

# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 20 NO.11 NOVEMBER 1981 P.O. BOX 261 LOS ALAMITOS, CA. 90720

## conversations on the **faith**

by Jack Becronis

Alfa Romeo...Alfa Romance...ALFA ROMEO... ALFA ROMANCE...ALFA ROMANCE 1982: That's the name your board of directors has decided to title the coming National Meeting of the Alfa Romeo Owners Club. Credit should be given to board member Jim Wood for coming up with the name. The name is so obvious that one wonders how it happens that it has not been previously used. I think it's a truly great moniker for this sure-to-be-elegant event of Alfas-in-the-land-of-Disney. Inform grandma that she will be expected to do some baby sitting. Phone the Kennel Club for a reservation to leave Poochie. Tell the boss you'll be taking that extra vacation time you've accumulated. ALFA ROMANCE 1982 will be a calendar of events extraordinaire: Time Trial, Slalom, Rallye, Banquet & Concours...ask Santa for a set of spark plugs and a can of polish...start getting the Alfa ready... ALFA ROMANCE 1982 will be in June and based around the available Time Trial Date of June 19th, 1982.

The Formula 1 season closed last month in the razzle-dazzle of Las Vegas. World Champion Alan Jones drove to a wire-to-wire win. One of the best performances to be seen this year. Nelson Piquet finished a struggling fifth to

Continued on Page 5

## CALENDAR OF EVENTS

### NOVEMBER

27th - General Meeting at Alondra Park. See page two for program notes. IMPORTANT!

### DECEMBER

1st - Board changer-over meeting  
Location at Alfvins.

5th - AROSC CHRISTMAS PARTY! See inside for more information about who, what, when and where, and how much.

♫ 1982 ♪

### JANUARY

22nd - General Meeting at ARI's Western Division Headquarters in El Segundo.

### FEBRUARY

26th - General Meeting Alondra Park! "1982 Time Trial Tech and Driver's School"

### MARCH

6th AROSC TIME TRIAL #1 at RIR New SCCA Course! Do not miss Feb Meeting if you plan to enter.

*Alfa Romeo*





THE NOMINEES FOR THE AROSC 1982 BOARD OF DIRECTORS ARE:

President - Al Cortes  
 Vice president - Jim Wood  
 Secretary - TBA  
 Treasurer - Rick Alvin  
 Membership - Tom Lipkis  
 Program - John Mitchell  
 Competition - John Ireland  
 Newsletter Editor - Julio Ramirez  
 Social - Teri Wood

Nominations will also be accepted from the floor. This is a chance to meet the new board, learn about the latest plans on the National Convention, and find a few good parts for your car...or get rid of those last pieces of your old car.

This is the last General Meeting for 1981! There is only the Christmas Party on Dec. 5th, and you'll find out more about that at the Meeting.

The out-going 1981 AROSC Board of Directors thanks you for your participation.

President - Jack Becronis  
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 Treasurer - Rick Alvin  
 Membership - Tom Lipkis  
 Program - Andy Steben  
 Competition - Dave Vegher  
 Newsletter - John Ireland  
 Social - Jim and Teri Wood

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  
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## THE CAESERS PALACE GRAND PRIX

by Lou & Sue Liserani

LAS VEGAS, NV. - I had hoped to be writing this report from the penthouse at Caesars Palace, but I couldn't convince anyone on the Board that the club should finance our trip. So, I'm penning this while sitting on a Magic Fingers equipped bed at the local Motel 6. (We even went full bore and sprung for the TV key).

As we went about the city, one thing became very clear...a lot of people in Vegas (particularly the residents) gave the impression they knew next to nothing about what was going on. In fact, tell a local that you're pulling for the Red #22 and you'd probably get a lecture on the evils of Roulette, and the odds and advantages of craps or blackjack.

Anyway, we made the right choice. The Blue Grandstands were the best (even heard a Porsche owner say so!). You can see almost every part of the track, and the fastest portion is right in front of you. We were told that the Gold seats (translation: "expensive") were a real bomb because other than the pits and start finish, all you could see was the tops of the cars between rows of cement retaining walls.

