

# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

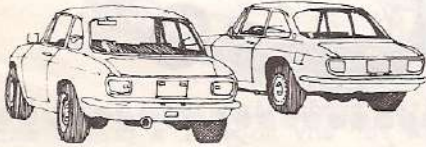


VOLUME 19 NO. 10 OCTOBER 1980 P.O. BOX 261, Los Alamitos, Ca. 90720

## at random...

by Dan Bernstein

As we enter the last quarter of 1980 it is appropriate to think a bit about next year. Thus far, 1980 has been a good year for the club and its members. It has been a good



year and a fun year due to membership participation in a variety of activities planned by the board of directors. The work of the board, assisted by countless volunteers, has been exceptional this year. It is going to be a hard act to follow, but follow it we must. Therefore, I urge one and all to attend the White Turkey Sale and Election meeting on November 28th, and for those of you who are so inclined, run for the board and help make 1981 an even better year.

Speaking about 1981, our block of seats for the Long Beach Grand Prix has been confirmed. The seats are the same as last year, in the top fourteen rows of grandstand 28. I started taking orders last month. Seats are \$50. for three days with your reserved seat. Tickets will be

on sale at the October, November, and January general meetings. For those of you who can't make it to a meeting you can order by mail by writing Dan Bernstein at 2817 San Ramon Dr., Rancho Palos Verdes, Ca. 90274. All orders must be accompanied by a check payable to AROSC for payment in full. Full refunds will be made up to Feb. 15, 1981. Choice of seats will be on a first come first served basis.

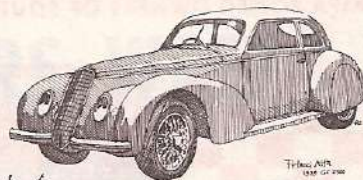
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## CALENDAR OF EVENTS

- |     |    |  |
|-----|----|--|
| Oct | 19 | Concours d'Elegance<br>Chadwick School<br>26800 S. Academy Drive<br>Palos Verdes Peninsula |
|     | 24 | Meeting, Alondra Park<br>(T-33 slide presentation)   |
|     | 28 | Board Meeting, Becronis  |
| Nov | 1  | AROSC Time Trial, RIR<br>(Short course)  |
|     | 23 | Rallye, (Details inside)   |
|     | 28 | Meeting, Alondra Park<br>(Election/White Turkey<br>sale)                                   |

# Conversation on Concours



by Jack Becronis

Crane school has been the location and the beneficiary of the Santa Barbara Concours d'Elegance for the past four years. In September of this year AROSC's Sten Lindgren



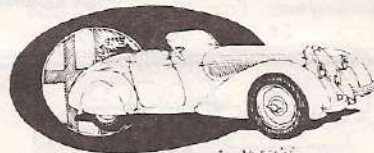
competed with his two ALFA ROMEOs: A superb Giulia 1600 Spider and the very important and very rare 1966 "Quattoroute 1750 Zagato" Spider. Congratulations are certainly in order to Sten as his two ALFAs took 2nd and 3rd place in class...a fine first effort in major concours competition.



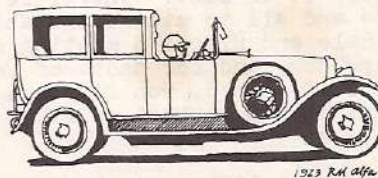
Many members have indicated a curiosity and interest in this unique ALFA model. I feel that a little background on this car deserves the telling...In 1964 the well-known Italian magazine Quattoroute (means four wheels) put forward the proposal to revive, and give a re-birth to the famous ALFA ROMEO of nearly fifty years ago, namely the 6c 1750 Gran Sport Spider, which was produced from 1929 to 1933 with the bodies being provided by the Zagato coachbuilders. Since both

ALFA ROMEO and Zagato were still in business, the magazine called both firms together and suggested that a small supply of Giulia chassis be given over to the coachbuilding firm to mount a spider body. These were to be very similar to the original ones they had made in 1929-33.

