

# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



Volume 20 No. 10 Oct. 1981 PO Box 261 Los Alamitos Ca. 90720

## conversations on the **faith**

by Jack Becronis

Time just flies when you're having fun. October is almost over and year-end activities are well into the planning stage. The time is right for the membership to be sending in the entry form for the year's last driving event (The Last Hollywood Hills Mille Miglia). To be cleaning out the garage of those un-needed Alfa parts (White Turkey Sale). To be seriously thinking about next year's leadership (the Annual General Elections). And to be marking the December calendar for a good time with good people at our Annual Christmas Party.

Looking back over the year, we've enjoyed some pleasant experiences. Even a few golden moments...Remember Pete Lyons talk at the January ARI meeting? The tour through the incredible restoration shops of the Nethercutt Museum...Our LBGP spectator group and party attended by Bruno Giacomelli...The four Time Trials at RIR, particularly the one with VARA and the luxury of paid SCCA corner workers. Remember the three concours?...the special all Alfa Romeo class at Lutheran High School's San Fernando Valley Concours d'Elegance...The Briggs Cun-

Continued on page 5.

## CALENDAR OF EVENTS

### OCTOBER

- 23rd General Meeting at Alondra Park. 8:00 PM SHARP!
- 27th Board Meeting - Vegher's

### NOVEMBER

- 1st "The Last Hollywood Hills Mille Miglia" see entry form and info on pg. 3.
- 8th Time Trial Committee meeting for 1982 at the Ireland's. See pg. 15 for details.
- 27th General Meeting at Alondra Park, featuring The White Turkey Sale and Board of Directors General Election. Don't miss this chance to find great spare parts and more. Meeting starts at 8:00 PM SHARP!

### DECEMBER

- 1st. Board Change-over meeting. Location TBA

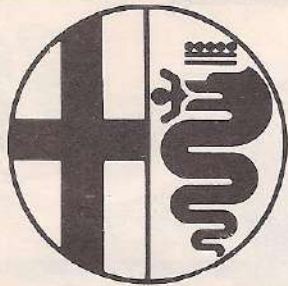
- 5th AROSC CHRISTMAS PARTY

### JANUARY

- 22nd BIG GENERAL MEETING AT ARI TO KICK OFF 1982 ALFA SEASON

*Alfa Romeo*





## OCTOBER MEETING

### TUNA SURPRISE!

Andy Steben and Phil Guiral will completely tear down their engines and eat the parts...OR something else will happen. DON'T MISS IT!

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) 455-3117  
John Ireland (Editor) (213) 841-8939

*Alfa Romeo*

(213) 996-6787

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WANTED: NEWSLETTER EDITOR FOR 1982 Edition of Alfacionada. Salary - \$180.00 per year. Qualifacations - Must have a typewriter or access to one on a regular basis. Also, should have a care about details, more or less. This is your chance to change the world by shaping and molding the words and pictures that appear in each issue of this great publishing institution. Notice how my right hand margins are even and perfectly alligned. Notice my spelling and punkchewation. Well, December is my last issue, and the new editor usually is there as I put it together, so he or she can see how it is done. But first, you have to become part of the Board of Directors of AROSC at the November Meeting, so call me, John Ireland at (213) 841-8939. This is a chance for a once in a life time experience.



1982 LONG BEACH GRAND PRIX

TICKET ORDER FORM

All tickets are in Grandstand #2.  
All tickets are \$50.00 each.  
All tickets are 3 day tickets providing a General Admission on Friday,  
and reserved seating on Saturday and Sunday.

CARAGE PASSES ARE NOT AVAILABLE THROUGH AROSC.

Your canceled check is your receipt. IF YOU WANT YOUR TICKETS MAILED to you, indicate so when ordering and include a self addressed and stamped envelope...use two first class stamps if ordering more than four tickets to be sure they reach you. All other tickets must be picked up at the General Meeting preceeding the LBGP.

AROSC DOES NOT ARRANGE FOR RV SPACES OR PARKING OR HOTEL RESERVATIONS.