Up until race day the crowds seemed small, and even on race day, the estimated 40,000 in attendance (there were 45,000 seats) was a very comfortable size. Even moving around in the garage area didn't look too bad. I say "look" because at \$8.00 per day per person, or \$15.00 for four days, I was discouraged from getting any closer.

"How was the race itself," you ask? Well, Shav Glick said it best in the LA Times, "As a race it was one sided, but as spectacle, it was first rate-theatre". It wasn't like Long Beach; no foot races or bike races or go-kart races or celebrity races; just fast cars, fast people, and faster money. If you ignored Jones and concentrated on the action back in the pack, it was a fun race. Mario and Bruno ran 4th and 5th in the early laps, until Mario broke and Bruno spun out.

Giacomelli started working his way back and was definitely the fastest car in the race over the last 25 laps. In fact he almost nipped Prost for 2nd in the last turn (a few hundred feet from our seats). Overall Bruno drove extremely well.

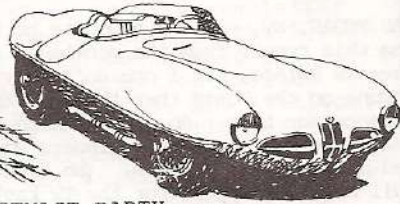
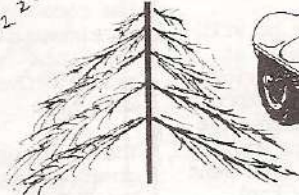
The previous day's CAN-AM race was a great spectator event to say the least. Danny Sullivan got off to a good lead, but Teo Fabi just kept getting closer and closer. Fabi took his shot at the lead in turn one of the last lap, but Sullivan somehow held him off to take the win. Alfa might do well to sign Fabi to take Mario's place next season if Mario leaves the team. Fabi is a first-rate driver.

We were able to park for free each day at the Holiday Inn just across the street. We would then take the overhead moving walkway into Caesar's Palace, then walk through the casino, out around the pool, past the entrances to the garage, the pits, the high priced seats, and a short distance further to our seats. Between events it was easy enough to go back into Caesars Palace to have lunch or use the plentiful and clean restrooms. (I almost died at Long Beach one year from too much beer and too few restrooms). A good part of the fun the last two days was to sit at the pool-side bar and observe the internationals jet-set. ("Martin, I think I'll take the Red Ferrari today"). After the race, it was definitely the place to be as some of the drivers and their groupies drifted through on an absolutely beautiful afternoon. This was definitely the spectacle part.

Having attended the first Long Beach race (the F5000 event) I know it will not be the same at future events in Vegas. As the crowds grow, so do the security measures that limit accessibility. But Las Vegas could be different. It's isolated and willing and able to handle crowds of this type. Just bring money.

See you there next year!





# CHRISTMAS PARTY

THE A.R.O.S.C. ANNUAL CHRISTMAST PARTY

DECEMBER 5th, 1981

7:30 pm to until Charlie  
throws us all out of his  
lovely house.

GAMES, PRIZES, FOOD, FUN, ALL FOR THE PRICE OF ONLY FIVE DOLLARS

We are breaking tradition and not having the big messy pasta dinner of years gone by...but are having plenty of food that will be easier to handle while socializing with all the other people who will be showing up. Oh yes, bring your own booze...we'll have lots of ice and mix, but everyone has to supply their own brand of racing fuel.

By now you must be asking, who is Charlie and why would he let a mad bunch of shade tree mechanics tear down an Alfa in the middle of the living room. Well, Charlie does this every year based on the agreement that he gets to keep all the parts left over after the shade tree mechanics put the Alfa back together. Dats right...Charlie didn't just get off the boat with a box of olive oil...hesa smarta guy.

Well, how are you going to get to this great party? Start at your house and take any freeway to the San Diego Freeway. Now, you want to go toward Mulholland Drive...and that could be north or south, depending on where your are. So look at a map. Now, when you get to the San Diego Freeway (405) and Mulholland, go east on Mulholland until you get to Roscomare Road. Go south on Roscomare Road until you find 2500 Roscomare Road. That's Charlie's.

