

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 15 No. 5, MAY 1976 P.O. Box 261, Los Alamitos, Ca. 90720

WRIGHT ON

By: Jerry Wright

The first thing I would like to do is thank the people who organized the events last month. The first event was the rally on the 3rd of April. The rally was great fun, especially seeing 40 people running to their cars for the LeMans start. Some people had a little trouble making the mad dash but everyone who went had a great time. A big thanks to Charlie Thieriot and Rick Clemente. The General meeting had George Koteles from "Racepro" talk to our gang about the Camel GT Race which will be held May 9th at Ontario. Remember the special slalom which Lisa Boles will be running in as AROSC representative at the Camel GT Race 2-day event. The movie and his brief discussion and question/answer session were extremely interesting. John Samson and Bill Kohl will run their in the GT Race. The second Time Trial for this year was held on April 24th. It was well organized and all who went had a great time of it. The Tech. session on the 17th of April had but about 10 interested people who came to learn more about the Alfa.

Before I discuss the coming events of the club I would like to see more AROSC members take a more active part in Club events. We need more workers and people to take charge of Club activities. The Board of Directors can plan events but they cannot continue to plan more events until people will give of their time to work and help out. This means YOU Mr. and Ms. AROSC member. The problems of the

Board will be discussed at the General Meeting this month, so please attend and show your interest by volunteering your time to help the Board keep this Club a success.

The two coming events that are being planned are: The June 19th Rally and the June 24th Time Trial at Riverside. Here are two events that need your support to continue to be successful.

Also, the September 12th Concours has been scheduled and needs more people on the committee. See you at the Meeting and let's all support our fine club this year.

MAY MEETING

FRIDAY MAY 21, 1976 8:00 P.M.

LE VECCHIO ALFA

by Tom Sutter

Following last month's article about A.F.R.A. as a source of parts for older Alfas, I was contacted by several members who have dealt with A.F.R.A. Their comments and suggestions seem worth summarizing, so I'll attempt to do that as accurately as possible.

All sources agreed that A.F.R.A. appears to be a reputable company but they are expensive. Another common comment is that the response time is quite slow (3-4 months), possibly due to the in-

CONT. PAGE 4

"CAN-AM" REVISITED

by John Samson

The garages at Riverside were buzzing with activity. A cacophony of revving engines shattered the still desert morning. Another man versus clock duel was to start. A day-long contest of hot rubber clutching at asphalt, of asbestos pads pinching hot steel disc, of aluminum rushing to and fro in steel cans and of better judgement tempering the driving verve of erstwhile Nuvolaris.

The track was being swept, not by machine but by faithful AROSC cooleys. This was the dawning of the second AROSC Time Trial of 76. The course to be used was the less often raced-on 3.2 mi. "Can-Am" lay out. It was exciting to be racing on the same course that has brought so many thrills to the So. California racing scene during the Can-Am and L. A. Times Grand Prix days. Remember the Lola with Surtees aboard, Jim Hall piloting the first winged open cockpit Chapparel, Vic Elford skimming along the road in the "sucker" Chapparel, Bruce and Denny in the caramel colored racers, the late Dave MacDonald careening around turn 6 in "dirt track" style in the King Cobra, and the tight duel of Jack Brabham against Bruce McClaren in Coopers? It is fascinating to note that some of the AROSC competitors today would have a faster average speed than the earlier L. A. Times G. P. winners.

At 9:30 A.M. half of the 31 driver field was let loose on the track. All found turn 8 a true challenge--an off-camber decreasing radius corner can't be anything else. The first session ended without incident. The change over of workers between sessions took longer than desired because of delay in getting the workers to report. As Eventmaster, I must apologize to those corner workers who walked in from their stations instead of waiting for the tardy taxi service.

The second practice session saw several rubber versus asphalt duels decided in favor of the asphalt. Jerry Wright did a 180° at turn 7 and later tried a new line around turn 8, utilizing off-road technique. Alan Ward gave Wally Williams a "puckering" thrill with a reverse attack at turn 9. No damage to car or driver occurred with these off course excursions and backward cornering.

