



ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 21 NO. 4 APRIL 1982 P.D. BOX 261 LOS ALAMITOS, CA. 90720

ALSALFA

I am currently rebuilding the engine of a 1961 2000 Spider. For those of you new to Alfas, the 2000 model was a rather large (98" wheelbase, 2700 lbs) convertible more suited to comfortable touring rather than autocrosses or time-trials. It was built between 1958 and 1962. Although most of the parts are still available at horrendous prices, (pistons \$100.00 apiece !?!) one can still rebuild this model at a reasonable cost if one is willing to root around, research, and engineer adapting existing components. One case in point, there are several fine piston manufacturers in this area who will reproduce pistons exactly, using your old pistons as models. The beauty of this is that most of them will modify crown heights or pin locations at your request, with no extra charge! In my case I was able to procure pistons at half the price of original equipment. As for engine bearings, your old shells can be replated with bearing material and refinished to the next undersize. This process is rather expensive at around \$25.00 per bearing but not prohibitive, what else do you do?

CONTINUED ON PG. 5

CALENDAR OF EVENTS

- APR 18th - SCCSCC Slalom, Championship - at Lion Country Safari.
23rd - General Meeting at the Alondra Park Clubhouse.
25th - SCCSCC Slalom - Open - at Indian Dunes
27th - Board Meeting - TBA
- MAY 1st - Time Trial # 3 at Riverside International Raceway. See entry form on page 11.
2nd - SCCSCC Slalom - Open - at Los Alamitos Race Track (Auto Faire)
15th - Alfa Owner's Concours #1 In conjunction with the Burbank Car Show. See Entry Form on Page 7.
15th, 16th - SCCSCC Slalom Lone Pine
28th - General Meeting at the Alondra Park Clubhouse. BRING FIRE EXTINGUISHERS FOR BIG SURPRISE IN THE PARKING LOT!!!!!!!!!!
- JUN 1st - Board Meeting - TBA



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BLURBLURBLURBLURBL

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 membership fee. For membership information, write: AROSC P.O. Box 261, Los Alamitos, CA 90702. 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 Blvd., Lawndale, CA, 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 8:00 PM!!!! For more information call:

Al Cortes (pres.)
(213) 970-0127
Tom Lipkis (membership)
(213) 455-3117
Julio Ramirez (editor)
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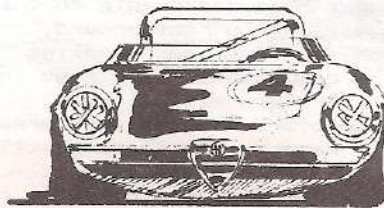


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ALFACIONADA

PAGE 2

**BLOOD SPORT
BLOOD SPORT
BLOOD SPORT**

BY JOHN IRELAND



The second Time Trial of the season saw AROSC return to Riverside Raceway with a vengeance. 3 lap records fell. And a few cars did too. Dino Crecentini found his GTA a victim of morning practice, while Dave and Lorin Skora, and Al Cortes arrived at the track in trouble, Dave and Lorin without brakes for their Super's maiden trip, and Al with a blown head gasket that let go just a mile or so from the track. Joe Dykzeul found his Lotus/Dolphin just plain tired/heavily raced. As the afternoon warm ups began, Joe felt compelled to retire. And the two men who we have counted to give Novice Instruction, found themselves stuck at home with sick cars. And with all this, 3 lap records fell.



Nothing could stop us, but it took all of us to pull it off. The Director of Workers, Phyllis Gaylard, took over Novice Instruction with the help of Trainee Instructor Phil Guiral. Yours truly and Phyllis also ran Start/Finish. Tom Lipkis and Alana Ireland and Sue Bernstein worked the timing clocks, plus Sue and Dan Bernstein worked a corner during morning practice. Tech Inspection was under the team of Sperry and Steben. Yes Virginia there is a Buddha 'n this week he appeared disguised like Dan and Sue Bernstein. And that added up to good car karma because we needed their experience and help or we might have gotten farther behind schedule than we did. Nothing like a disaster, but Dan did help me remember simple things like keeping count of the laps during the timed runs. Silly me, how could I forget?

ALFACIONADA

The entries were under the attendance peaks of last year but I expect to see it get back into the mid and high thirties by the May 1 date. For March 6th, however, it ment we were understaffed for the corner workers. And here it was AROSC spirit that came to the rescue as several of the spectators came out and helped. Dave and Lorin Skora (in addition to seeing their own car go out on mechanicals and helping Al Cortes fix his head gasket by going all the way home to get him a spare), joined Peter Becronis to help fill in the blanks at turn nine. (I might suggest that any of you teenagers who want to get involved in the program, do what Peter does. Come out and work a turn and begin to see what racing is all about. When Peter does take the track, he'll have more trackside experience than most adult drivers.

