

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 20 NO. 3 MARCH 1981

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

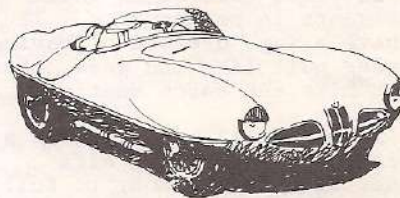
conversations on the **faith**

by Jack Becronis

I was just told about a new up-and-coming form of racing; nine Greyhound buses chasing a Volkswagan Rabbit. Now, that's exciting! Not yet an event to rival the LBGP or the Mille Miglia as a festival and a spectacle, but an institution in the making. I'll devote some of this column's future attention to the developments as they occur.

This column is being written after rain washed out our first Riverside International Raceway Time Trial of the year. This TT was generously sponsored by Alfa Of Santa Monica. The rain came just 20 minutes too early for the event to become official. Novices, such as myself, were given track orientation by the capable ex-racer; Charlie Thieriot. Four cars full of people, rode around the course and from time-to-time, stopped to discuss the nature of some of the track's turns, apexes bankings, hills and dales. Then, a solid hour and fifteen minutes of practice for each of two groups that alternated flag team duty at the corners. After the lunch hour, Group 1 went through a 20 minute warm-up and then were given four

Continued on page 7.



CALENDAR OF EVENTS

MARCH

- 12 through 15 LBGP.
- 27th General Meeting at Alondra Park. 8:00 pm. See notice on page two.
- 28th AROSC Time Trial #3 at RIR. See Competition Report inside.
- 31st. Board Meeting - Cortes.

APRIL

- 11th SOLO I School - SCCSCC. See notice inside.
- 24th General Meeting at Alondra Park. 8:00 pm.
- 26th AROSC Rallye #1. See info and entry form inside.
- 28th Board Meeting - TBA

MAY

- 16th AROSC Concours #1. See notice inside.
- 22nd General Meeting at Alondra Park. 8:00 pm.
- 26th Board Meeting - TBA

Alfa Romeo



Few men outside of Auto Delta have spent as much time learning how to make Alfa Romeos go fast, as John Shankle of Shankle Engineering in Van Nuys. Fewer still, have kept such complete records of their experiments in performance. If you have always dreamed of having 5th gear pull like 2nd gear, than do not miss the March Meeting.

John Shankle will be giving us a general overview of the Alfa engine, from dead stock, to full race. If you think you know it all, or if you're afraid you're a know-nothing, learn the difference between fast and fantasy, March 27 at Alondra Park. The meeting starts at 8:00 pm SHARP!

DUES

THIS IS YOUR LAST WARNING!
\$30.00 - send to AROSC
(not to National), and do
it now or everyone will tell
bad stories about you.
EXAMPLE: "I swear, I saw him
(or her) driving a BMW 320i",
or... "That jerk smells like
a Porsche 914"... or "Guess
who uses old gym socks as an
oil filter?". Get the picture?
Good! Now get the check book
and send in your dues!
*(putting this sideways
MADE YOU READ IT, RIGHT?)*

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

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:

Jack Becronis - Pres. (213) 449-1665
Tom Lipkis - Memb. (213) 822-1511
John Ireland - Editor (213) 874-1445

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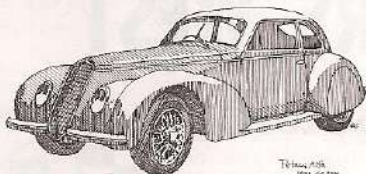
an alfa refuses TO DIE

by Al Cortes

Ever since that fateful day in October 1961, when I happened onto what became my first affair, I have been involved with that ever demanding mistress called Alfa Romeo. From that day to the present, I have had, and continue to have, an on-going affair with 9 hussies!

This article deals with one in particular, a 1961 2000 Sprint with body by Vignale. Unfortunately, the poor thing was in very poor condition and I couldn't bear the thought of it going to the scrap heap, hence I paid \$600.00 for her and took her in.