Everyone settled for lunch. The noise of engines was replaced by the gnashing of teeth; some against bread and lunchmeat, other simply because their cars had malfunctioned during the morning practice.

The afternoon timing sessions saw Alan Ward, P. Gaylord, D. Swears, B. Biggs, B. Barlow and J. Neuman repeat their class wins of the first T. T. B. Kohl bested yours truly in combined class A/B. Bob Greene won class C in a very fast 1300 Spider setting a course record to boot. Wally Williams finished only 0.23 secs. behind first place Swears. Novice Elmer Cochrane took second place in class G, a very impressive performance. Neil Meyer returned to the track after a 2 year rest to place 3rd in class G. Jim Neuman took class Z and set T. T. O. D.

The 2000 GTV of Phyllis Gaylord, as modified by Ward and Dean Racing, proved to be as good a handling car as they hoped. Joe Cannone of GTA Service prepared three class winners, one of which was the T. T. O. D. car. His own car suffered from "dropsy" of the exhaust system. A quickly fabricated one kept the "CO" out of the cockpit but also caused a marked decrease in horse power. "Bear" Clemente's new 1750 Super did a remarkable job of staying together for the whole day. We all missed the old black Spider. When Dave Vegher gets his Ti Super act together we can expect fast times.

New licenses were issued to: D. George, N. Vegher, C. Collidge, R. Omea, E. Cochrane and N. Meyer.

I would like to commend all the drivers for doing a great job in cleaning up the garage area after the event. Lastly, I would like to thank C. Thieriot, (chief starter) Joan Kohl and Carol Samson (timers) the Rices and the Biggs for manning re-entry all day.

Preliminary calculations show the event lost about \$20.00. So for the year AROSC is in the black for the T. T. program. In the first two events we had 75 paid entries, this is far ahead of 1975, and that was a National Meeting year. We once again had entries from Norcal area as well as San Diego. There is no question that AROSC is setting the pace in the T. T. area. A first class event draws entries and I think AROSC is putting on a quality program.

The next time trial will be June 26 at R. I. R., sponsored by Jim Grey Imports of Long Beach. This will be the 5th Annual Time Trial sponsored by Jim Gray. For information contact Bill Kohl, 1329 Holly Leaf Lane, Diamond Bar, Calif. (714) 595-2432. Bill will be the eventmaster for the T. T.'s 3 and 4. See you June 26.

in T. T. results on page 7

A LeMans Start for a Rally??
by Sid Keely

On Saturday, April 3, Charlie Thieriot pulled the trigger on his starting gun (pop!) and the mad rush of stumbling humanity (otherwise known as Alfa Nuts) raced for their cars amid cries of "I'm losing my shoes", "Wait for me", and the thundering roar as 25 assorted Alfas burst into life and roared away from the first AROSC rally of the year. The mad rally masters were Charlie Thieriot and Rick Clemente. The parade started off well with few getting lost, some not reading all the instructions therefore, not completing some gimics, while one poured "petrol" on his trousers and ran the rally sans trousers! (How's it feel to have on those throw-away diapers Sel?) Soon the rains started and the rally wound its way through the Los Angeles lovers lanes, beaches, college campuses and Monty's to finally end in Westwood at the Pizza parlor where all supped on the delights of the house. As of this writing the results were not known to this writer, but, I'm sure there were some well earned points handed out. Well done Chas and Bear!!



RESULTS OF APRIL 3 RALLY

dri.	nav.	pts.	dri.	nav.	pts.
1. D. Fein	C. Fein	462	10. M. Lombardo	C. Lombardo	244
2. J. Hook	L. McKiddin	446	11. S. Keely	B. Keely	214
3. P. Strona	L. Strona	438	12. J. Williams		210
4. D. Bernstein	S. Bernstein	377	13. J. Wright	C. Wright	199
5. R. Smith	S. French	358	14. S. Borey	F. Suain	188
6. S. Ramsay	None	353	15. C. Lindsey		143
7. G. Tewinkle	Mayone	308	16. D. Schultz	A. Schulta	115
8. B. Meadows	J. Giesy	305	17. C. Boles	L. Boles	110
9. H. Croulet	E. Croulet	287	18. E. Tipping	R. Ritz	44
			19. C. Downer		

Restoration inform. can't from front page famous Italian Postal Service. One individual stated that he sends duplicate letters, mailed a couple of days apart, in an effort to make sure his letter reaches A.F.R.A. Although there is no problem in using English for any correspondence with A.F.R.A., there is a rumor that letters written in Italian will receive faster handling. If you don't have a friend who can do the job for you, the Italian Trade Commission (which has an office in the L.A. area) will translate your letter into Italian.

