

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 19 NO. 12 DECEMBER 1980 P.O. BOX 261, Los Alamitos, Ca. 90720

at random...

by Dan Bernstein

With this last version of "at random..." I would like to extend my thanks to the AROSC board members for their support this year. This past year has been an exceptional one with respect to club activities, and the success has been due to the outstanding efforts of the members of the board in planning and staging the activities of the past year. I also would like to congratulate Jack Becronis, the new president, and hope that his board of directors will be as responsive as mine was.

In spite of the open conflict between FOCA and FISA, a grand prix at Long Beach is still scheduled for March 15, 1980. Tickets are still available, and depending upon the outcome of the present power struggle, Alfa will field a team of two or three cars.

All sorts of neat things are planned for next year, so consult your newsletter for upcoming events. The January meeting will again be hosted by ARI at their facility in El Segundo. Hope to see you all there.



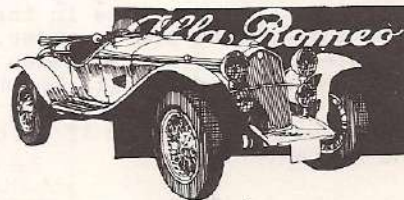
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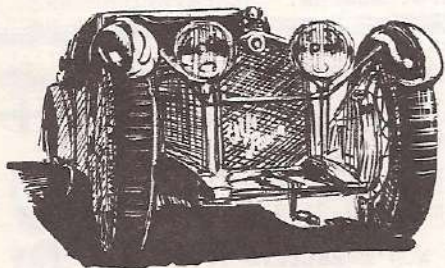
CALENDAR OF EVENTS

Jan.	6	Board Meeting, Ireland's
	17	San Sylmar Tour
	23	Meeting, ARI El Segundo
	27	Board Meeting, Becronis'

Conversation on Concours

by Jack Becronis

Ask the question of any of the 45 individual concours participants during this past season: Is your ALFA ROMEO any better off today as a result of having competed in concours? And the answer will be a definite "YES". Was all that work you went to and all that attention to all those little details worth it all?... "ABSOLUTELY". Are you thinking of participating in the 1981 AROSC Concours Program?... "JUST TELL ME THE TIME AND THE PLACE". Did you really enjoy yourself and have fun?... "KINDA DID, BUT WILL GIVE YOU A BETTER ANSWER AFTER I WIN MY CLASS...O.K."



O.K., there will be three opportunities to win in your ALFA's class in 1981. The plans are in the making, suggestions are in order. Volunteers for some committee work would be welcome. Write or phone in your thoughts. We'll make this new season even better if we can. And we can!



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ALFACIONADA

I'll be reporting to you from the President's chair next year. I'll change the name of my Alfacionada article to "Conversation on the Faith"... You know, our ALFA ROMEO FAITH! I want each and every one of you to know that I'm honored and flattered with this appointment. Dan Bernstein was a magnificent leader for our club and it will be rather difficult to equal his accomplishments. We, I feel, owe Dan (and goodwife Sue) the winner's wreath and a bottle of well-shaken champagne to let fly. The challenge of the new year is before us. We have an outstanding and enthusiastic new Board. We will offer all the traditional AROSC activities: Time Trials, Rallies, Concours, Tech Seminars and it even looks possible to have some Slalom Events on the schedule. Fun activities such as the ARI January Meeting, Group Tours, Baseball Games, Picnics, Formula One Spectator Group, Christmas Party, Malibu Grand Prix Challenges are all being put on the calendar.

Fellow Alfiste, I am proud to be living and going about my life's work among people who see the world as I do and know that the cake we have won't last for long but ah, the taste!

My candle burns at both ends;
It will not last the night;
But ah, my foes, and oh, my friends-
It gives a lovely light!

Edna St. Vincent Millay





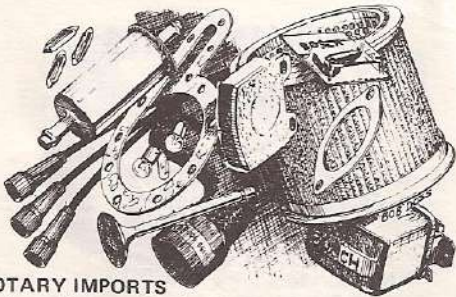
Don't miss out on this absolutely incredibly amazingly exciting Formula One Event, the 1981 Long Beach Grand Prix. AROSC has reserved a block of the best seats available. There is limited availability of seating at this point in time, so get your orders in immediately if not sooner to: Dan Bernstein, ticket coordinator (213) 832-4764

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JANUARY MEETING

AROSC

This year's January meeting will once again be held at the ARI facility in El Segundo, January 23rd, starting promptly at 8:00 p.m.