The reason I bought her, is the same as what caused me to buy all the other ones, I sat inside and imagined how beautiful she'd be if completely restored! However in this

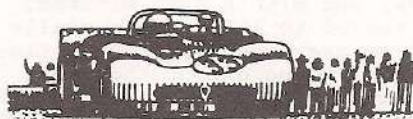


case, it appears that restoring is out of the question for me. She's thoroughly rusted through, inside and out. And it's truly a pity. Originally, the car was a metallic silver with red leather interior, featuring 2+2 seating and electric windows. Anyway, the car sits in my back yard, ready to supply parts when needed. But I've resisted taking anything off because she's so complete that somehow it is wrong to use her for parts. So I put it out of my mind and let her sit for over a year now. The previous

CONTINUED ON PAGE 4.

TIME TRIAL REPORT

1981



The rain in Spain falls mainly on the plain. At Riverside, it falls all over. February 28th was proof enough. And it didn't get any better for those who went to Willow Springs. BUT... we have a second chance on March 28th, at RIR.

Even with the rain, it was a great day. My spin out on my second timed lap (my first spin out ever) was a good lesson. I was already expecting disaster after going through turn two and turn four semi-sideways. And I thought I was going slow enough when I finished braking at the end of the straight leading into 7A. I felt it coming a moment before it happened...I felt I was going just a little too fast.

A moment later, I was looking back the way I had come...and I remember a lot of mud flying around... and suddenly I was parked on the inside of the turn and my engine was stalled. I really didn't mind the spin (Phyllis Gaylord says they're good for you), but I did resent the fact that it changed the nature of the whole track. How fast was safe became something I had to learn all over. A look at the official times shows that fate is fickle, for only minutes later, Andy Steban found the track dry enough and fast enough to set a lap record in Class F.

CONTINUED ON PAGE 4.

"An Alfa Refuses to Die"
Continued from page 3.

owner let her sit too, so what will become of this forlorn Alfa?

One day, a couple of weeks ago, (not having much to do), I put some gas in the tank, a battery in the trunk, and within five minutes, she roared to life! This really blew me away. She runs just fine, and everything except the electric window, operates! Gas gauge, windshield wipers, lights, all operate as intended. I drove her around the block and the brakes are ok, too. The fact that she runs compounds the problem. I lay awake at night and hear this whisper from the backyard..."bisogno il ristauro"... (I need restoration).

TO BE CONTINUED NEXT MONTH!



Time Trial Report
Continued from page 3.

I really hope some of you non-racers will come out and watch us in March. There's a snack bar so you don't have to bring food. And there are restrooms. And the whole place is ours, you can go up to turn six and watch, then down to nine, or four or seven. Sure, some of you will be bitten by the fever and ask "can I do this too?"...and some of you will. But if you don't, if you just walk around and look at the cars and "hang out", you'll have a very nice day. And, if everyone's car is running right, you might even talk someone into giving you a ride during the practice sessions. Or, you can go out and work a turn with a couple of experienced people, and maybe you'll see me and Marcello, waltzing backwards through 7A.