As a personal comment, I would suggest that no matter what else you do, Type your letter. Maybe you have no trouble reading your hen scratches but that clerk 7000 miles away may have slept through the cryptography class. This would seem particularly pertinent with regard to getting the correct parts, since there are some European conventions which are used to differentiate handwritten numbers such as 1 and 7, and failure to follow these conventions could conceivably result in A.F.R.A. sending you the wrong part.

One of our members says that he mailed his first letter to A.F.R.A. last winter, inquiring about their prices for several items. The response was a box containing the parts and a bill for the cost.

Although this probably resulted from a slip in the English-Italian translation at A.F.R.A., it does point up a couple of things. Only inquire about items in which you have a serious interest, and break up your shopping list into sections which are compatible with your budget.

One of our local members, Nort Newman of Tarzana, is currently winding up a three-year restoration of a 6C-2500. He states that A.F.R.A. has most of the mechanical parts for a 6C-2500 but no body parts, although the same may not be true of other models. Nort has indicated a willingness to pass on tips about parts and information

sources and those 1000 & 1 bits of knowledge which are acquired through experience. Accordingly, I am going to try to get together with him in the near future to interview him for material for an article - or articles - on restoration. One tip which he has already passed on is that there is another potential source for parts for older model Alfas. The address is:

A. F. Loyens
32 bis Rue De La Montague
Hamm, Luxemburg

I would be interested in hearing from anyone else who has tips to pass on to other Alfa enthusiasts. Although I am not into restoration myself, I will attempt to put your information into article form if you do not feel like doing so yourself.



TO BE OR NOT TO BE!!!

by Tom Sutter

The AROSC Board of Directors has been discussing the pro & con of our affiliation with the National AROC for some time. As a consequence, a letter was sent to the National president with copies to the National Board of Directors and to other Chapters.

This letter outlines what are felt to be major deficiencies in the National and offers potential approaches to overcoming these longstanding weaknesses. Since the letter is quite lengthy it will not be printed in Alfacionada, but we urge you to read it. Accordingly, a copy of the letter will be posted at the general meeting. In addition, each Board Member has a copy.



ENTRY FORM FOR A.R.O.S.C. TIME TRIAL # 3

DATE : 6-26-76

TRACK : RIVERSIDE INTERNATIONAL RACEWAY

SCHEDULE : TRACK OPENS 7 am
TECH. INSPECTION 7:30 to 9:00 am
MANDATORY DRIVER'S MEETING 8:30 am
TRACK ORIENTATION FOR NOVICES 8:45 to 9:15 am
TRACK OPEN FOR PRACTICE 9:30 am
LUNCH noon to 1 pm
TRACK OPENS FOR PRACTICE AND TIMED RUNS 1:00 pm
AWARDS PRESENTATION 5:00 pm

FEE: PRE ENTRY BY MIDNIGHT 6-18-76 :

SINGLE \$17.50
MIXED COUPLE \$30.00

ENTRY AFTER 6-18-76 OR TRACKSIDE :

SINGLE \$22.50
MIXED COUPLE \$35.00

BRING: GAS, FOOD, CHAIRS AND DRINK.
NO ALCOHOLIC DRINK ON
TRACK PREMESIS.

EACH DRIVER MUST HAVE A VALID STATE
DRIVERS LICENSE WITH HIM OR HER,
NO EXCEPTIONS FOR ANYONE.