Alfa Romeo Incorporated is located at 215 Douglas Street, El Segundo. The meeting agenda will include two most prominent speakers, Mr. Dent from Alfa Romeo, and also Pete Lyons. Mr. Lyons will be discussing Formula One racing in the Seventies and the prospects for the sport in the Eighties. Pete has covered Formula One racing for many years as a reporter for Autoweek and the British Autosport magazines and more recently as Editor of Racecar.

We also take this opportunity to present the year-end awards and trophies for 1980 Events. This meeting is always one of our most memorable, and we look forward to seeing you there.

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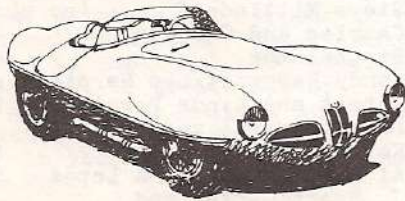


TIME TRIAL REPORT



by Dave Vegher

The last Time Trial of 1980 was sponsored by Beach Imports. Beach Imports has been a long time supporter of the events at RIR and we look forward to further close relations with this outstanding Orange County dealership.



This time trial was different in the respect that a bit of Alfa Romeo history was present in the form of Joe De Loretto's newly acquired T-33 TT. This very car was part of Alfa's successful campaign for the World Manufacturer's Championship in 1975. Joe was present at Autodelta as the car was being refurbished and he over saw the whole operation. The T-33 3-liter, flat 12 engine sounded incredible; it puts out over 500 horsepower.



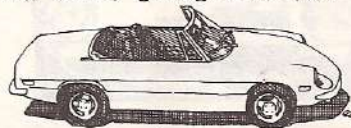
Joe was allowed to put on a demonstration for all the Alfisti surrounding the track, and the clicking of camera shutters almost overcame the din of the T-33 engine. The image of the newly painted T-33 zipping around the track at one of AROSC's Time Trials will long be remembered.

As soon as the T-33 ended all our Alfa fantasies, the time trial resumed as usual. Practice was fairly uneventful except for a large oil spill that sent a number of cars spinning as well as halting practice. Practice finally resumed after enough cement dust was applied to the oil.

After the afternoon practices were over the timed runs began in earnest. In Class G John Ireland made it two in a row with a very fast time of 2:00.44. Some people say John was turning 1:58's in practice, if so it would be a new lap



record, but the official timed laps are the only ones that count. Next time John will turn one of those quick ones when it counts. Robert Crowl being a first time novice, drove very well turning a 2:07.02 to take second away from a very determined Bob Braslau who sped to a 2:08.32. These guys should have a great battle next year. Inese Lacey drove consistently, her fastest lap being a 2:12.49 and Lisa Brown another first time novice did nothing silly going 2:29.92.



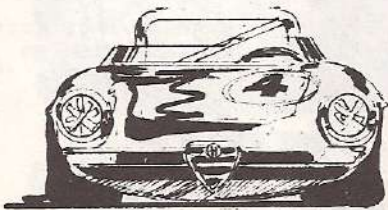
(continued on page 8)

the SONG of the ALFA



Twenty-one Alfas lined up single file on the steep hillside road. The stop watch ticked away as Tom Stoner and Larry Hayes tore open their Rallye Instructions, confirmed the contents, and were green flagged to begin the "Curse of the Hollywood Hills Mille Miglia". Within forty minutes, all the cars were out, snarling and squeeling and sliding through the obscure instructions and bushing breaking tarmac that compromised my third effort in writing a Rallye.

That my wrist watch, the clock on a building, and everybody's own watches, were the official time pieces, only proved how little equipment is needed, and how much fun is possible, in a simple club Rallye. Alana and I allowed 37 minutes to complete the first stage, and Tom Lipkis and Ed Bott (driver and navigator respectively), came to the first check point in the best time of 38 minutes. Jack and Peter Becronis took an hour and fifty minutes, and Larry Wicker and Judy Liber never made it, period.



ALFACIONADA

Due to the extreme fire Hazard in Griffith Park, the Rangers forced us to improvise a second stage at the last minute. The roads were not as fast as we had originally planned, but they proved up to the task. The following is how the cars went out at the start, the number in () is how they reached Check point #2.