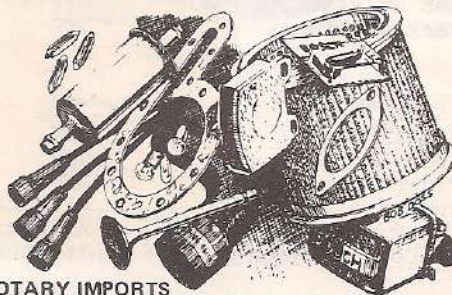
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A.R.O.S.C. TIME TRIAL #1

March 6, 1982 Riverside International Raceway

Short Course

CLASS A

Scott Gray	GTA	1:44:38
Jerry Rosenstock	GTZ	1:51:84

CLASS C

Mike Sperry	GTA	1:44:09 (T.T.O.D. & new lap record)
Jack Becronis	GTV	1:52:14
Matt Jones (N)	GTA	1:53:77
Larry Kolisnyk	GTV	1:54:27

CLASS D

Dick Richards (N)	GT Jr.	1:49:97 (new lap record)
Phil Guiral	GTV	1:51:25
Marc Trout (N)	GTV	1:53:40
Phyllis Gaylard	GTV	1:55:70
Fred Zimmermann	'59 Spider	1:56:25

CLASS E

Raul Perez	GTV	1:56:50
Bob Braslau	GTV	2:02:32
Jackie Kurman	GTV	2:06:48

CLASS F

Tom Lipkis	GTV	1:54:58 (new lap record)
Andy Steben	GTV	1:55:89
Vince Kwan	GTV	1:57:79
John Ireland	Alfetta Sdn	1:57:94
Larry Armi (N)	Alfetta GT	1:58:94
Al Cortes (N)	'67 Duetto	2:04:08

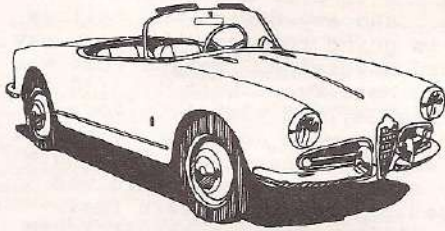
DNR (Did Not Run)

Lorin Skora, Joe Dykzeul, Dino Crescentini.

ALSALFA CONTINUED

This old engine is rather interesting when you consider that as a two-liter, it's built like a tractor with huge 5 main bearing crank and was called upon to pump out only 135 SAE H.P..

Too bad its time has past, because of its weight (600 lbs.), no one ever really tweaked this engine but it has huge ports and valves and my guess is that it could probably be made to put out more power than the current two-liter, (same bore and stroke).



One can see design features that are still carried over to this day, such as the large rear crank seal which for this model is even bigger than the current one. Those are not readily available from Alfa but you can still get them...in Italy!!! I solved this problem more easily than that by contacting my local bearing distributor (most ball & roller bearing distributors also carry oil seals of the type used by the Alfa) and asking him to match the old seal with an American-made unit (BUY AMERICAN!!!) This he was able to do, providing a seal made by a company called Chicago Rawhide (can you imagine that!?)



ALFACIONADA

Valve guides, no longer available, can again be easily made by buying Chevrolet guides for a 350, machining them down on the outside, and honing them out on the inside, using an old Shankle catalog, which lists the Alfa valve stem sizes and going to any good automotive machine shop where they should have a valve guide catalog from the many component suppliers in this area, (You know we're lucky we live in this area because we can find or have anything done.) All of this does require some running around, but it is a worthwhile feeling to meet the challenge at affordable prices (It's better than a singles club!)

As time takes its toll, the 1300's and the 1600's will be in the same position of parts rarity (perhaps not so much since the Giulietta series of cars were produced in much greater numbers.) This will require resourcefulness in order to keep them running. Just keep in mind that as exclusive as you might think your little jewel is, no manufacturer will make a part that other suppliers can

CONTINUED PG. 8

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BLOOD SPORT CONT,

That leads to maturity and it showed in his willingness to help his fellow racers. Hans Conreid Jr and his friend Doug (I'm sorry I forgot your last name) were also there when we needed them and I'm waiting for Hans to get his car together and join us on the track. Joe Mc----- (names are not my strong suit) was another who came to watch and stayed to work. All it pays is the best seats in the house. Thank you all!