All parties agreed to participate in the project (Italians are great romantics). The costs of such a



limited production could never allow for any hope of a profit margin. Yet, when you're Italian, you're Italian. Is profit everything? The first prototype was put on view in April of 1965 on the occasion of that year's Italian Coachwork Exhibition at the Automobile Museum in Turin. This was then modified as to the shape of



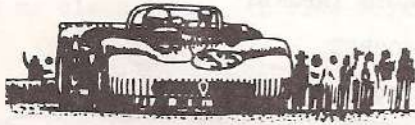
the radiator grill, the profile of the sides and the hood to follow as closely as possible the form of the Vintage 1750.

(continued on page 11)

at random...

(continued from page 1)

Plan on attending the concours on Oct. 19, 1981 at Chadwick School on the Palos Verdes Peninsula to support the AROSC entry. Also plan on attending our last time trial of the year at Riverside on Nov. 1st. The competition has been very keen this year, and the top seven or eight places for year end honors will be decided at this event.



The program for the October meeting will be a slide show by Joe Di Loreto on his Auto delta T33SC12. Come and hear about this great car which won the manufacturers championship in 1975. See you all there.



## NOTICE!

Your 1981 AROSC annual dues and renewal form will be in the November issue of ALFACIONADA. Even though inflation is skyrocketing and running rampant, the board of directors has avoided any dues increase through applied fiscal responsibility. This also will be a time for us to update our files, and receive any feedback you might have. So please watch for your renewal form next month.

ALFACIONADA

## and the winner is....

September 28th, 1980 proved to the San Diego Chapter that the AROSC Malibu Grand Prix Team, (which is basically anyone in our club who shows up), is defeatable. We lost both the overall team score and the best timed lap, but it was very close. Mark Moran was our leading driver, missing the top time of the day by about 1/10 of a second. Good show! The rest of our team also gave a strong showing, but we didn't have the ten people necessary to compete with a full team. So let's show some club spirit and enthusiasm and get ten people out of our 300+ membership and show them what competition is really all about at the next AROSC/AROSD Malibu Grand Prix Challenge!

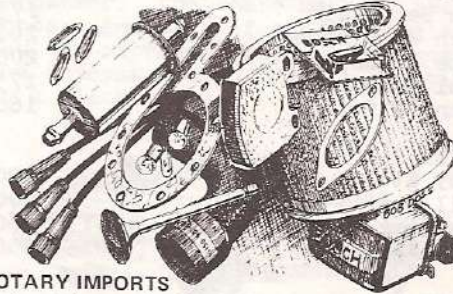
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# AROSC

AROSC TIME TRIAL #3

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RIVERSIDE CAN-AM COURSE

SEPTEMBER 20, 1980

(N) Novice

Class A

Dave Vegher	1600 GTZ	2:08.55	<u>TTOD lap record</u>
Kent Jamison	2000 Spider	2:15.60	

Class B

Kent Jamison	2000 Spider	2:16.93	
Scott Gray	1600 GTA	2:20.86	

Class C

Mike Sperry	1600 GTV	2:17.20	
Alan Ward	Alfetta GT	2:27.47	

Class D

Alan Ward	2000 GTV	2:24.42	
Art Canning	2000 Spider	2:27.11	
Phyllis Gaylard	2000 GTV	2:30.66	
Allan Gott	2000 GTV	2:33.29	
Janet Kneisel (N)	Alfetta GT	2:36.21	

Class E

Rick Alfvn	1600 GTV	2:29.05	
Dan Bernstein	1750 Spider	2:29.39	
Rich Washington	2000 Spider	2:29.72	
Pete Stader	2000 GTV	2:30.95	
Raul Perez	1750 GTV	2:36.20	
Diane Alfvn	1600 GTV	2:38.20	

Class F

Andy Steben	2000 GTV	2:28.41	<u>lap record</u>
Phil Guiral	2000 GTV	2:30.42	
Tom Lipkis	1600 GTV	2:32.50	
Vince Kwan (N)	2000 GTV	2:39.05	

Class G

John Ireland	Alfetta Sedan	2:41.30	
Bob Braslau (N)	1750 GTV	2:43.02	
Inese Lacey (N)	Alfetta Sedan	3:02.84	

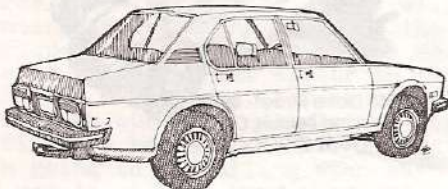


# the SONG of the ALFA



by John Ireland

I won! Three years to the day since I took delivery of Marcello, and I won my class in my 6th Time Trial.