DRIVER # 1 ; _____

ADDRESS : _____

PHONE : _____

DRIVER # 2 : _____

ADDRESS : _____

PHONE : _____

MODEL AND YEAR OF ALFA _____ DISP. _____ C.C.

AROSC CLASS _____ AROSC CLASS POINTS _____

I MUST FILE A NEW CLASS SHEET BECAUSE I HAVE MADE MODIFICATIONS TO THE CAR SINCE
COMPLETING THE LAST FORM. YES () NO ()

UNDERSTAND MY ENTRY FEE IS NOT REFUNDABLE AND I WILL ABIDE BY THE RULES OF
THE A.R.O.S.C. COMPETITION CODE.

DRIVER # 1 ; _____ DATE _____

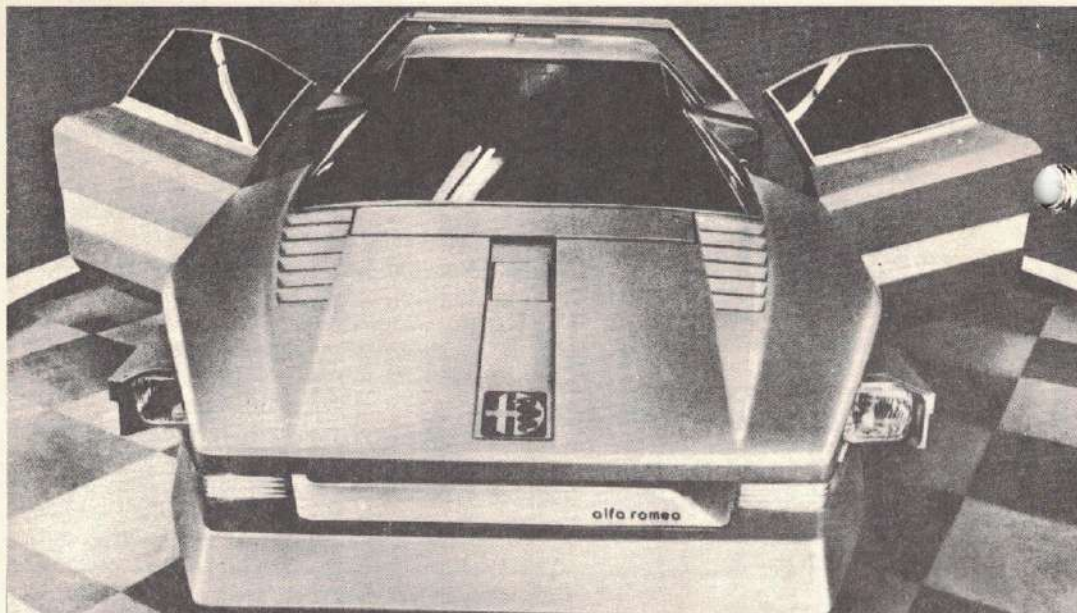
DRIVER # 2 : _____ DATE _____

PLEASE RETURN THIS FORM WITH THE ENTRY FEE. MAKE CHECK PAYABLE TO
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NAVAJO DI BERTONE/ALFA ROMEO

Although its layout is deliberately extremist, the "NAVAJO" represents a concrete idea for a sports coupe on the prestigious mechanics of the Alfa Romeo Tipo 33.

The original tubular frame has been lengthened and suitably modified to provide more room for two passengers. The fiberglass body and tubular frame combination guarantee a very minimum weight.

As engine powers keep increasing, Bertone designers have concentrated on the aerodynamic problems connected with wheel grip rather than those involved in speed alone.

The whole front of the car is tapered to cut lift to the minimum and the result is helped by a front spoiler of innovative design. A special patented device (automatic and manual) regulates spoiler operation according to the car's speed.

The rear panels create an interesting styling motif and also provide solid support for an impressive variable inclination

air foil whose purpose is to guarantee perfect rear wheel grip at high speeds.

For the "NAVAJO", Bertone has designed completely new, extremely interesting instrumentation. All possible information for the driver is provided in one instrument panel. By means of illuminated curves, engine RPM's are related to the power and torque distributed, speed is correlated to braking distance required at all times. The dials also indicate the position of the front spoiler and acceleration (positive and/or negative) is expressed "G". Basic information such as water temperature, oil pressure, fuel level, etc. is reported through digital readouts. Controls include rotary and toggle switches.

