied to the Alfa Romeo. Truly an unexcelled heritage.

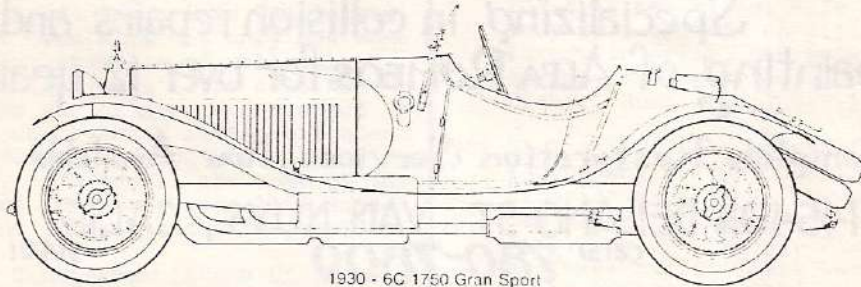
Now that we are all thinking about how lucky we are to be driving a legend AND an art form, let us be reminded of the May 25th AROSC Concours at the Briggs Cunningham Museum. Bring your Alfa, a friend and some picnic lunch...It'll be memorable...Mail in the enclosed entry form today!





Concours d'Elegance

May 25th



1930 - 6C 1750 Gran Sport

ENTRY FORM

Alfa Owner _____

Address _____ Phone _____

Alfa type & Model _____

Year of Alfa _____ Engine/Chassis Number _____

Restoration or modification work by owner, if any? _____

Professional restoration or modification, if any? _____

Prizes won & date(s)? _____

ENTRY FEE: \$5.00 POST ENTRY FEE (after May 20, 1980): \$6.00

Make checks payable to AROSC and mail to: AROSC Concours
1558 Wembley Road
San Marino, California 91108

For additional information please contact: Jack Becronis (213) 449-1665
Al Cortes (213) 970-0127
John Ireland (213) 874-1445



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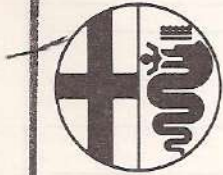
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The Song of the Alfa
(continued from page 2)

Well, this is an invitation to Warren and all the folks out there just like Warren, to try our club and find out who we are and what we do, and see if there's some fun for you. If you missed the Long Beach Grand Prix and the April Time Trial, and really want a nice drive and a relaxing afternoon, join your Alfa Romeo brothers and sisters at the AROSC (that stands for the Alfa Romeo Owners of Southern California if you haven't guessed) Concours on May 25th, at the Briggs Cunningham Museum. You will not only see some excellent examples of well maintained Alfas, you'll be able to bend the ear of more experienced owners and learn a little bit about the care and feeding your car deserves. And you'll see some of the machines that have made Alfa Romeo a legend in the automotive world.

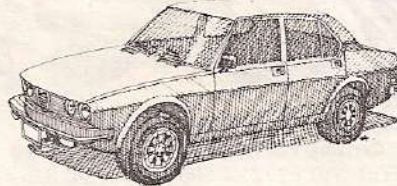
Briggs Cunningham is one of those disappearing breed, the gentleman sportsman. His fame in international yacht and auto racing is heady stuff...at times equal to such events as climbing Mt. Everest, swimming the English channel, beating the Russians at hockey...and much of his personal history is to be found in the Briggs Cunningham Museum. It is a fitting location for an Alfa Concours, especially since Briggs was honored by AROSC with a Life Membership in the club at our January meeting.

The Concours, organized by Jack Becronis, will be very special, for two reasons. First, it is the premier Concours of the season for our club. It will be designed to show you the strong and weak points of your car, in preparation for future club concours. And second, you, the members of AROSC, will be the judges. This will be a low key event, designed to inspire your pride in your own car, and to light a competitive fire in your heart because later in the year, we hope to field a strong team of cars in an inter-club event.