Or, to quote Joe Namath, "I can't wait for tomorrow, 'cause I get better looking every day!" I have decided to have my silver trophy implanted in my chest.

When the day began, I was really feeling shakey. It had been over nine months since I had driven the track for more than two laps. This would be my first time out with the new CN36's and the heel and toe kit



on the accelerator. I would be finding new braking points...later braking points, at more speed. Out on the track (without the oil cooler), the oil pressure was better, but it still went down fast. (Could this be I was going faster?) But, Dave Vegher was only reading 50 lbs. at 8,000 rpm, and Dan Bernstein only had 40 lbs. at seven thousand rpm.

so I said "Hey, it's only the engine!", and six thousand rpm with between 42 and 46 lbs. of oil pressure. And the car is still working so....

At the end of my five timed laps, I was already happy. I had passed the last car out in my group (something Phyllis Gaylard did to me in my first time trial). And as I rushed to the timing tower, I knew in my heart I was in the running for a trophy. And yes, I won...first



place for class G. All in all, a perfect day. The weather stayed very nice (not cool, not hot) for September. And there were no accidents. And each of the first time novices expressed their amazement and enjoyment with there first time on a track.



(continued on page 12)

*Exoticar.*



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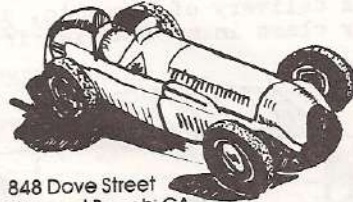
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PAGE 6

This is the last Song of the Alfa. In July 1967, Road and Track tested that year's GTV and said, "...even a Porsche owner ungrudgingly approved the entire Alfa gestalt...". About a year later, Fritz Perls, in his book "Gestalt Therapy Verbatim" explained that gestalt is a German word with no literal translation, but means "a whole"...like the closing of a circle. A hot lap at Riverside is a gestalt. After three years of writing for Alfacionada, I too am closing a circle and completing the gestalt on this phase of my membership in AROSC. Marcello, Alana, Doggy, and I will continue to ride the winds at the various club events, and a new series of chapters will appear in the National newsletter, but my contribution to our local newsletter for 1981, will be as its Editor. And I'm going to be calling upon each of you to pick up your pens and plug in your typewriters, and have some fun.

Each month there will be an open column for the best "Alfa Lie". We all tell them, so now let's start writing them down. It can be one you've told, or one you've heard...

about the price you paid for your car, or the fast one you put over on the service manager, the Cobra you blew into the weeds...exaggerated fact or fantasy, write it down and send it to me. The article should run about 350 words. Using the newsletter as a guide, and based on an average of 5 letters per word and seven words per line, that comes out to one column of one page. If you can't type, print VERY CLEARLY, because if I can't read it, no one else will.

I am also going to start an "Alfa Centerfold"...hot, raw, steamy, passionate illustrations of Alfas in action...suitable for framing. More about that in the next issue. Well, I guess that's it. Don't miss the January meeting at ARI. It's the big one of the year, and there should be a lot of news regarding Alfa Romeo's plans for the future.

Thank you for your comments on my articles. Hearing that you enjoyed them was what made it fun to write them.

John, Alana, Marcello, and Doggy.

Those who paid their money and took their chances on November 23rd, were faced with a perfect score of 300 points (100 per stage) not counting bonus questions. In case of ties, the two highest scored stages, or single highest scored stage was used as the tie breaker. Those are the numbers to the right, inside ().