CHECKS RETURNED TO AROSC FOR INSUFFICIENT FUNDS WILL BE RETURNED TO THE SENDER AND THEIR ORDER WILL NOT BE ACCEPTED UNTIL IT IS RE-SUBMITTED WITH A POSTAL MONEY ORDER.

The 10% discount AROSC receives for it's block ticket purchase is not refundable to individual ticket holders, but is used to provide ticket holders with a Friday Night (after Practice) party. Food is free, the bar is NO HOST. Non-ticket holding guests must pay \$5.00 per person at the door.

PAYMENT FOR ALL TICKETS MUST BE IN FULL AT THE TIME YOU ORDER.  
SEATING IS FIRST COME, FIRST SERVE.



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PAGE 2



ningham Museum Concours/Picnic...  
The San Antonio Winery Concours and wine tasting. How about the night at Carrozeria Italiana in Pasadena, the appreciation for the proud coachbuilding tradition and the special time at the party that followed. Another evening was enjoyed at the Comedy Store, an afternoon parade honoring Miss Lawndale, and "The Great Targa Florio de Calabases Rallye". And all of Andy Steben's kids coming out and giving all those General Meeting Programs... featuring John Shankle "Steben" and Alan Ward "Steben" to name the two best.

This momentum is most certainly going to carry over into making next year even more active. In addition to all the normal events, the AROSC agenda for 1982 will star the AROSC National Convention.

The following sentiments by an anonymous author apply as we look forward to ending one year and beginning another:

WHICH AROSC MEMBERS ARE YOU?

Some members keep their  
Club strong!  
While some join just to belong.  
Some help with committees and  
serve with pride,  
While others go along for the ride.  
Some volunteer to do their share,  
While some sit back and just don't  
care.  
On meeting dates some always show,  
While there are some who never go.  
There are some who pay their dues  
ahead;  
While some get behind instead.  
Some drag - some pull - some don't  
some do;  
Think now...which member are you?  
See you all at the October meeting,  
Friday the 23rd. 8:00 PM SHARP!

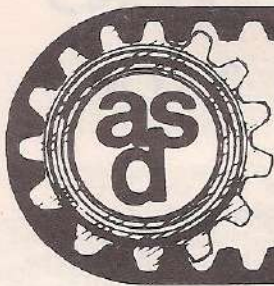
# AROSC

## TECH TALK

In the book "Zen and the Art of Motorcycle Maintenance" the writer talks about form and function, and how they must be balanced for the maximum performance. Ida Rolf, in her work with the human body and Structural Integration...or Rolfing as it has become known, explains that with a properly aligned body, gravity doesn't hold the body down, it holds it up. How all this talk of structure and form and function relates to AROSC will be evident at the November General Meeting when you vote for next year's Board of Directors. To remain a "corporation" (which we must be in order to maintain our affiliation with the National Organization) we need nine Directors. In the past we always found them under cabbage leaves. But the Med Fly has cut down the cabbage crop and that means we must turn to the last resort...YOU!

When I joined the Board in 1979, it was with the excitement of meeting new people and taking part in an organization that was dedicated to having fun. I haven't been disappointed. The extraordinary effort that each Board Member makes to keep the club activities going, has never out-weighted the pleasure of the event itself. You don't have to be rich or famous or a hot shoe or an automotive engineer, all you need is the desire to have fun and a willingness to make it happen for yourself and the club. Call me, or Tom Lipkis or Jack Becronis, our phone numbers are on page two of this newsletter, if you want to be part of the 1982 AROSC Board of Directors. Without you, there may not be a 1982.  
JI.





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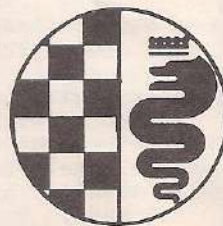
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# "THE MIDNIGHT GRAND PRIX"

by JOHN IRELAND

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## CHAPTER SIX: "Turbo Lag"

The Speedster flew by.....Johnny felt his muscles tighten as he watched the Porsche go from 70 mph to a dead stop in six feet. It was a typical lowered speedster meeting a typical San Pedro dip. The Alfetta held a smooth even pace at 5000 rpm, drifting through the constant esses of Rolling Hills and Rancho Palos Verdes. Johnny didn't have to think about it, his hands knew the way. The race's instructions passed through the memory and emerged as destiny. Speed and the driving line were instinct, the here and now, effortless.