John Ireland - Editor

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AROSC TIME TRIAL #1

SPONSORED BY ALFA OF SANTA MONICA

RIVERSIDE SHORT COURSE

FEBRUARY 28, 1981

(N) Novice

Class A	Dave Vegher	1600 GTZ	1:43.89
	Mike Sperry	1600 GTZ	RAINED OUT
Class B and C	Kent Jamison	2000 Spyder	1:44.85
	Dino Crescentini	Montreal	1:51.42
	(C)Jack Becronis (N)	1600 GTV	RAINED OUT
Class D	Phyllis Gaylard	2000 GTV	1:56.23
	Lou Alaman	2000 Spyder	1:57.72
	Sergio Perticucci (N)	Alfetta GT	2:01.33
	Alan Ward	2000 GTV	RAINED OUT
	Allan Gott	2000 GTV	RAINED OUT
	Hector Vazquez	Alfetta GT	RAINED OUT
Class E	Bob Crowl (N)	Alfetta GT	1:59.51
	Raul Perez	1750 GTV	RAINED OUT
	Rich Washington	2000 Spyder	RAINED OUT
	Pete Stader	2000 GTV	RAINED OUT
	Alan Wilks (N)	1750 GTV	RAINED OUT
	Jackie Kurman (N)	2000 GTV	RAINED OUT
	Lisa Brown (N)	Alfetta GT	RAINED OUT
	Larry Kolisnyk (N)	2000 GTV	RAINED OUT
Class F	Andy Steben	2000 GTV	1:55.69 <u>lap record</u>
	John Ireland	Alfetta Sedan	2:00.71
	Tom Lipkis	1600 GTV	DNF
	Phil Guiral	2000 GTV	DNR
	Charlie Thieriot	Alfetta Sedan	RAINED OUT
	Randy Bent (N)	1600 GTV	RAINED OUT
	Vince Kwan	2000 GTV	RAINED OUT
Class Z	Tony Griffiths	1980 Scorch	1:38.10

ENTRY FORM FOR TIME TRIAL #3

print name here

Date: March 28, 1981

Track: SHORT COURSE

Schedule: 7:00 - 7:15 All Novices in line for TECH INSPECTION*
 7:30 - 8:15 All others in line for TECH INSPECTION*
 8:30 - 8:45 Drivers' Meeting - MANDATORY
 8:45 - 9:15 Track Orientation
 9:30 - 12:00 Practice
 12:00 - 1:00 Lunch
 1:00 - 4:45 Warm-up and TIMED RUNS (5 laps)
 5:00 - Awards Presentation and CLEAN UP

Fee: \$45.00 per Driver
 ENTRY DEADLINE: Midnight Mar. 25th - received by AROSC.
 LATE ENTRY PENALTY - \$10.00
 * LATE TECH PENALTY: YOUR FASTEST LAP WILL BE DISQUALIFIED

DRIVER #1. Name _____
 Address _____
 Phone () _____

DRIVER #2. Name _____
 Address _____
 Phone () _____

EMERGENCY: In case of emergency, the Club should contact:
 Name _____
 Address _____
 Phone: home () _____ work () _____

ALFA Year and Model _____ Disp. _____ cc.
 CLASS Class _____ Class points _____

I must file a new class sheet because I have made modifica-
 tions since completeing the last form. YES() NO()

I understand that my entry fee is NOT REFUNDABLE and I will abide by
 the rules of the AROSC Competition Code.

Driver #1. _____ Driver #2. _____
 Date _____ Date _____

Make checks payable to AROSC. Return this form with entry fee to:
 NANCY VEGHER 2012 W. 234th St. Torrance, Ca. 90501

MORE FAITH

Continued from page 1.

timed laps. A few sprinkles had been experienced off-and-on for most of the day, yet the only real effect on the TT, up to this point, was all in the mental images in the drivers' minds. The yellow and red diagonal striped flags (a slippery track) were on display at turns six, seven, and nine. Marcello (the legendary John Ireland prepared Alfetta sedan) lost traction at turn seven and accomplished a graceful 360 spin. He then took a deep breath and continued on. Tom Lipkis wasn't quite as graceful at turn seven, his 1600 GTV locked-up the brakes, causing it to slide into the "armco" fence. Tom's right front fender was crushed into the tire and wheel, which required a crow bar to bend things back to a relatively normal position. Tom retired for the day: Rotten luck! I was started on my warm-up laps along with my Group 2 comrades. The windshield of my 1600 GTV began to show some important rain drops, and I started feeling some wheelspin in the corners. I guess at this point I couldn't argue with the checkered flag that prematurely ended the day without any official times going into the record book.