An interesting detail are the retractable headlights, lodged at the front end of the car and opening horizontally instead of vertically!

In short, the "NAVAJO" is a new car idea of extreme interest. Bertone and Alfa Romeo thus continue their tradition of commitment to the research and development of alternatives that are well ahead of the times.

AROSC T.T.	APR. 24, 1976	R.I.R.	CAN- AM course (3.2 miles)
CLASS A/B	1. B. Kohl 2. J. Samson	1750 Spider 2000 GTV	2:16.80 2:17.82
CLASS C/D	1. B. Greene 2. D. George 3. R. Clemente D. Rice	1300 Spider 1300 Spider 1750 Super 1600 Spider	2:16.90 2:19.43 2:29.67 D.N.R.
CLASS E	1. A. Ward 2. J. Cannone 3. J. Allen 4. D. Vegher C. Lee	2000 GTV 1300 Super 2000 Spider 1600 Super Ti 1600 GTV	2:26.48 2:31.26 2:32.12 2:37.41 D.N.R.
CLASS EW	1. P. Gaylard 2. L. Boles 3. K. Cannone N. Vegher	2000 GTV 1600 GTV 1300 Super 1600 Ti Super	2:32.52 2:35.62 2:39.60 D.N.R.
CLASS F	1. D. Swears 2. W. Williams 3. K. Rice 4. C. Coolidge 5. A. Gott 6. J. Wright 7. R. Omea	1600 Spider 2000 GTV 1600 Spider 2000 GTV 2000 GTV 1750 GTV 2000 GTV	2:32.91 2:33.14 2:36.73 2:37.13 2:37.89 2:39.88 2:41.96
CLASS G	1. B. Biggs 2. E. Cochrane 3. N. Meyer 4. P. Giural 5. R. Perez	1750 Spider 1750 Spider 1600 Spider 1600 Spider 1600 Spider	2:35.56 2:39.73 2:40.49 2:41.12 2:53.39
CLASS H	1. B. Barlow 2. R. Settle 3. B. Adkins	1750 Berlina Alfetta Alfetta	2:44.66 D.N.R. D.N.R.
CLASS Z	1. J. Neuman (ttod) 2. B. Barlow 3. D. Barlow	1750 GTV 1750 GTV 1750 GTV	2:15.59 2:17.63 2:28.00



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PRESS RELEASE BY ALFA
ROMEO INC. THE
"NAVAJO" WAS ON DISPLAY
AT THE AUTO EXPO '76
THRU MAY 16th.

1976 T.T. STANDINGS AFTER TWO EVENTS:

A. WARD	18
P. Gaylard	18
D. Swears	18
B. Biggs	18
J. Neuman	18
B. Kohl	15
J. Samson	15
B. Greene	13
J. Cannone	12
L. Boles	10
K. Cannone	10
W. Williams	10
K. Rice	10

COMPETITION REPORT
by Tom Sutter

The two months since my column last appeared in the Alfacionada have been busy ones from the standpoint of competition, with an AROSC Rally, an AROSC Time Trial, a couple of Solo I events, two SCCA races, two SCCSCC Championship slaloms, the IMSA events at Ontario, and LBGP Formula I race.

Since I'm sure John Samson will do his usual thorough article on our Time Trial, I'll leave the detailed results to him. Suffice it to say that it was another well-run affair with an enjoyable day for participants and workers alike. In Solo I the Alfa banner has been carried by Bob and Dick Barlow, Bill Kohl, and John Sampson. So far Bob has a 2nd and a 3rd to his credit, Dick a 3rd, Bill a 1st and 3rd, and John a series of engine problems which have yielded a 4th and a 6th.

In SCCA racing Alan Ward's DP Spider broke the transmission input shaft at Holtville and did not start there, but was ready to go at Willow Springs. After setting a new lap record in qualifying Alan finished in second place, missing a win by three feet! Subsequent discovery of suspicious traces on two spark plugs led to removal of a carb cover, revealing a float bowl full of water. Alan says that in the future his theme song will be "How Dry I Am!".