It would be real swell if we knew how many of you yahoos would be showing up before hand, so give Teri Wood a ring at her phone which is (213) 991-3754, and let her know in advance of your attendance. That way you can be sure there will be enough food.

#### THINGS TO BRING AND NOT TO BRING

1. Bring a snapshot of you, and a seperate snapshot of your car.
2. Bring your own booze.
3. Bring a pen or pencil and a sense of humor.
4. Bring a neat appearance...but don't be too fancy that you won't sit on the floor.
5. DON'T BRING YOUR KIDS...last year a child (who will remain nameless) got into Charlie's electronic gear and ended up with the head and arm of a fly. SO DON'T BRING YOUR KIDS!!!!!!!!!!!!!!!!!!!!!!



CONVERSATIONS CONTINUED:

edge out Carlos Reutemann one point and become the new World Champion. The Alfa's seemed well suited to the tight track with three liters worth of 12 cylinder torque and posted a season best third place finish. This was also Alfa driver Bruno Giacomelli's personal best in Formula 1. Mario Andretti, driving his last race in the cars that bear the Quatrofoglio insignia, had a disappointing suspension part failure that sent him spinning off the course and out of the race. Good-bye to you Mario, and on behalf of AROSC, all best wishes to you and your future team...Adio! Next year Alfa Romeo's Formula 1 entry will have a 1.5 liter V-8 with four turbochargers... Vrooom!

See you all at the November 27th meeting for the General Elections and White Turkey Sale! Alondra Park Clubhouse at 8:00 pm SHARP!

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## TIME TRIAL REPORT



TYPE 8C-35 WINNER OF THE 1936 DONINGTON GRAND PRIX

Alfa Time Trial #5 was sponsored by two independent Alfa repair shops: Veloce Motors West, and Ward & Deane Racing. These two shops account for the preparation that goes into almost every time trial car. Remember, there are plenty of independent shops who work on Alfas but only a few that really know what they are doing. Support the guys who build the cars that hold up under the real test of good work; on the track in competition and winning!

There were 31 paid entrants and competition at this last TT was fierce. Many entrants were battling for the make or break points towards year end awards. A brand new course was used this event. Everyone had there problems with a new corner called Eight "Prime". Many spins and curses later, the timed runs began. But before they did we were again treated to the spectacle of Joe DiLoreto and his flying T-33-TT-12. This car's engine makes all the right noises when spinning 10,000 rpm. If Joe could only bottle the sound he could make lots of money in Alfa crowds.

In Exhibition Class, the T-33 turned a very good time of 1:30:43. Next time this car runs, make it a point to show up. It's really a treat. In Class X, Joe Dykzeul's Alfa powered Lotus turned a very good 1:49:43. Class G saw Lew Dowdy sharing a ride and besting the GT Junior of Novice Whitney Todd by almost 14 seconds. Driver skill really does make the difference...and that comes with participation.

Continued on Page 14





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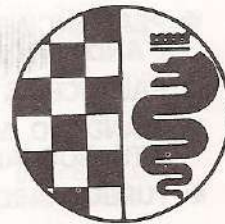
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# "THE MIDNIGHT GRAND PRIX"