Okay, okay, okay, I'm getting to the driving part. With Joe Dykzeul out of the running, Class A was left to Scott Gray's GTA and Jerry Rosenstock's GTZ. And that's the order they finished in. Scott I should mention, won his VARA race the weekend before, up at Willow. Jerry Rosenstock, Scott, Joe, and Mike Sperry have consistently kept the Alfa emblem on the grid in vintage racing in Southern Calif. Okay...Scott's GTA did the short course in 1:44:38 while Jerry's TZ turned 1:51:84. Both good times and neither close to Alan Ward's June 1975 mark of 1:36:18.



Class C saw Mike Sperry in his GTA doing a very brisk 1:44:09 for a New Lap Record, beating Al Leak's February 1976 time of 1:45:30. Mike also took Top Time Of Day. Jack Becronis finally got his GTV running the way he always hoped it would, and he turned a strong 1:52:14, and got second place. Matt Jones, in a flared GTA was third with 1:53:77, and grabbing fourth was Larry Kolisnyk in his Black and Blue GTV with 1:54:27. And any two of them could be stars in Italy's favorite tv series, The Dukes of Tuscany... it's about...okay, okay, back to the driving part.

ALFACIONADA

Class D saw Dick Richards make it two Class wins in a row. After going over his tech form, two errors were found. One we had failed to count the two liter motor's oversized valves, and two, we had mis-added the numbers of his classification form. The corrections moved Dick from E up to D. Still, he is so fast, that he broke the Class D lap record of 1:50:72 set in August 1976 by Bob Greene, with his own time of 1:49:97...and that's on CN36's. Behind Dick with 1:51:25 was Phil Guiral (who took off his bumpers and moved up a class to escape Dick's GT Jr). Phil has one of the nicest lines through turn 9 I've ever seen...smooth and fast...and any Novice who follows him is going to learn the fast way around Riverside. Behind Phil was Novice Marc Trout with 1:53:40 and Phyllis Caylard with 1:55:70 and Fred Zimmermann (again driving all the way from San Diego) turning a very nice 1:56:25. Phyllis was cursed by right hand turn fuel starvation, and as a result found her practice sessions become a fix-it clinic except she couldn't find the gremlin to fix. Fred had the president of the San Diego Chapter pay a surprise visit, and in order to see if we can spark a new interest in the San Diego Chapter joining us at RIR, we hope they'll come out to the May 1st event and take a guided tour around the course. In their Alfas, of course.



Class E saw the return of Bob Braslau and Raul Perez...and saw Raul take a long waited for and hard earned 1st Place with 1:56:50. I have never seen Raul drive a cleaner line or with as much speed, and consistency. Bob was second with 2:02:32, followed by Jackie Kurman with 2:06:48. Bob also won the biggest-dust-cloud-of-the-day award by spinning in turn 2 on his first timed lap.

CONTINUED PG. 8

AROSC CONCOURS ENTRY BLANK

Owner's Name _____
 Address _____
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 Telephone () _____
 Make of Car _____ Model _____ # of Cyls. _____
 Year _____ Body Style _____
 Color _____ Body By _____

IMPORTANT: (1) Please enclose picture with entry. (May be used for publicity.) (2) Please sign release below. MAIL ENTRY TO: Bobbie'dine Rodda, 1232 Highland Ave., Glendale, Calif. 91202

RELEASE OF LIABILITY

The undersigned, desiring to enter and participate in the Burbank Car Show competition to be held at the Lutheran High School Association on May 15, 1982 does hereby tender his/her application. In consideration of the acceptance by the sponsoring organizations of the application by the undersigned to participate in said event, the undersigned does hereby agree to:

1. Release the Lutheran High School Association and the organization's respective members, officers, directors and chairmen, jointly and severally from any and all liability arising out of said event.
2. Release all officials, jointly and severally, from any and all liability arising out of said event.

3. Warrant that the undersigned has personally read the rules and regulations under which said event will be conducted and will abide by said rules and regulations.

4. Does hereby give permission to use the enclosed photographs and information of entrant's automobile(s) for publicity purposes.

Accepted on above Terms and Conditions by

Owner (please sign) _____

Exhibitor _____

Date _____

SCCSCC NEWS

AROSC is a member of SCCSCC, (Southern California Council of Sports Car Clubs). This organization sponsors slalom events in the L.A. Area. The slalom program is well underway for this year. There are approximately 2 to 3 events planned per month during the Spring, Summer, & Fall seasons, all of which are open to everyone. Only championship event results count toward SCCSCC year end awards however. There are three basic types of classes: Stock; is for no modifications except tires, Prepared; allows suspension changes but few engine changes, and Modified; which is for extensively modified cars. For more clarification of rules call Jim Wood at (213) 991-3754. The upcoming events for April & May can be found in the Calendar of Events section of this newsletter on the cover page. The events cost between \$7.00 & \$15.00 and are a lot of fun!!! SEE YOU THERE !!!