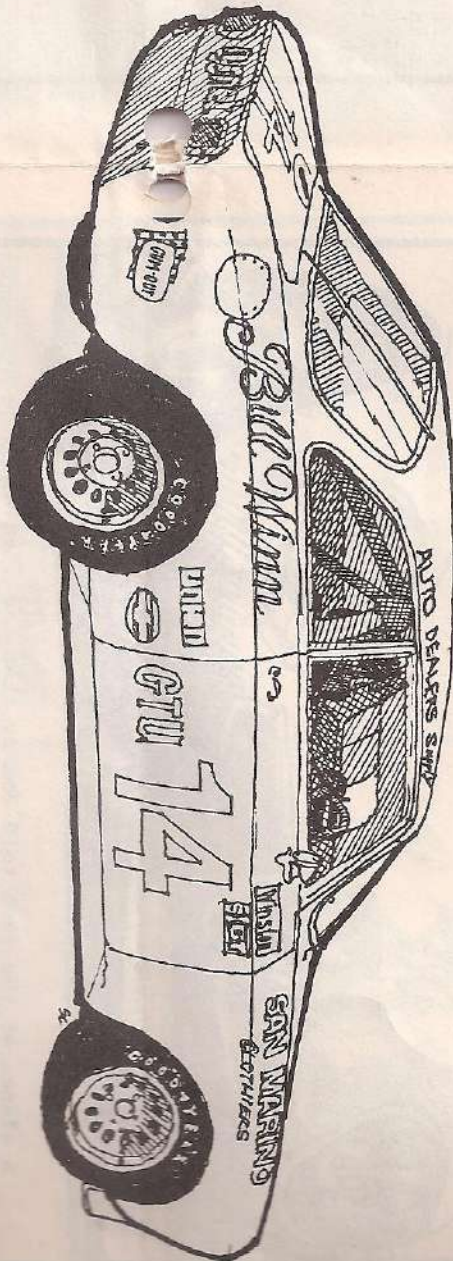
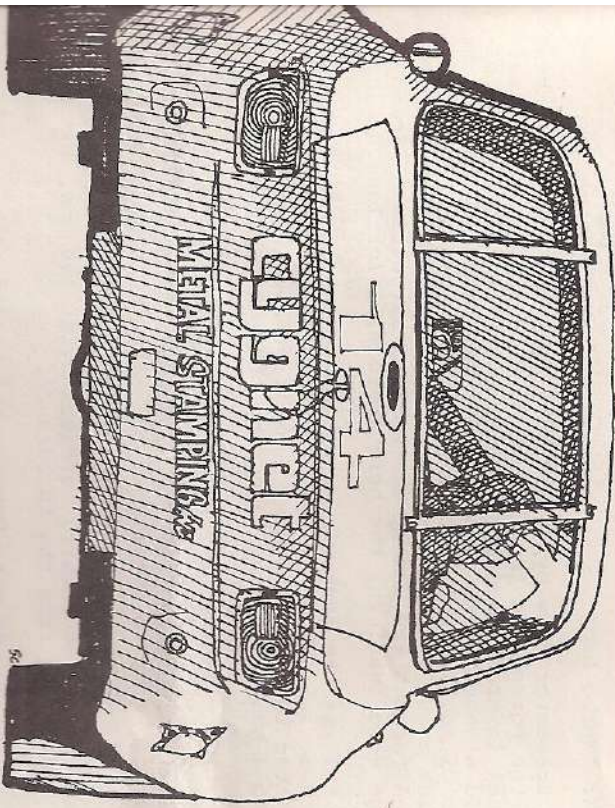
The RX2 was the next victim of Johnny's two week course at the James Dead Memorial School of Zen and High Performance Driving. The Alfetta drifted to the outside of a negative camber sweeper and took the RX2 like a hawk snatching fish...neither driver even thinking about the thousand foot drop to the ocean. Northbound at Marineland, Johnny caught up with the 912, which was engaged in a busy little dice with the Lotus Elite. Johnny scooted up behind them and waited until the next straight. Johnny knew it was there even before the other drivers saw it. Foot to the floor, the Alfetta leaped forward and between the Porsche and Lotus...and was past them a moment later. But Johnny had less than a second or two to enjoy the moment, before the Ghibli SS and the Turbo Carrera screamed by at 150 mph, and the Alfa rose up on its shocks from the turbulence.