by JOHN IRELAND

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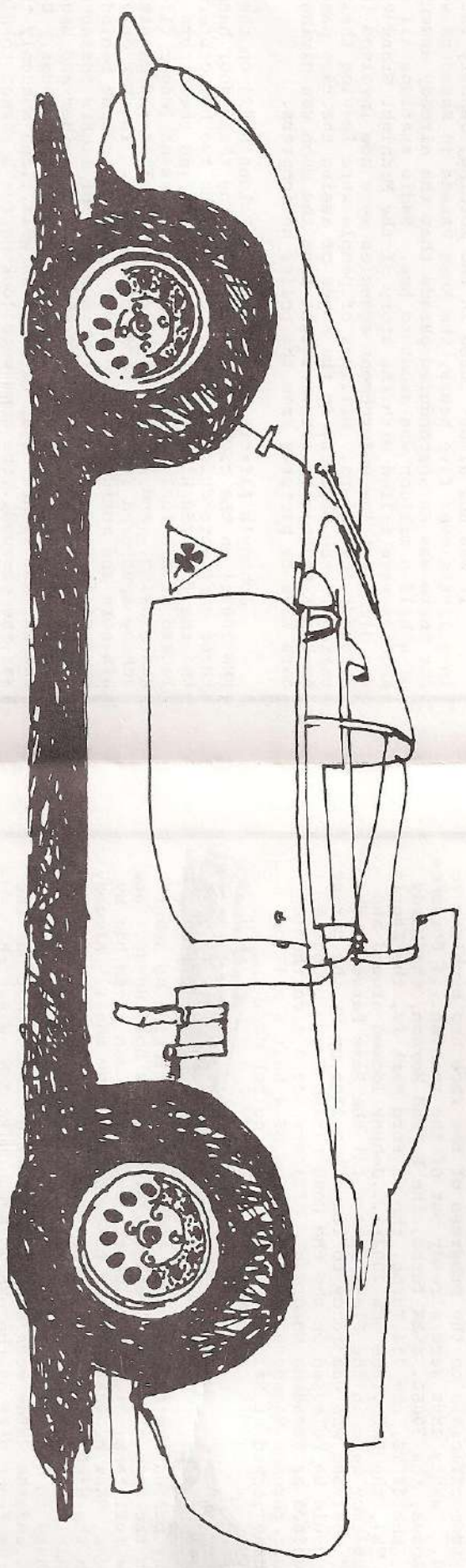
## CHAPTER SEVEN: "One for all and all for one"

It was now almost three in the morning, January 1st 1984...and in a little over five hours, the Rose Parade in Pasadena would begin. But there was an unscheduled parade that the already assembled crowd of a half a million was about to see. Radio stations all over Los Angeles were filled with the story of the Midnight Grand Prix. Over ten different law enforcement agencies were now involved in trying to outguess the racers. Millions of people were leaving their homes, and taking to the streets, in the hopes of seeing the race pass by. A Pan Am Space Shuttle on return flight from the moon was giving its passengers live tv pictures from the police helicopters.

Johnny's Alfetta was flanked by Falona's 924 on the left and the BMW 2002ti on the right...inches separating their door handles. All three cars were doing 120 mph. So were the two helicopters overhead, the the four Z28 Highway Patrol Cameros behind the racers. Johnny looked at his fuel guage. The red light was no longer flickering, it was glowing...and it was only a matter of miles and minutes before Johnny sputtered into the hands of the cops. The BMW driver honked his horn and motioned for Johnny and Falona to look behind them. In everyone's rear view mirrors were a wall of lights coming us behind CHP Z28s...Johnny, Falona, and the BMW split wider and began weaving... the Cameros were unsure and lost their aggressiveness. Behind them the wall of lights began to weave as well...and suddenly the pursuer was the pursued...the cops were looking for a chance to disengage.... the choppers began to pull back and rise higher into the night sky. The blood chilling howel of ten Maserati air horns sent the four Z28s out of control...two climbing the center divider, two disappearing down an off ramp. Suddenly the BMW lost its left front tire...the car spinning in big gentle loops before sliding up a hill of ice plant. Johnny and Falona, seeing the cops a quarter of a mile back were tied up with their own problems, followed the BMW as it came to a stop. The driver was out of the car in a minute, looking in disgust at the broken front suspension member connected to the shredded tire. "Don't tell me," the driver yelled to Johnny, "I know...it wouldn't have broken in an Alfa...!". Johnny smiled to himself as he looked over the BMW..."You're out of the race," he said to the driver, "and the cops will be hear soon. I'll give you a lift to a safer area." The BMW driver said no to Johnny's offer, instead deciding to "go down with his car". "But there may be something I can do for you," he told Johnny. Reaching into the BMW, the driver pulled out a two gallon can of gas. Johnny just looked the man in the eye...words unnecessary as he accepted the gift of gas. Falona called out, "Hey, look!"

Continued on page 10.





