

ALFACIÓNADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 14 No. 11, NOVEMBER 1975 P.O. Box 261, Los Alamitos, Ca. 90720

PRESIDENTIAL PROSE

By -- Allan H Gott

There are three matters to be voted on by the membership at the November General Meeting:

1. A revision to the AROSC By-Laws so that the AROSC President and Board are elected by direct membership vote
2. A revision to the By-Laws allowing an individual connected with the sale of Alfa Romeo automobiles to be an officer or member of the AROSC Board.
3. The election of the 1976 AROSC President and Board of Directors.

I urge your attendance at the November General Meeting and voting in these matters.

Affirmative votes are recommended on the issues involved. It should be clear that the first change will give membership a more direct voice in both the election of the President and the overall direction of AROSC affairs. And, that kind of direct participation has always made for more healthy and viable organizations. The second change is also desirable, since the original AROSC By-Laws prohibited individuals with an interest in the sale of Alfa Romeo automobiles from serving on the AROSC Board of Directors. Experience has shown that such a measure is not necessary, and in fact can limit the service of otherwise qualified persons. Publication of Board Minutes, and other public scrutiny of Board operations both offer sufficient protection to the overall Club interests.

Continued on Page 2

1976 AROSC BOARD CANDIDATES

Al Cortez
Hal Croulet
Sid Keely
Henry LaBorde
Craig Lindsay
Bob Meadows
Blake Morris
Joe Richardson
Tom Suter
Gary teWinkle
Ed Tipping
Charlie Thieriot
Dave Vegher
John Wakamausu
Jerry Wright





White Turkey Sale Election of Officers

Here is your opportunity to clean out your garage and sell those Alfa parts. This is also a chance to buy those needed parts to keep your car running. We will also be holding election of officers and selecting a new Club President. This is your opportunity to choose the leaders of your club for 1976. This is one of the most important meetings of the year-- See you there!!!!!!!!!!!!!!!!!!!!!! Along with your parts. See the great auctioneer, Rick 'Bear' Clemente in action.



PRESIDENTIAL PROSE -Cont.

Both changes will be voted on prior to the conduct of the Election to determine the 1976 Board.

These matters, the White Turkey Sale, and the Annual Christmas Party are the last remaining events in the AROSC 1975 year. All have been well publicized previously--so, lets maintain the same strong support shown up to this time and finish the year off with good solid attendance at both events.

See you at the November Meeting.

CALENDAR OF EVENTS

- | | |
|--------------|---|
| Nov 21 | AROSC General Meeting
Election of Officers
White Turkey Sale |
| Nov 23 | SCCSCC Open Slalom
Oxnard Air Force Base
Oxnard, CA First Car 8 AM
Class Order: H, B, L, I, K,
J, C, D, G, F, M, S, E, A, N |
| Nov 29-30 | Solo I Championship
Riverside Raceway |
| Dec 6 | AROSC Christmas Party
The Hills-Diamond Bar |
| Dec 6-7 | SCCA Regional Races
Willow Springs Raceway |
| Jan 17, 1976 | SCCSCC Annual Awards
Queen Mary
For reservations call:
Dick Harmon 805-495-4580 |



FALL FUN RALLY RESULTS

1. Boles (car 15)
2. Bernstein (car 1)
3. Fein (car 4)
4. Kohl (car 6)
5. Downer (car 17)
6. Samson (car 12)

The Master Quiz will be on display at the November General Meeting. Individual quiz sheets will be available for inspection. The complete results will be published in the December Alfacionada.



OIL RACING By-- J Samson

The grey fog bank floated across the tarmac floor towards the serpentine asphalt ribbon called Riverside Raceway. It finally shrouded the track as a curtain covers the stage of a theatre before a drama is to unfold. And truly a drama was to take place as the day progressed--a mixture of tragedy, humor, suspense and finally victory.

As the sun raised the foggy curtain, the overture of blating engines signaled the play was ready to start. The stage had been set, the props carefully placed at the turns and the players were in costume. For the first time the sweeping team was not needed to prepare the track--little did we know how they would be needed later. The eight novice drivers had completed their orientation and at 9:30 am the first practise session was flagged off. Within 20 minutes tragedy will have struck at turn 2. Tom Hines, driving the Vegher GTA, flipped nose to tail demolishing the aluminum racer and fortunately sparing Tom any harm. A line of oil extended from turn 1 to turn 2 when the crash occurred. While a group of drivers muscled the "aluminum ball" on a trailer, the faithful sweepers started the first of many clean-up jobs. Two bags of cement and 20 minutes later the oil was covered and practise restarted. The group 1 session finished without further incident. The second practise group, composed of the faster cars, was flagged off at 11:25 am. After 35 minutes, more excitement--Dale Jones laid a strip of oil from turn 6 to turn 8 as an oil cooler hose disconnected. Before a crew could be dispatched, Charlie Thieriot blew off the oil filter from the Alfetta power plant in turn 8 and repaved the track with 20-50w all the way to turn 7B. With the track covered with oil from turn 6 to turn 7B straight junction the red flag came out as did the cement and broom boys. This seemed like a good point to call 'time' and have a lunch break. The Harmon and Samson Boys returned like grey ghosts as they were covered with cement powder from head to toe. In the process of driving back from turn 8 an