The lead time required for Alfacionada means that the results of the IMSA Ontario events and the first two SCCSCC Championship slaloms will have to wait till next month even though they will have been run by the time you read this article. John Sampson and Bill Kohl have entered the SAMKO GTV in the Camel GT and Lisa Boles is the AROSC representative in the BMW Super Slalom run in conjunction with the IMSA races on May 9th. Although I don't have a list of AROSC members running in the

season's first two SCCSCC Championship slaloms, on May 2nd and May 9th, I am sure that the club will be well represented.

The first AROSC rally of the year was well attended and even patches of rain could not dampen the good time had by all. Charlie "Reynolds Wrap" Thieriot and Rick "Bear" Clemente deserve a round of applause from everyone for the excellent job they did on their "April Fool" rally.

I'll leave a detailed report on the LBGP to the professionals, who will do a much better job than I can do, but there are a couple of observations which seem worth making. The workmanship on the Brabham-Alfa Formula I cars was first-class, so if preparation can breed success there should be an Alfa in the winners circle soon. In conversations with the Brabham crew they were candid about having problems but said that the support and cooperation from Alfa has been top-notch, so they are confident of making progress.

Worthy of note is that the lap times turned in by the 2300cc 1932 Alfa running on skinny tires in the Vintage race were 3 seconds faster than those of the ones in the Toyota Challenge. The 2000cc 1976 Toyotas were souped, spoiled, lowered, painted, equipped with super-wide tires, and really looked mean. I assume that this proves that, for an Alfa, 300 cc will compensate for a lot of preparation and 44 year age differential.



CALENDAR OF EVENTS

- May 16 SCCSCC Championship Slalom
Dodger Stadium
- May 21 AROSC General Meeting-8:00pm
Little Lake Park
- May 22/23 Lone Pine Times Trials
Lone Pine, Calif.
- May 25 AROSC Board Meeting-8:00pm
Hal Croulet's home
Walnut, CA
- May 29-31 SCCA National Races
Riverside International Race.
- June 6 SCCSCC Championship Slalom
Lyon Country Safari
- June 12/13 Solo I Championship Event
Ontario Motor Speedway
- June 18 AROSC General Meeting-8:00pm
Little Lake Park
- June 19 AROSC Rally - 7:00pm
Ball & Knott, Cypress
- June 25-27 AROC National Meeting
Southbury, Connecticut
- June 26 AROSC Time Trial
Riverside International Race.



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by Craig Lindsey

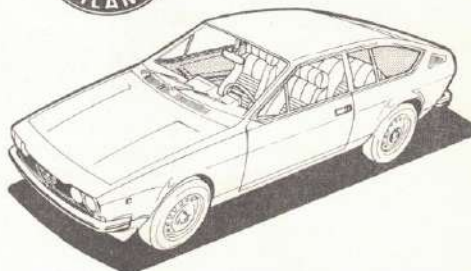
Working as Advertising Editor this year, I have traveled around the Los Angeles and Orange County areas visiting the majority of our supporters who have, as always, pledged their continuing support of AROSC. On behalf of AROSC, I would like to take this opportunity to thank you for your support.

Additionally, I would like to thank Beach Imports for their tremendous donation for our raffle at the April General Meeting. Both Curt in the Parts Department and Mark Parkinson of Service are always willing to assist.

Again, thanks to all our dealers! We know we can count on all of you.



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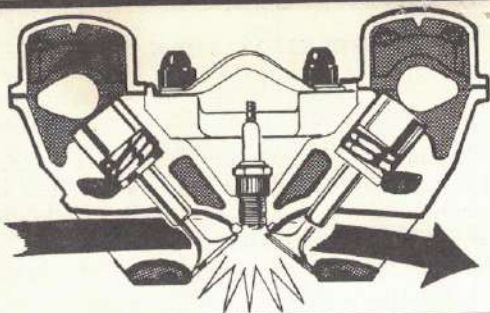
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