	DRIVER/NAVIGATOR	POINTS
1st place	Tom Lipkis/Ed Bott	255 (185)
2nd place	Jim and Teri Wood	255 (180)
3rd place	Dave and Nancy Vegher	250
4th place	J. Scott Carter/Deborah Wylie	245
5th place	Christine and Wolfgang Krause	225 (165)
6th place	Philippe de Palmaert/Ed Toomey	225 (155) (90)
7th place	Robert and Linda Perales	225 (155) (80)
8th place	Philip Guiral/Kevin Sheridan	223
9th place	Dan and Sue Bernstein	220

All others finished with maximum penalties for a score of 205.

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 Manney IV with a 2:00.74 followed by Sergio Perticucci 2:03.47, and Vince Kwan 2:04.17.

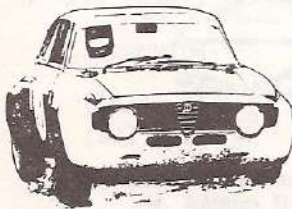


The tremendous battle of Class E starring Dan Bernstein, Rich Washington, Rick Alvin and Pete Stader was again in progress. The only absentee was the last time trial winner Rick Alvin. Dan, Rick and Rich had each won a Time Trial this year, and we all knew that the fender to fender competition would 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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# RALLYE!



CURSE OF THE HOLLYWOOD HILLS MILLE MIGLIA

On November 23rd, 1980, you have an appointment in the Twilight Zone. But only if you enter now. This is a Rallye for novices and old timers. You won't need a trick car, but you will need a sense of humor. And a sense of adventure...as you travel where angels fear to drive. You will learn to take the bitter with the sweet. You will discover how to hunt and peck while trying to heel and toe. And in the end, you will know "que es mas macho?"

You will need a Thomas Road Atlas for L.A. County, a full tank of gas, a watch of some sort, a pen or pencil, an Alfa or Alfa powered vehicle, and the belief that God is on your side. Send the attached entry form to; John and Alana Ireland 7149 Woodrow Wilson Drive, Los Angeles, California 90068, or bring your form and fee to the October meeting. The fee for this event is \$6.00 per car.

Driver's Name \_\_\_\_\_

Navigator's Name \_\_\_\_\_

Year and Model Alfa \_\_\_\_\_

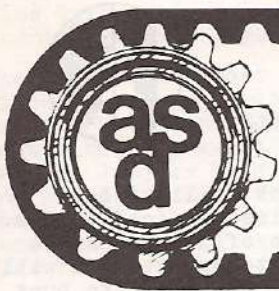
Your Address \_\_\_\_\_

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

Day phone (    ) \_\_\_\_\_ Night phone (    ) \_\_\_\_\_

We must have your phone number so we can notify you if a change of location is necessary.

The Rallye begins on November 23, 1980 (Sunday) at the North end of the Lake Hollywood Reservoir. Registration begins at 1:00 p.m., with the first car out at 2:00 p.m. The Rallye will end about 5:30 p.m., followed by an awards dinner at a real Eytalian restaurant. To reach Lake Hollywood, take the Hollywood Freeway North from the interchange, and exit at Barham Boulevard. Turn right on Barham and go to Lake Hollywood Drive. Turn right, and follow it to the Lake. You can't miss us.



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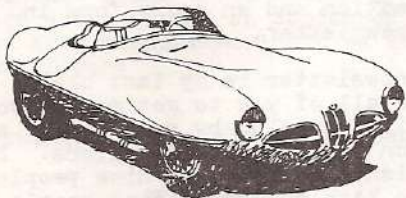
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Conversation on Concours  
(continued from page 2)

When the magazine Quattroruote in a Subsequent edition published photos and information on this project, letters and telegrams immediately poured in from its readers - 92 cars were finally built with more than half coming into the American market.



On the mechanical side the main units of the Giulia spider were incorporated, with the use of drum brakes with three shoes, and the aesthetic touch of authenticity was added with the classic wire wheels. These wheels were provided by the Carlo Borrani Co.: The successor to the Rudge Withworth Wheel Co. of Milan. The chassis frame underwent some alteration at the front to give the car the typical long wheelbase of the vintage period.