The course turned onto Western and headed back toward the L.A. Harbor and the Vicent Thomas Bridge. A hard right onto 9th, then a hard left onto Gaffey. Johnny's engine sounded crisp and free revving, oil pressure was a hair over 60 lbs., water temperature was normal. Johnny tightened the grip of his left hand and the Alfa gently moved to the right. He relaxed it and the car came straight, straddling the center line, making left turn lanes a chut. His ears gave him only a second's warning before the Lola T160 howled by, and it seemed it was actually going faster than its headlights. Johnny turned onto the bridge and saw the last of the Lola as it became momentarily airborne as it reached the crest and then dove down the otherside.

Johnny was quite happy with his own 100 mph tour over the same bridge, and even happier when he spotted one of the 280ZX's...happier still, when he saw the driver holding a sign reading "Filet of Turbo, 59¢ a lb.". The sound of a horn caused Johnny to do a double take when he looked in his rear view mirror. There was Falona in her 924, and the BMW 2002ti. Two seconds later, a Jag XKE V-12 joined them, as all four cars approached the almost one lap tour of the Long Beach Grand Prix course. From Ocean, it was a hard right hander and a plunge down to Shoreline, then a left and up one side before shooting back on the

Continued on page 10.



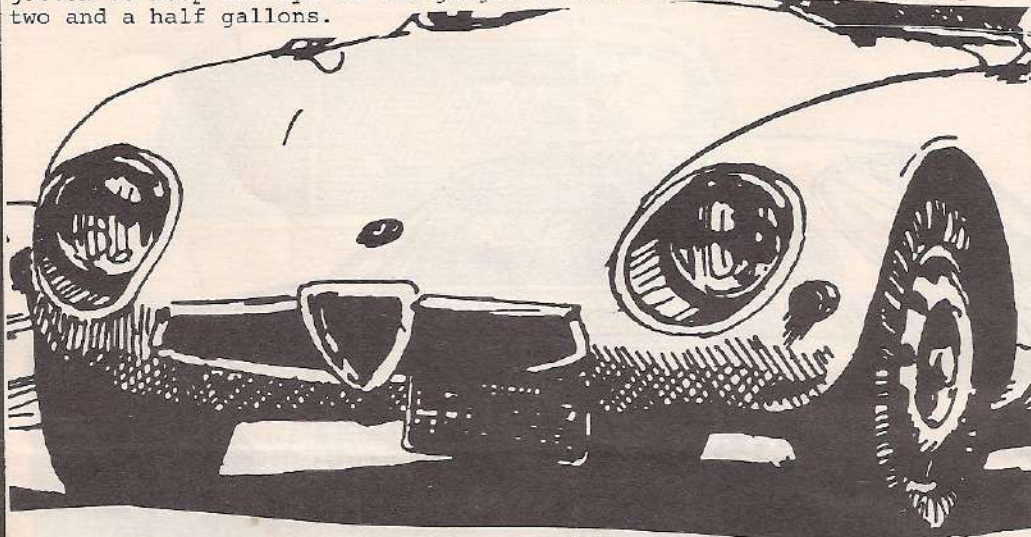


10-81



THE MIDNIGHT GRAND PRIX - continued.

other. This time against the flow of traffic. Falona, the 2002ti, and the Jag all stayed with Johnny, and as soon as they hit the on-ramp leading onto the Long Beach Freeway North, the Jag made a move. The twelve cylinders sang as the Jag raced by Johnny. Next, the BMW and Falona's Porsche went by on opposite sides of the Alfetta. Johnny tucked in behind them and let the two German machines fight among themselves for awhile. Just then a red light told Johnny he had forgotten to keep his eye on one gauge...fuel...and he was down to only two and a half gallons.