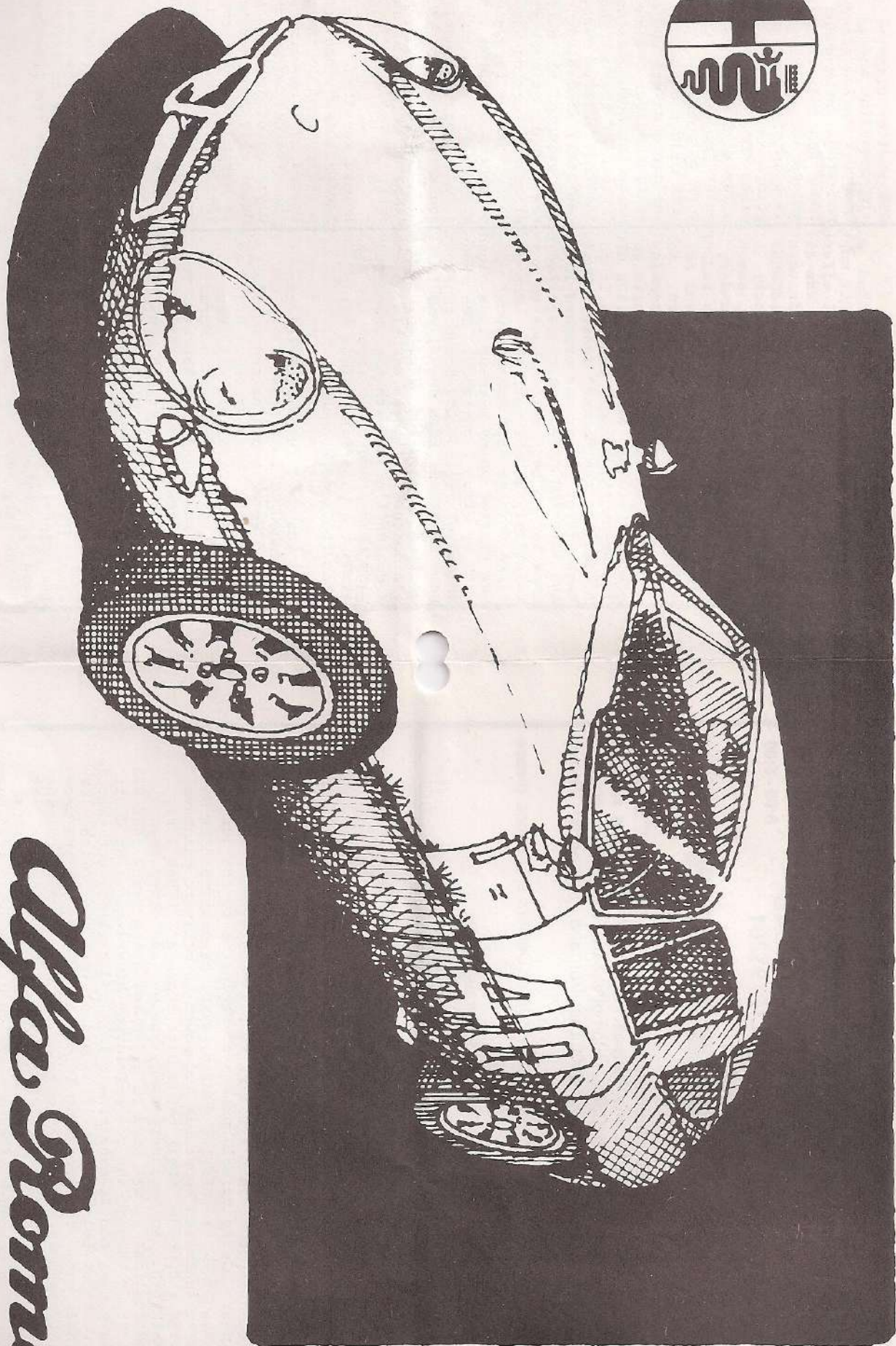
This was my first Time Trial experience. I felt great! The GTV my son Peter and I helped build, felt great! Very strong. Solid as a rock, beautiful brakes! Many thanks to Tom Hines, Alan Ward, John Shankle and John Maryott, for the selfless hard work, advise, and dedication to quality on behalf of the GTV. Here are of the vital statistics that made it all work:

1967 1600 GTV (AROSC Time Trial basic model points, 150), velocity stacks (1 point), 10.0 racing cams (14 points), ported and polished head (5 points), oversized valves (4 points), 400cc displacement increase (4 points), GTA tubular headers (4 points), GTA Junior close ratio gearbox (3 points), limited slip differential (5 points), 5:12 ring and pinion ratio (3 points)

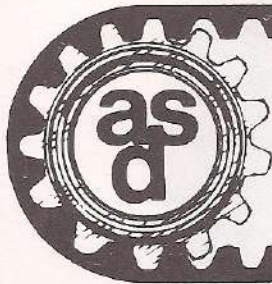
GTA smaller diameter and 7" width rim magnesium wheels (6 points), Goodyear racing slicks (16 points), non-stock springs and sway bars front and rear (12 points), Koni shocks and negative camber in front (4 points). The sum total of all points is 225, the absolute high for class "C". Our little "C" class pride will eventually get a decent paint job and a little upholstery work (0 points). The things we did that didn't cost points but enhanced the car's safety and performance are seat, shoulder and anti-submarine belts for both passenger and driver, "Purple-K" fire extinguisher, 1" thicker radiator core, oil cooling radiator, 45mm Weber carburetors, relocation of the battery to the rear trunk, quicker steering-smaller diameter steering wheel, Stewart-Warner gauges for water and oil temperatures, drilled and vented disc brakes, full Aeroquip on all gas, oil, and brake lines, 50/50 GM coolant and distilled water, SAE 50W Kendall racing motor oil, new distributor points, spark plugs, and coil.

Howard Rockstad, President of the National AROC, has recently become a resident of Southern California. Howard is a research specialist in the Alternative Energy Resources Division of Atlantic Richfield Corp. Originally from Massachusetts, he is making his new home in the San Fernando Valley. And will be associated with a new research project for Atlantic Richfield, in the L.A. area. We are pleased to welcome the National President as a member of AROSC. Our local club now has the distinction of having both the President and Vice President of the national (AROC), in its membership. Howard plans to enter his 2000 Spider in the Time Trial events this year.

See you all at the March 27 Alondra Park meeting at 8:00 pm. SHARP!



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SEX AND THE THRILL MACHINE

by John Mitchell

This is the story about the nightmare I had last night. An Amoral Majority was trying to totally ban Alfa Romeos from the streets and race tracks of America! This Amoral Majority took their case to court and presented proof that Alfa are sexually permissive and "dirty thrill machines." Jerry Falwell presented Exhibit A to the jury. A photo of an Alfa 33.2 Pininfarina design, with the caption "Car design appeals to fantasies about sex and power to motivate purchase." The jury smiled and nodded their heads with approval. Then Jerry presented Exhibit B...an obviously used, abused, and mistreated Duetto (it looked like it was used as a 4 wheel drive truck that had just taken a tromp through the cow paddies at Riverside). No doubt it had probably competed in many time trials and rallies, but that is no excuse for not at least giving it an annual wash and polish. It was disgustingly sad. The jury went into deliberation and the verdict was guilty as charged. But the judge, being a loyal Alfa owner himself, decided to give Alfa one last chance to "clean up its act" on May 16, 1981 at the Lutheran High School in Burbank, when AROSC has it's first Club Concours of the year. So please save Alfa's reputation, clean and polish your car inside and out. (Who knows, you might win Best of Show). Let's prove that Alfas are clean and sexy. For more information please call me (John Mitchell) at (213) 242-0269.

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ALFACIONADA

more

events



SOLO I APRIL 11th, 1981

If you missed the February meeting, you missed an excellent presentation on what it takes to get the most fun out of your car. On April 11th, SCCSCC presents a SOLO I SCHOOL/Practice, hosted by RFCC at Riverside International Raceway. This event is similar to our Time Trials, but does require some additional safety equipment. But there are a wide variety of classes to compete in...or just go and watch...and learn. For more info on SOLO I and other SCCSCC Events, call Jim Wood, the AROSC SCCSCC Representative, or talk to him at the March meeting. You may also contact Bob Langdon at (213) 790-0913 day or eve.