11-81

GORDON BAXX &  
 THE MIDWINTER  
 PL. JOHN D. JAMESON  
 GORDON BAXX &  
 THE MIDWINTER

THE MIDWINTER  
 GORDON BAXX &  
 THE MIDWINTER  
 GORDON BAXX &  
 THE MIDWINTER



The wall of lights and air horns was really just a Course Worker in a dune buggy that had bars of lights and air horns welded to it. He had done his job perfectly. "You better get going" yelled the Course Worker, "I'll give a ride to whoever needs it".

The gas just got Johnny to the Fuel Depot...and it was sweet revenge as he watched Falona put her car up on the rack. Johnny could now take his time, check his tires, water, clean his windows and head lights, visit the men's room, and change the left tire because it has lost five pounds pressure since the beginning of the race. He would keep the tire as a spare, but wouldn't count on it. All around him, other drivers were gasing up, making repairs, and getting information from officials on the progress of the race and problems to expect ahead. Twenty cars were already out of the running...4 Porsches an MG, two Lotus, the 300SL, a ZX Turbo, the B Prod Morgon, the Hardy & Beck 320i, the 64 TZ, the 924 Turbo, the 65 Ford Mark IV, the Esprit Turbo, the TR7, the RX2...the BMW 2002ti...Johnny looked around and realized that they were in the Float Garage for the Rose Parade. The starter told everyone who was ready to leave, to line up by the garage door. They would be released on the the Rose Parade Route...Course Workers disguised as Pasadena Motorcycle Officers would give them a 100 mph escort through Pasadena, to the cheers of a half a million people. Johnny looked at Falona, still working on her car.



Johnny pulled the Alfetta into line...he was picking up several places in the race due to how well the Alfetta was holding up. Now Johnny had a full tank of fuel, plus the two gallon can given him by the BMW driver. Now he was ready to take on the heavy metal. Already out there in the night was the Alfa V6, the Turbo Carrera, the Lola T160, the Ghibli SS, the 64 GTA, the Muira, and the Mini Cooper. Ahead of Johnny in line were, the RX7, the 911SC, the 924 Turbo, the 280ZX Turbo, and the Hardy Beck 528i BMW. Twelve cars...that put the Alfetta in the front half of the pack. But behind Johnny sat the throbbing V8s of the 427 Cobra and the 1963 Gran Sport Covette. plus a 69 Mangusta, a Ferrari GTO, and Falona, who was just driving her car off the rack.

The garage doors opened and the cars started moving out in a bumper to bumper formation, flanked by ten psuedo-cops on motorcycles. Johnny was momentarily blinded by the glare of street lights and searchlights and then he saw the hoards of people lining the roads... they already knew what was going on. Johnny knew that avoiding capture in this sea of people would only be by bravery. Flooring the Alfetta, he leaped out of line and jumped ahead of the five cars that were in front of him. The psuedocops began acting like real ones and prevented the cars from doing what Johnny had done...holding them back like a pack of hungry dogs egar to get the rabbit. Johnny hit his bright lights and leaned on his horn as he flew down Colorado Blvd., 100 mph and climbing. "Hot damn," thought Johnny, "I'm running eighth!"

NEXT MONTH: Chapter Eight: "The Ambush Finish"



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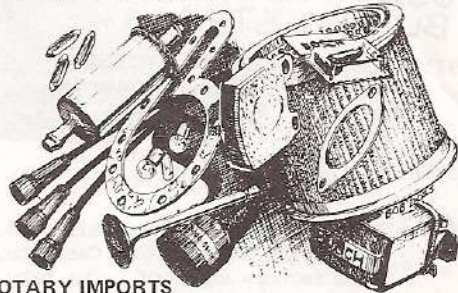
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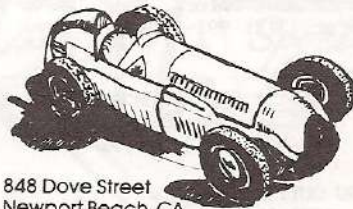
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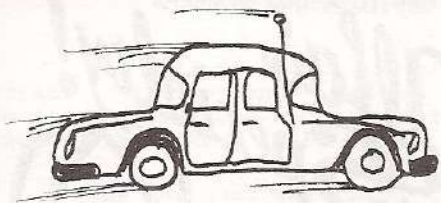
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TIME TRIAL REPORT CONTINUED