A glance at the tach told Johnny that the little gas he had left, wasn't going to last long...not at 6000 rpms. And he had no way of knowing whether or not Falona and the BMW had already filled up. This part of the course was one of the easiest to drive and the most dangerous to drive...20 miles of straight freeway, all the way to Pasadena and the next possible fuel depot. Drive too slow and you know you'll be passed by everyone. Drive too fast and you run a very real risk of getting caught by patrol aircraft. Johnny glanced to the west and saw a squadron of choppers descending down onto the Harbor Freeway...and he wondered just how many racers were left.

The red lights and siren exploded behind Johnny...and public address speakers on the roof of the Highway Patrol Z28 Camero told Johnny to pull over and stop. Johnny really wanted to stop, but he couldn't...it was still atleast 15 miles to next gas...so he once again burried his foot in the floor. The Alfetta's engine climbed to 7000 rpms and held there. Falona's Porsche and the BMW parted and let Johnny pull between them, so they became a three-car-wide barrier that contained the Z28 from passing or nailing any of them. But up ahead, a chopper was swooping low to intercept them, and more red lights were coming up fast in the rear mirrors of all three racers.

NEXT MONTH: Chapter Seven: "One for all and all for one"



*Exotica*



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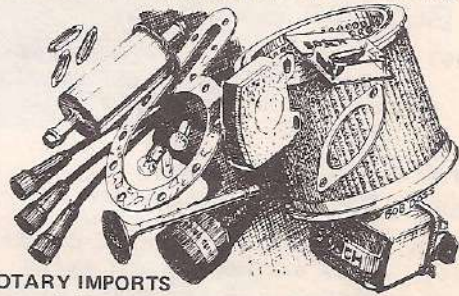
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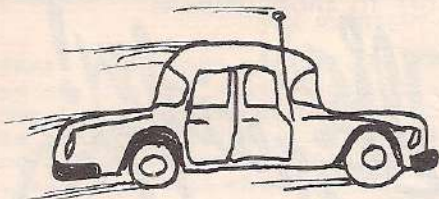
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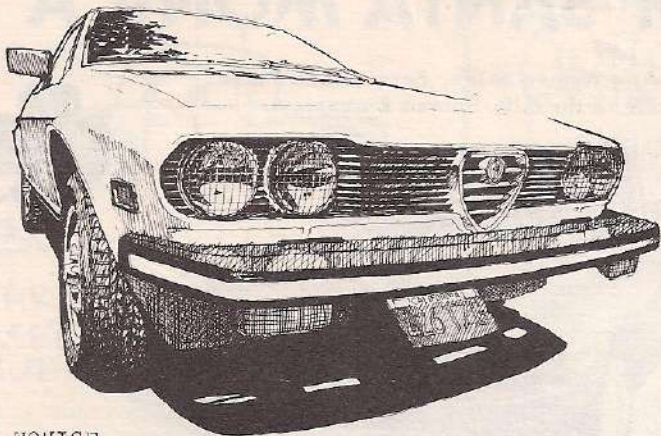
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 SEPTEMBER 26, 1981

(N) NOVICE

CLASS A and C

Mike Sperry	1600 GTZ	1:44.48	<u>TTOD</u>
Dave Vegher	1600 GTZ	1:46.50	
Scott Gray	1600 GTA	1:50.07	
Jack Becronis (C)	1600 GTV	1:57.64	

CLASS D

Dino Crescentini	1300 GTA	1:55.66	
Phyllis Gaylard	2000 GTV	1:57.74	
Bruce Nole	GTV-6	1:57.77	
Larry Kolisnyk	2000 GTV	1:59.83	
Dan Bernstein	1750 Spyder	2:00.75	
Sergio Perticucci	Alfetta GT	2:05.85	
Roger Torgeson (N)	2000 Spyder	2:20.65	