1. Tom Stoner/Larry hayes (12)
2. Jack and Peter Becronis (13)
3. (see #21)
4. Dan and Sue Bernstein (1)
5. Dave and Nancy Vegher (6)
6. Jackie Kurman/Carl Rudolph (17)
7. Janet Kneisel and Steve Mittedorf (no show)
8. Charles and Carolyn Bartholomew (3)
9. Randy Raycroft/Les Hardie(n.s.)
10. Robert and Linda Perales (4)
11. Philip Guiral and Kevin Sheridan (9)
12. Al Cortez/Christina Lopez (5)
13. J. Scott Carter and Debrah Wylie (2)
14. Jim and Teri Wood (7)
15. Inese Lacey/Dale Turner (14)
16. Christine and Wolfgang Krause (18)
17. Philippe de Palmaert and Ed Toomey (10)
18. Bob Massaro/Olivia Tamayo (11)
19. Larry Wicker/Judy Liber (n.s.)
20. Bryant Kolsin/David Bushey (16)
21. Tom Lipkis/Ed Bott (8)
22. Rick and Diane Alfvin (15)



No car went out in the number 3 position, but Tom Lipkis was scheduled to until he couldn't get his door to close. This was my best and toughest Rallye to date, and the club's best attended in a long time. I hope it is a hint of next years Rallye interest. And I hope some of you will consider writing a Rallye. If you have questions, ask me or one of the board.

Time Trial Report
(continued from page 5)

The consistent great competition of Class F was even hotter at this event. Not to be denied as he was last time out, was this years answer to Jacques Laffite, the flying Frenchman Phil Guiral. Phil, who says he likes to "keepa the hammer downa alla the time-ah", flew to a new Short course record



of 1:55.92. The previous lap record of 1:56.76 was set by Charlie Thieriot in 1976. Phil ends up the year with 3 firsts, 2 lap records, and a second. Second place went to another fierce competitor Dino Crescentini who turned 1:57.25. Andy Steben was also in the hunt with a 1:58.22. A little further back was

the long unseen Henry Marney IV with a 2:00.74 followed by Sergio Perticucci 2:03.47, and Vince Kwan 2:04.17.



The tremendous battle of Class E starring Dan Bernstein, Rich Washington, Rick Alvin and Pete Stader was again in progress. The only absentee was the last time trial winner Rick Alvin. Dan, Rick and Rich had each won a Time Trial this year, and we all knew that the fender to fender competition would continue until the final checkered on the final run group. That's exactly how it went too, as Pete Stader got to get an extra lap all by himself because of being held up by another competitor.

(continued on page 11)

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AROSC TIME TRIAL #4

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RIVERSIDE SHORT COURSE

NOVEMBER 1, 1980

(N) Novice

Class A	Dave Vegher	1600 GTZ	1:43.02	TTOD
Class B	Kent Jamison	2000 Spyder	1:44.69	
	Mike Sperry	1600 GTV	1:44.89	
	Steve Fog	1600 GTA	1:51.77	
Class D	Art Canning	2000 Spyder	1:51.89	
	Alan Ward	2000 GTV	1:53.05	
	Phyllis Gaylard	2000 GTV	1:57.00	
	Allan Gott	2000 GTV	1:57.78	
	Janet Kneisel	Alfetta GT	1:58.45	
	George Vrtiak	Alfetta GT	1:58.69	
Class E	Pete Stader	2000 GTV	1:54.70	
	Dan Bernstein	1750 Spyder	1:55.91	
	Rich Washington	2000 Spyder	1:56.53	
	Raul Perez	1750 GTV	2:03.57	
Class F	Phil Guiral	2000 GTV	1:55.92	
	Dino Crescentini	1600 GTV	1:57.25	
	Andy Steben	2000 GTV	1:58.22	
	Henry Manney	Alfetta GT	2:00.74	
	Sergio Perticucci (N)	Alfetta GT	2:03.47	
	Vince Kwan	2000 GTV	2:04.11	
Class G	John Ireland	Alfetta Sedan	2:00.44	
	Robert Crowl (N)	Alfetta GT	2:07.02	
	Bob Braslau (N)	1750 GTV	2:08.32	
	Inese Lacey (N)	Alfetta Sedan	2:12.49	
	Lisa Brown (N)	Alfetta GT	2:29.92	



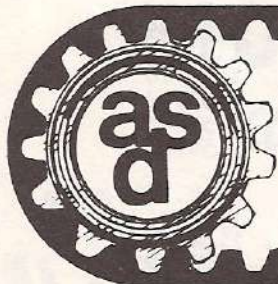
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Time Trial Report
(continued from page 8)

Pete didn't play around, he really "screwed-em on tight" and clicked off a 1:54.70. This time made Pete the fourth different competitor to win this class this year. Not only is he the fourth different person to win, but also in the fourth different type of Alfa. The AROSC Time Trial Code really works. Second went to ever fast Dan Bernstein with a 1:55.91, and third went to Rich with a 1:56.53. Raul Perez continued to improve with a 2:03.57.