(continued on page 10)

FOR SALE

- 1977 Alfetta GT, 29M, champagne metallic/black, recent head gasket job by Alfa Milano, recent brake pads, new battery, Blaupunkt am/fm stereo, digital clock, tires near new, recent detailing work, overall excellent condition. \$6800
Karl Blasius (213) 796-1376
- 1976 Alfetta sedan (4-door), under 20M original miles, Alfa red, body in excellent condition, luxury interior, new brakes, am/fm. Asking price \$5000
Michael Munoz (805) 987-1030
- 1962 Giulietta Spider convertible, 1300cc engine just rebuilt, Exterior excellent (new paint), new Michelin tires, new battery, new upholstery, Blaupunkt am/fm/sw radio. Call Leslie Weiss (213) 980-7993
- 1961 1300 Spyder. Museum quality restoration 80% complete. \$5000.
1967 1600 Duetto, mint, all new with factory Pininfarina hardtop. \$5750.
1967 GTA, nice, but less engine \$6000., with fresh 1750 engine \$6950. Charles Betz (714) 528-8775
- Alfa new parts for 101 Spyder, grill, 1 pair eye brows, 1 pair license plate lights, insulation blanket for engine compartment, rubber mat (drivers side), gas tank strap, factory competition sway bar. Best offer. Call Tom Reilly (213) 545-6377



The Song of the Alfa
 (continued from page 9)
 And in case you haven't thought about it, each of our club programs has a practical application. The Time Trial program teaches you how to handle your car (and how your car handles) under extreme conditions (speed). The Rallye program teaches you the difference be-



tween feeling lost, and being lost. You'll learn discipline and precision in your driving. The Concours program teaches you the value of car care. If you can make it through the three concours this year, I'll bet you'll add one or two thousand dollars to the resale value of your Alfa. On the other

hand, you may decide you never want to sell it, because a well maintained Alfa doesn't age, it matures. Just like good wine.

Many of you may have been shocked at my 35,000 miles owner's report on Marcello. Doggie accuses me of feeding her the cheap food just so I could buy the oil cooler. Alana mentioned that she'd like to see more of Italy than the spare parts in the den. My accountant says I should declare Marcello as a dependent. Well exXXccuuuuuzzzzMMMMMIEE EEEEE! Because in the words of that Italian oldie-but-goodie...

It'sa my car and I race ifa I wanna,
 It'sa hotter than a disco,
 better thana sauna.

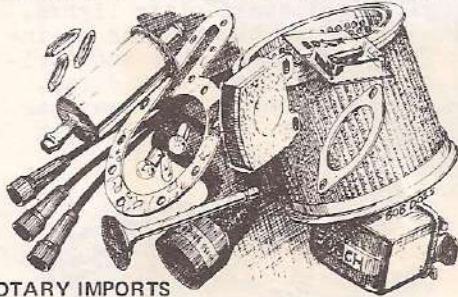
Radar and Nadar,
 theya won'ta stop me,
 I got European cams
 and a full seta Konis.

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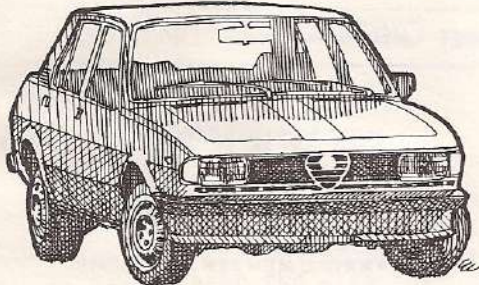
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Into turn nine,
drive shaft donuts sighing,
There go the crank plugs,
my bank account's dying.

Onea more lap,
the engine she's a frying
But the tires are sticking,
the car's really flying.

It'sa my car and I race ifa I wanna,
Race ifa I wanna,
ooo-ooo-waa-oo-wa-ooo.



John, Alana, Doggie, and Marcello.



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Subscriptions to this newsletter are included as part of the \$30.00 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 welcome, 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 p.m. For more information call:

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Sue Bernstein-Memb. (213) 832-4764

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