CLASS E

Pete Stader	2000 GTV	1:58.30	
Bob Crowl	Alfetta GT	2:03.45	
Raul Perez	1750 GTV	2:04.94	
Jackie Kurman	2000 GTV	2:06.69	
Lisa Brown	Alfetta GT	2:10.14	

CLASS F

Phil Guiral	2000 GTV	1:58.44	
Andy Steben	2000 GTV	1:59.83	
Tom Lipkis	1600 GTV	2:00.47	
John Ireland	Alfetta Sedan	2:02.39	
Vince Kwan	2000 GTV	2:06.17	
Bob Braslau	1750 GTV	2:07.62	
Inese Lacey (N)	Alfetta Sedan	2:21.77	

CLASS G

Lew Dowdy	1300 GT Jr.	2:02.94	
Whitney Todd (N)	1300 GT Jr.	2:16.15	

CLASS X

Joe Dykzeul	Lotus 11	1:49.43	
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EXHIBITION CLASS

Joe DiLoreto	T-33 TT12	1:30.43	
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# THE DOG



The new course, run during AROSC's final Time Trial of 1981 is called the SCCA Course...and it is GREAT! A new Turn (#8 Prime) had everybody testing their low end torque as they looked for the line. The run from #8 Prime down to 7b, is a reverse use of the road going from Turn 7, up to Turn 8, via our old Long Course. The zig and zag chicane at 7b, leading onto the straight was right out of The Dukes of Hazzard.

I was now competing at the top of my class (F) with 170 points...all thanks to a full European exhaust and a set of Auto Delta fuel injection cams. Even though I was supposed to be breaking in new front brake rotors and pads all the way around, I let Dave Vegher take me for a ride in my car, and he broke the brakes in quickly. My driving was a lot more aggressive, but not that much faster. Attacking a turn and mastering it, are two different matters. Phil Guiral, Andy Steben, and Tom Lipkis all finished ahead of me in class F. Pete Stader was possessed and drove accordingly. Three of us lost our fastest laps as a result of late arrival and tech inspection. But as if in response to the unusually hot day we had in June, September gave us a break and was actually pleasant.

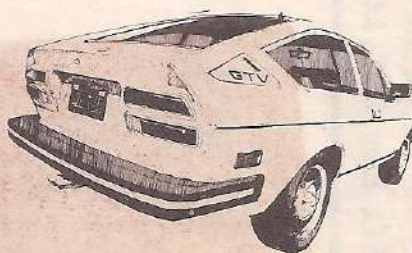
Joe Diloreto had the T-33 TT12 out for some exhibition laps in preparation for the October 4th race at RIR...and how that car seems to shrink the track.

This new course was so much fun for all I spoke to that it will be the first one we run in 1982. And if you are involved in the AROSC Time Trial Program, than mark the date for the first event of 1982...on **NOVEMBER 8th 1981!!!** That's right, because that's the date that the 1982 Time Trial Committee will hold it's first meeting at my house. All of you are invited, if you are planning to enter the Time Trial Program next year...**BUT** you must call up ahead of time and let me know. I'll supply the hot dogs and buns and mustard and relish, but your bring your own brew. The reason for the meeting is to discuss the organization of the 1982 Time Trial Committee and how it will run the events. I will be running for Time Trial Director and Competition Director (two separate jobs) in 1982. The Time Trial Director appoints the Time Trial Committee, and the Director is the final authority in all matters involving the Time Trial Program. So if you are a participator, join me on Nov. 8th, at 1:00 pm in the afternoon. And call to confirm your attendance. (213) 841-8939 (evenings)

For those of you who missed the 26th at RIR, a look at the times will show you the Class Record holders in our first time on the SCCA Course.

Well, until next month...and come to the October Meeting...and don't miss the Rallye on November 1st.

John, Alana, Doggy, Marcello, & Bruno!







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