open bag of cement was left on the tailgate of Carol Samson's 'family bus', (alias AROSC Emergency Vehicle). The interior was now reddecorated in powder grey, not a significant improvement.

Fortunately, Carol was so busy making sandwiches and preparing the timing equipment the full impact of the red-decoration didn't hit here. (It did later!)

The timed runs started only 30 minutes late despite the morning's 'fun'. When the first section was done Don Jaharis was holding top time of day and had it through the entire first group session. The ladies 'race' which had been hard fought all season went to Karen Cannone who bested Phyllis Gaylord by 0.78 sec. Kathy Rice was off her usual firm and finished a distant 3rd. At the half way point new records were set in classes Ew by Karen Cannone, G by Rich Settle (Alfetta), and F by Don Jaharis. Jerry Wright, novice racer but pro newsletter editor, held the class G record for 25 minutes; then the Alfetta sedan of Rich Settle snatched it from him.

The workers changed and the second group was ready to go.

After the first section the class G record was now held by C Thieriot driving the Alfetta sedan--he bested R Settle's time by 6.29 seconds. Lou Dowdy now held T.T.O.D. out driving Jaharis by 1.7 sec. The next section contained the next to last duel between the Neuman and Samson GTV's, a duel that has extended all season through IMSA races, SCCA Solo I's and AROSC T.T.'s. The Samson GTV out ran Jim's coupe posting a new class A record and T.T.O.D. Bill Kohl, driving a class B spider, finished second in the section winning class B and assuring himself the 1975 AROSC T.T. Championship. The next flight proved to be the closest of the day; Joe Cannone nipped Don Swears by 0.04 seconds to win class E. The final heat of the day was a real barnstormer. Steve Kohl and Bob Barlow put on a duel that saw Bob end up in the dirt on turn 8, while Steve went on to win class C.

As the sun snuggled into the grey blanket of haze and fog Bill Kohl launched the Champagne cork high into the air and

shared his liquid prize for being the 1975 T. T. Champion with all who wanted some. The beautiful trophies, provided by Parkinson VW-Alfa, were packed away by the winners. Five drivers received their AROSC T. T. licenses: Art Canning, Lou Dowdy, Fred Zimmerman, Jerry Wright and Merrit Carden.

The event was truly an overall success; the club made a few dollars, the emergency crews showed they could work under stress, the entry was the largest, second only to Alfa Pacifica, and we had teams not only from the San Diego Chapter but the Nor-Cal region also.

I must thank the following for unselfish contribution of time and effort:

Gene Lentz--Chief Starter

Dick Harmon--Chief Worker

Carol Samson

Joan Kohl -- Timers

Sue Harmon

Rich Lansing--Grid Steward

Jim Neuman

Dale Jones -- Instructors

Charlie Thieriot

Samson & Harmon Boys--Sweeping Team

Blake Morris--Emergency Vehicle Driver

Bill Kohl--Communications Steward

Carol Samson--Chief Registrar

AND MOST IMPORTANTLY-----

Parkinson VW-Alfa, our sponsor

Lastly the event was covered by NSEA publication staff and will have full coverage in the next issue. The Timeclock Magazine was started to cover Solo events throughout the country. They will give full coverage to the 1976 series, so think about subscribing as they will provide good publicity for the club.

For information on subscriptions write: NSEA, P.O. Box 1295, W Covina, CA 91793.

So closes the 1975 AROSC T. T. season, it was our biggest season yet. 1976 will be even bigger and better, five events instead of four. Plan now for the first one in February 1976. Details as to date and code changes will appear in the next newsletter. Thank you all for your support.