Class F, a very very competitive class for the last two years, again saw a skirmish for class honors. The Flying French Fire Fighter, Phil Guiral, gave everyone in F hope, when he pulled into the pits with a cracked injection tube and running on only 3 cylinders. But Barbara Becronis gladly let Phil use one of the tubes off her ever present Berlina, and Phil rejoined the fray to take not only class honors, but the Time Trial Championship for 1981, with three straight class victories. Andy Steben, another consistently fast driver in F, finished a little more than 1 second behind Phil, with a 1:59:83 to Phil's 1:58:44. Tom Lipkis, in his newly repaired 1600 GTV, turned a very nice 2:00:47. John Ireland and Marcello went 2:02:39, Vince Kwan was next with a 2:06:17, and Bob Braslau ended up with a respectable 2:07:62. Inese Lacey was getting her driving reflexes back while turning a 2:21:77.

The usually ultra hot competition of Class E was not present at this T.T. The big guns were either absent or had jumped up or down in Class. However, a new group of hot foots are about to make Class E again a show case of good driving as Pete Stader took first place honors with a very good time of 1:58:30. Bob Crowl, who has been going better and better, still couldn't get the Cosmodyne Special Alfetta GT to stop, and ended up second with a 2:03:45. Raul Perez drove very well to place 3rd with a 2:04:94. Jackie Kurman, who is driving well, turned an amazingly good 2:06:69. Lisa Brown, sharing a ride in the Purple Bomb of Bob Crowl, finished with a not so pleasant 1:10:14...she was still looking for the brakes Bob had lost earlier. No brakes is no fun.

In Class D, Dino Crescentini blew away all competition with a remarkable 1:55:66...over a 2 second advantage on the next car. Way to go Dino. Phyllis Gaylard finished just ahead of the very fast Alfa GTV-6 of Bruce Nole. The stock suspended GTV-6 was a real rocket

down the chutes but not so nimble in the tight stuff. Larry Kolisnyk drove very well in his first appearance in D, with a 1:59:83. Dan Bernstein couldn't recover from jet lag sufficiently to get his slicks warm, and turned a disappointing 2:00:75. Sergio had a tough time on the new course and posted a 2:05:85, and first time Novice Roger Torgeson ran a conservative 2:20:65

The combined Class of C & A saw Mike Sperry's flying 1600 TZ knock off Dave Vegher for Top Time honors. Mike turned an incredible 1:44:48 and that's on vintage tires!!! Scott Gray's GTA was no slouch either, clicking off a very good 1:50:07, and Jack Becronis ran a very good 1:57:64.

The Alfa Club Time Trial program has again been successful. In 1981 we averaged over 34 entrants for each event. This is amazing because our entry fees went from 25 to 45 dollars. People who own Alfas truly enjoy driving fast. Driving fast competitively on a race track not only makes you enjoy your Alfa

it also makes you enjoy merely being alive. There is nothing like the controlled rush of adrenaline as you enter and negotiate a corner faster than you have ever gone before.

The Time Trial program has been very good for me. It has allowed me to realize goals I always wanted to accomplish. I have been the Time Trial Director for two years and am now about to enter a full season of National SCCA Racing. I am turning the reins of the TT Program to John Ireland. Give him all the support you can.

I would like to thank all the people who have helped with the Time Trial Program this year and in years past. They are Nancy Vegher and Sue Bernstein for Scoring and Registration and Timing. Dan Bernstein for Timing; Andy Steben, John Ireland, Alan Gott, in Tech Inspection; Charlie Thieriot and Alan Ward for Novice Instruction; and especially to Mark Samson for his help at setting up the track and generally seeing that things get done. Thank you all very much, and I hope to see you next year.