Jim Wood

Come on out and enter your car in the first Concours d'Elegance of the year. This event will be held in conjunction with the Burbank Car Show on Saturday, May 15, 1982.

The event will be held at the Lutheran High School, 7500 North Blendoaks Blvd. Burbank, California 91504. Fill out your entry blanks and send them in right away. SEND NO MONEY right now, but there will be a \$5.00 per car entry fee for the Alfa Club members. The fee will be collected at the time your car is judged by the Alfa Club judges. This event will count toward year end points, so get your car cleaned up and participate!!

Remember, this Concours will be good for helping you to find out what areas your car needs to improve for the National Meeting Concours event, SO BE THERE!! The Alfa Club judges (without white gloves) will be: Rick Alvin, Lorie Skora, and John Mitchell.

BLOOD SPORT CONTINUED

Now we get to the big story of the day...ME...ahhh, I mean, ahem, ahem...well aaaaaa...oh yes, I remember now. Tom Lipkis (with a tail wind and high performance air in his tires) set a new Class F lap record of 1:54:58, beating the old record set by Phil Guiral in March 1981, of 1:55:04. Both these records were set on Klebar tires. Andy Steben literally peeled the rubber off his P-6s to get second place with 1:55:89, third was Vince Kwan's 1:57:79 (very nice Mr. K)...AND NEXT CAME ME IN FOURTH PLACE!!!!!! Now I don't want to say Class F is competitive, but I shaved three seconds off my lap time, and all I got is fourth. Still, I was under the two minute mark for the first time with 1:57:94 and I owe it all to putting 39 pounds pressure in the CN36s, more right foot in turn nine, and a new approach to turn two. Behind me...and not far, was actually a Class G car forced to run in our class because he was the only entry in his own. Larry Armi did a very good job of getting his almost stock Alfetta GT around the track in 1:58:94. And Al Cortes, who finished replacing his head gasket in time for the afternoon warm up laps, got some track time and it was enough for him to turn a first time on the track lap of 2:04:08. So there you have the story of March 6th, 1982. It was a day that tested the cars, drivers, and the Time Trial Program. And thanks to two old hands and a lot of helping hands the day was a success. Don't miss the May event, it may be the one time we get to run the SCCA course this year.

ALSALFA CONTINUED

provide at a cheaper price. Therefore, there are Fiats, Lancias, Triumphs, and M.G.'s running around using brakes, generators, starters, seals, and bearings that are similar in design if not identical to those used in your Alfa. Of course all this can be verified by your local parts man!!

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CONTINUED

Changing the subject a little, the day draws near when we, as a club, will be hosting the national meeting. You've heard about it before but let me reiterate that this meeting will draw Alfa club members from all over the country and I urge everyone to participate.

The competitive events afford us the opportunity to demonstrate that the SoCal club is the premier club in the country when it comes to hot'n cherry Alfas. Elsewhere in this issue you'll find info on two events which will allow us to warm up for the National Meeting. A Concours d'Elegance at the Lutheran High School, which we've decided to enter as a club and which will be credited for year end points, and our May time-trial; both events taking place about one month before the big meeting. Come on out!!! We need hot shoes, hot wrenches, and hot wenches!!! (Julio why'd you leave that in there?!?!?)



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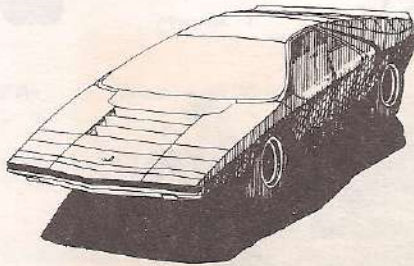
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ENTRY FORM AROSC TIME TRIAL #3

Date: May 1, 1982 TRACK: RIR SCCA COURSE PRINT NAME HERE

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 - 9:45 Track Orientation
10:00 -12:15 Practice
12:15 - 1:15 Lunch

1:15 - 5:00 Warm-up and TIMED RUNS (5 laps)
5:00 - Awards Presentation and CLEAN UP

Fee: \$45.00 per driver.

ENTRY DEADLINE: Midnight Wednesday April 21, 1982 RECEIVED

BY

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DRIVER # 2. Name
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ing the last form. YES() NO()

I understand that my entry fee is NON-REFUNDABLE and I will abide by
the rules of the A.R.O.S.C. Competition Code.

Driver #1 Driver #2

Date Date

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