TIME TRAIL #4 RESULTS

	Car	Fastest Lap	
Class A:			
J Samson	2000 GTV	1:42.76	X
J Neuman	1750 GTV	1:44.12	
Class B:			
B Kohl	1750 Spider	1:43.54	X
B Barlow	1600 GTV	1:48.28	X
D Jones	1600 Spider	1:52.16	
D Barlow	1600 GTV	1:57.32	
Class C:			
S Kohl	1300 Spider	1:45.42	X
R Clemente	1750 Spider	1:57.12	
Class D:			
J Carden	1600 GTV	1:55.84	X
M Carden	1600 GTV	1:57.31	
A Canning	2000 Spider	1:57.50	
C Carden	1600 Sprint	DNR	
Class E:			
J Cannone	1300 Super	1:53.03	X
D Swears	1600 Spider	1:53.07	X
P Guiral	1750 GTV	1:57.77	
B Meadows	2000 GTV	1:58.71	
D Rice	1600 Spider	1:59.78	
A Gott	2000 GTV	2:01.33	
Class EW:			
K Cannone	1300 Super	1:57.06	X
P Gaylord	2000 GTV	1:57.84	
K Rice	1600 Spider	2:01.36	
Class F:			
L Dowdy	1300 GTV	1:55.61	X
D Jaharis	1300 GTV	1:56.68	X
B Biggs	1750 Spider	1:59.06	
R Smith	1300 Spider	2:00.91	
F Zimmerman	1600 Sprint	2:05.32	
M Kanamoto	1750 GTV	DNR	
Class G:			
C Theiriote	Alfetta	1:57.75	XX
R Settle	Alfetta	2:04.04	X
J Wright	2000 Berlina	2:10.66	X
S Kolsin	2000 Berlina	2:27.57	