# THE DOG



Not everyone made it to the finish line of "The Last Hollywood Hills Mille Miglia"...but everyone did make it home. Over the last three years I have seen AROSC go from Gimicks to Guts in the Rallye arena...and that means we are now ready for a SIX HOUR/300 Kilometer EN-DURO that will start at Midnight and end at Dawn. The exact date will be given in the near future...but looking at 1982 as a whole, it will be a busy year.

Start making out your calender...Jan. 22 is the Big Meeting at ARI. February will have a Tech and Driver's School as the General Meeting, followed a week later on Mar. 6th, with the first Time Trial of the Year. Other TT will be in May, June (with the National Convention) September and November. Now figure in the Long Beach Grand Prix the first week of April, the Vintage Races at Leguna Seca in August, and the 2nd Caesar's Palace GP in October and the year is almost history. Maybe the way to fit in the Concours and Rallye Programs are to double them up into tandem events.



*Alfa Romeo*

ALFACIONADA

The National Club is beginning a new dues calender, and that means that renewals of national membership must be in earlier in 1982. You will find the renewal form in the December issue of this newsletter...use it to renew your membership now and avoid uninterrupted service. REMEMBER...RENEW THROUGH A.R. O.S.C. Better yet, come to the November Meeting and do it in person. You may find a good buy in a used part...you definitely will see a lot of Alfas... and you will be amazed at what a diverse group of people our club is made of (including the smallest Alfa owner in the USA, Mr. Bill Smallo who is just nine and a half inches tall and enjoys driving his 1750 Berlina to the office and his Alfetta GT in autocross).

Until next month, here are the winners of THE LAST HOLLYWOOD HILLS MILLE MIGLIA and points they scored out of a possible 1000.

PLACE	TEAM	POINTS
1st	David & Richard Hanley	1007
2nd	Jim & Teri Wood	1006
3rd	Alex Caltabiano & Henry Kline	991
4th	Janet Way & Steve Mitteldorf	988
5th	Roger Torgeson & Don Johnston	975
6th	Ernest Carpenter & Ernelyn Gail	969
7th	Jerri & Richard Bost	935
8th	Tom Lipkis & Ed Bott	930
9th	John Mitchell & Mandi Connolly	915
10th	Charles and Carolyn Bartholomew	911
11th	Peter Becronis & Gary Siujian	864
12th	Mark Moran & Larry Albarino	843
3 cars DNF and scored no points.		

As mentioned at the Rallye, next year we hope you will join us for "THE FIRST ANNUAL BURBANKBURGRING 300 KMS". JOHN, ALANA, DOGGY, BRUNO, & MARCELLO!



WE WANT TO UP-DATE OUR FILES - please help in filling this out.

1. What kind of Alfa(s) do you currently own? \_\_\_\_\_  
\_\_\_\_\_
2. What is your occupation? \_\_\_\_\_
3. What events would you be interested in participating in? \_\_\_\_\_  
\_\_\_\_\_
4. Is your dealership currently giving you a 10% discount on parts? \_\_\_\_\_ Who is your dealer? \_\_\_\_\_
5. What can the club do to better serve you?

Please pay this invoice, it includes your national membership dues so you need not remit to national as well.

# ALFA ROMEO

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA  
P. O. BOX 261 • LOS ALAMITOS, CALIF 90720

STATEMENT FOR 1982 DUES

Please indicate any change in your address  
Phone \_\_\_\_\_ Area Code \_\_\_\_\_

<b>ANNUAL DUES</b> .....	<b>\$30.00</b>
This includes both local chapter and national dues for 1982	
THE NATIONAL OWNERS CLUB HAS A NEW CUT OFF DATE FOR 1982 DUES...JANUARY 15, 1982. IN ORDER FOR US TO PROCESS YOUR RENEWAL, WE NEED YOU TO SEND THIS FORM AND YOUR CHECK AS SOON AS POSSIBLE. THIS WAY YOU WILL NOT BE CUT OFF BUY NATIONAL, AND YOU WILL HAVE RENEWED WITH BOTH THE LOCAL AND NATIONAL CLUBS.	
THANK YOU,	
TOM LIPKIS - MEMBERSHIP DIRECTOR	
<u>PLEASE RETURN THIS STATEMENT WITH YOUR DUES.</u>	





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