**SPORTS/FOREIGN AUTO FAIRE
SUNDAY APRIL 12, 1981**

After talking to Dave Robertson, one of the organizers of the event described in the flyer below, I must say it sounds like a perfect day for auto enthusiasts to get together. Parts Exchange/Auto Sale/Concours/Slalom Races...it seems to have something for everyone. The host club is the Porsche Owners, but every marque is welcome and Dave is providing AROSC with a free display area. We can fly our banner, show our best metal, and have a registration table to sign up new members. Get a flyer at the March Meeting, and let's organize an AROSC Display.

Sports/Foreign Auto Faire

SUN. APRIL 12 '81 8 a.m. -3p.m.

PARTS EXCHANGE-

Buyers/Sellers of classic, race car and late Model parts & accessories can make extra cash or find that needed part.

AUTO SALE -

Sell or buy sports Foreign or race cars. Display your car to thousands of potential buyers. Make your own deal - Space Fee.

CONCOURS/SHOW-

The Orange Co. Porsche Club of America will host a display of some of the finest Porsches in the world. Street & Competition classes.

SLALOM RACES-

Racing between pylons all Sports/Foreign race enthusiasts are invited to test their driving skill against the clock - Hosted by Porsche Owners Club.

Los Alamitos Race Track, So. Calif.

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Admission \$2.50 Kids under 12 \$1.00 Spaces \$15.00 Slalom \$15.00

No Reservations (Arrive Early) - Info. (213) 923-3310

ALFACIONADA



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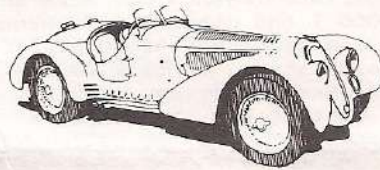
1967 Duetto. Original owner, only
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1960 Sprint Parts. L & R grill
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1966 Spider Seats. Looking for good
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(213) 473-9363, or write to
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1967 GTV right front fender. Call
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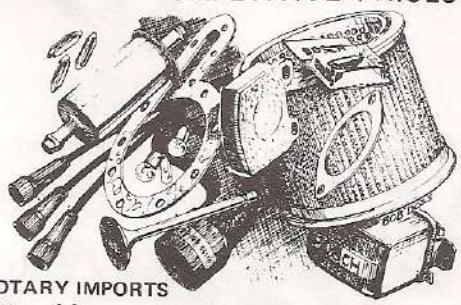
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FIRST PRIZE!!! Dinner for two with Doggie Ireland, in the alley of your choice.

SECOND PRIZE!!! Dinner for two with Doggie Ireland, in the alley of her choice.

THIRD PRIZE!!! Leftovers from either of the above two dinners.

Don't wait, enter now. This is a Rallye for new hands, old hands, and for clumsy hands. DO NOT BE AFRAID. Everybody will walk away with something, and if you're lucky, you'll drive away.

THE DAY: APRIL 26, 1981

REGISTRATION AT 1:00 PM.

DRIVERS/NAVIGATORS MEETING AT 1:30 PM.

FIRST CAR OUT AT 2:00 PM

THE PRICE: \$5.00 PER CAR

THE RALLYE MASTERS: JIM AND TERRI WOOD

YOU MUST PRE-REGISTER!

Fill out the entry form below and mail it to Jim and Terri at 75 North Oakleaf Avenue Agoura, Ca. 91301...or call (213) 702-2175 (day) or (213) 991-3754 (night) for more information.

THE GREAT TARGA FLORIO DE CALABASES ENTRY FORM

You ain't scared me! My name is _____ and my navigator's name is _____ and we done seen it all!!!

Here's my five smackers, and my address _____ and my

phone number _____. So you just better count on my being at this here Targer-deflorio-rallye-type thing. My Alfa's so fast in 2nd gear, my arm ain't quick enough to get it into 3rd.

See ya there!!!



- * LACQUER
- * ENAMEL
- * MOULDINGS
- * STRIPING
- * GLASS

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• TIME VALUE MATERIAL

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