Note: 'X' Trophy Winner
'XX' Trophy Declined



TIME TRIAL IV



Karen Cannone Class EW Winner



Class B winner & 1975 Series Champion



Jim Neuman-1750 GTV



Alfetta Class G Winner



T.T.O.D. & Class A Winner



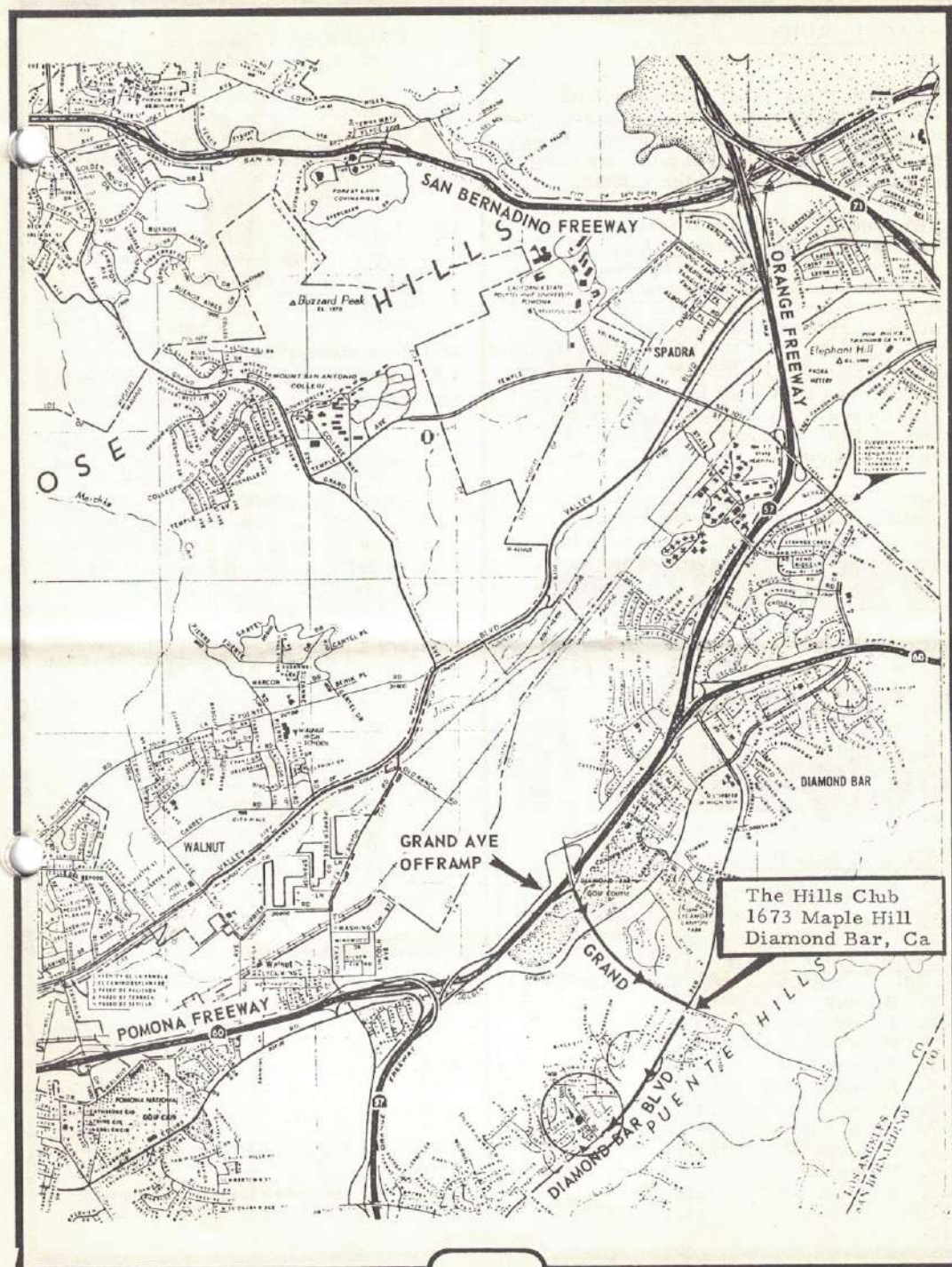
Jerry Wright-Novice Winner

AROSC's Christmas Party



December 6th
1975, 8:00 P.M.

\$4.00, Couples \$7.50
Includes catered
Italian Dinner &
Mix-BYOB



The Hills Club
1673 Maple Hill
Diamond Bar, Ca

RACIN' ROUND

By -- J Samson

The 1976 Time Trial plans are well in the works. There will be five events in 1976. The Code will probably not change to any great degree. The final point standings are listed at the end of the article.

The final Solo I of the season will be at Riverside on November 29 & 30. The Alfa drivers are doing very well; Joe Cannone has B/S locked up, Jim Neuman is headed for 2nd place and I'm hoping to move up from 4th so that Alfa can have a 1-2-3 finish. Bill Kohl has a good chance at an EP 1st. The final Neuman GTV vs the Samson GTV duel for 1975 will occur at the event. To date the Samson car has bested Jim's in 5 out of 7 events. Come on out and enjoy a day of Alfa Victories!!

Alan Ward is trying to bring his Spider to a SCCA National Class win in November. I wish we could be in Atlanta with him to give him the morale support he needs.

Current '75 AROSC standings:

SCCA Solo I-- 6 events

1. J Samson	66
2. J Cannone	63
3. J Neuman	61
4. B Kohl	48
5. S Kohl	36
6. A Ward	18
7. B Barlow	11
8. D Barlow	5

SCC SCC Solo II--5 events

1. L Boles	34
2. D Harmon	10
3. C Boles	1

AROSC Time Trials --Final

Only drivers with over 200 points listed

1. B Kohl	400
2. J Cannone	397.7
3. D Swears	385.4
4. J Samson	382.6
5. K Rice	319.9
6. D Rice	311.9
7. C Thieriot	280.9
8. K Cannone	280.6
9. P Gaylord	254.1
10. R Smith	250.4
11. B Barlow	228.8
12. L Dowdy	200

WATERLOGGED HUBCAPS

By Les Hurlock

During the rainy season, this Alfaholic was horrified to find a quarter cup of water in each new-style hubcap of his wife's Duet'o.

Most hubcaps have some form of drainage system, but these have none.

Small holes could be drilled in the hubcap outer flange, but (a) they are stainless steel and therefore hard to drill, and (b) the water would throw out over the front wheel surface.

The Alfaholics' way is to drill four 3/16 inch holes in the wheels themselves, as shown in the drawings. These small equally-spaced holes cannot weaken the wheel, or affect the balance. They are easy to drill, and any water will be thrown off inside the wheel.



(1) Locate and drill four equally-spaced 3/16 inch holes just on the inside edge of the scuffmark left by the outer rim of the hubcap (Fig. 2).

(2) Countersink all holes (from the front only).

(3) Finish off the holes with a little silver paint to stop them from rusting.

Reprinted from the October issue of "Alfa-Bits."



FOR SALE

1964 Alfa Romeo 2600 Sprint Coupe. Body by Bertone, six cylinder, less than 1000 miles on new engine, new heater, new brakes, Michelins, Blaupunkt AM/FM radio, 5 speed transmission overhauled, all interior leather, new metallic silver paint. Completely restored. Must sell, reasonable offers considered.

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926 Monterey Blvd. (213) 374-3929 home
Hermosa Beach, CA 90254

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(213) 596-2682 home
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WRITE AROSC, P.O. BOX 261,
LOS ALAMITOS, CALIFORNIA - 90720
ARTICLES, LETTERS, AND PERSONAL
ADS ARE ALWAYS WELCOMED FOR
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