The roominess of this new car turned out to be far more spacious than the original 6c 1750, especially in the width of the seats. Also the weight was particularly low, giving a very favourable power/weight ratio and good acceleration.

Thanks to the English magazine Motor, a side by side comparison test was performed with an original Zagato. The test was most favourable to the "Quattroruote 1750" as the driving position, the visibility and comfort were enjoyed

but it was said to lack the fine view of the hood and the rigid steering wheel of the vintage one. The performance was effortless and very much on a par with the 150cc larger and supercharged original. Shifting with the five-speed all-synchro box was, of course, simplicity, and so lacked the sense of achievement felt by every successful shift on the 6c 1750 non-synchro gearbox - that demands some skill to engage quietly!



The Quattroruote 1750 is a fully accepted ALFA ROMEO model and carried the full factory guarantee and service. It is about the only case of original fabricators producing a replica of their own car 35 years hence.

Sten Lindgren will be displaying his Quattrotoute as part of the comprehensive ALFA ROMEO presentation at PENINSULA III Concours d'Elegance at Chadwick School in Palos Verdes. This is an AROSC sanctioned event and deserves the support of all the membership. Fifteen of our best cars will be on display. About 100 additional objects of rolling sculpture will excite the senses: Sunday October 19th, 10:30 a.m. is worth marking on your calendar.



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Song of the Alfa  
(continued from page 5)

I wonder what the accident rate is for people who take part in speed/skill events like ours? It sure seemed hairier going home on the freeway than it did on the track. I wonder what the accident rate for our membership is, compared to the driving public? We certainly seem to grieve more over dings and dents and scratches.

Do not miss the October meeting, it will be on the 1975 T-33 Flat 12 World Champion of Makes Alfa Romeo. Mr. Joe DeFilpie, owner of this fantastic machine, will present a slide presentation on the car, and how he acquired it. Learn its racing history, and its present state of tune and performance. Then come out to the track on Nov. 1st (our final Time Trial of the year), and watch a truly great car, eat up the track.

On October 19th will be our third and final Concours of the year. We are competing against other clubs so if you aren't entering, give us your spectator support. November 23rd (disregard the date of Nov. 16th given at the September meeting) is the Third Annual Hollywood Hills Mille Miglia. It begins where the last two left off...and promises all new Hollywood Hills. Look for more information and an entry form in this newsletter.

This newsletter is my last chance to invite all of you to get more involved with the club by running for a seat on the Board of Directors. The idea isn't to round up nine people, its to have more than nine people wanting to run, so that the membership has a choice in the direction the club takes. And it is to help run the club. I gather from the lack of nominees, most of you like what the present and past boards have done. We thank you, but some

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of the board have been doing their share for mucho years and they are getting tired. If some of you are not willing to pitch in and help by investing a year into making that fun happen, AROSC just won't be there when you want it. How important is the AROSC Board of Directors to me? Well, if there wasn't a board, there wouldn't be an AROSC, and that means there wouldn't have been a Time Trial on September 20th, and that means I wouldn't be able to say "I won!"

John, Alana, Marcello, and Doggy.



### FOR SALE

front inner wheel brg, Giulietta  
top radiator hose, Spider 1962-67  
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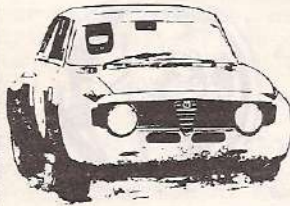
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bership information, write: AROSC  
P.O. Box 261, Los Alamitos, Ca.  
90720. Articles, letters, and per-  
sonal ads are always welcome, and  
should be received by the editor 20  
days prior to the monthly meeting.  
Meetings are normally held on the  
fourth friday of the month at the  
ALONDRA PARK CLUBHOUSE, at 3850  
Manhattan Beach Blvd., Lawndale,  
just east of the San Diego feeway.  
Date or location changes will be  
posted in the newsletter prior to  
the meeting. Meetings start prompt-  
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