Class D saw the upset of the day occur. Art Canning drove his good ole reliable yellow Spyder like one possessed, and flew by an astonished but also very fast Alan Ward. Art must have been taking driving lessons from Richard Petty because his line through turn six had 2 wheels in the dirt all the way around, while spectators had their hearts in their throats. His incredible time of 1:51.89 was over a second faster than Alan's best of 1:53.05. Way to drive Art. It should be a real battle between you and Alan next year. Phyllis Gaylard went very respectably with a 1:57.00. Allan Gott went 2 seconds faster than he has ever gone before turning a remarkable 1:57.78. Yeah ALLAN!! Janet Kneisel in her blood red monster Alfetta GT broke the 2 minute barrier with a 1:58.45 and George Vrtaik drove well with a 1:58.69.

In Class B, "The Big Boys" Mike Sperry and Kent Jamison went tooth and nail again. Kent's new slick

shod 2000 Spyder finally prevailed by a very narrow margin over the hard driving display of Sperry's. Kent's time was 1:44.69, Mike's was 1:44.89. It's really great to see these two guys compete so closely. Their driving skills have come a long way in just a short time. Steve Fog's newly finished GTA went well and sounded great, turning a respectable 1:51.77.

In Class A, the "Blue Bomb" 1600 TZ of yours truly developed a high speed chassis vibration on the warm up lap, almost spun at turn 2, but continued on for one disappointingly un-fun lap and then decided to find the problem and retired. Much to my delight the car still took Top Time honors with a 1:43.02. Thanks Maw!

The Time Trial program of 1980 is at an end. Year end points are being totaled, and the trophies are being bought. At this time I would like to make all the time trial participants aware of work put out by a few people. These individuals are Dan and Sue Bernstein, who keep track of scoring records, timing and registration. Nancy Vegher for her hard work and Patience. Charlie Thieriot and Alan Ward for their helpful driving instruction. Allan Gott, Dick Gebhardt, John Ireland and Andy Steben for their help with tech, thank you very much and last, Mark Samson and your buddy for manning the crash truck, and helping set up the track. Thanks also to all the people who I have not mentioned, this great program can't carry on without you. Next year looks to be better than ever with ever increasing intensity in competition. Let's make 1981 a great year. See you on Feb. 28th, Short Course!

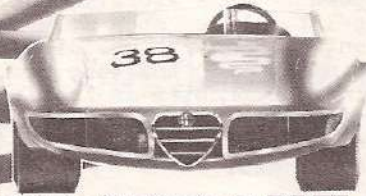


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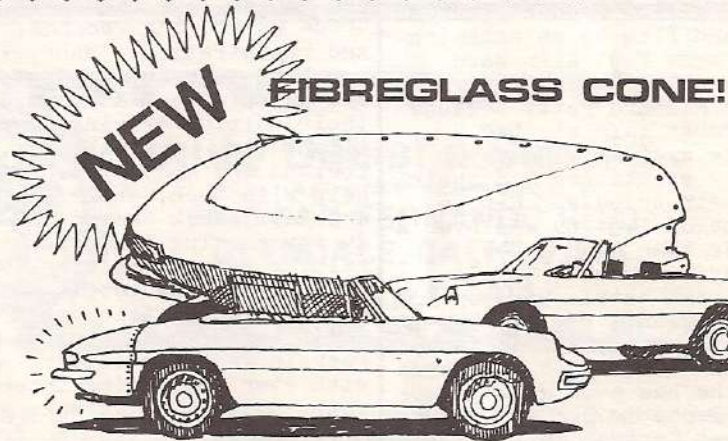
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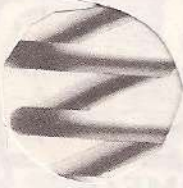
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Subscriptions to this newsletter are included as part of the \$30.00 per year AROSC membership fee. For membership information, write: AROSC, P.O. Box 261, Los Alamitos, California 90720. Articles, letters and personal ads are always welcome, and should 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 Boulevard, 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 8:00p.m. For more information please call:

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