

# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 15 No. 11, NOVEMBER 1976 P.O. Box 261, Los Alamitos, Ca. 90720

## WRIGHT ON

by Jerry Wright

In October, we had another great Las Vegas night party at Hal and Esther Croulet's home. The prizes were good and so was the food. I would like to thank Bob and Julie Doss, Hal and Esther Croulet, Joe Richardson, Bob Meadows, the people at Western Gear (who run the tables), the Reynolds, and also my wife, Cindy.

The month of November should also be very interesting. This year, the new AROSC board of directors will be the prime topic at the November general meeting. I would like to see everyone make this important meeting. The people we elect are the future of AROSC so come and vote!!

Traditionally, the White Turkey auction has been on the Friday of the Nov. meeting. This year we are going to have it on the following Saturday (Nov. 20) at 1:00 PM at Little Lake Park. The turkey sale this year will be both an auction and a flea market sale. For both old and new members I will explain this event. The auction will be as in the past, you bring old and new Alfa parts to the auction and sell them to the highest bidder. The new wrinkel is a flea market in the parking lot, so you can sell or not sell; trade and swap as you like. This event has been a great one in the past and should be even better this year. One reason we changed the day to Sat. was the fact we needed more time for this event.



## November Meeting

Friday November 19, 1976  
8:00 PM

### ELECTIONS

Here is a list of the nominees:

Tom Suter	Sally French
Rick Clemente	Rick Hamil
Sid Keely	Joe Richardson
Blake Morris	Dan Fein
Charlie Thieriot	Bob St. John
Dan Bernstein	Sel Ramsey
Dave Vegher	Lou Alaman

Remember the Christmas party will be on the 11th of Dec. at Mark Parkinson's home in Costa Mesa, so put this night on your calendar. There will be more details next month on this party.

The Time Trial on Oct. 23rd was also extremely successful. This was our last Time Trial of the year let's all thank the Samsons and the Kohls for a job well done. Remember to volunteer to help Charlie Thieriot on next years Time Trials.

Hope you have enjoyed this year's events and will continue to support the Club for the remaining scheduled events. See you at the meeting Get Out And Vote!!!

Competition Report  
by Tom Suter

I think that the first thing I should discuss this month is the upcoming meeting of the AROSC Competition Committee. As you can see in the Calendar of Events, we will be meeting at 7:30 PM on Tuesday, November 23rd. As was mentioned in last month's column, a number of subjects will be discussed, so anyone with strong feelings on anything related to the AROSC Competition Program should let us know so that all points of view can be represented.

In the same vein, I recently received a copy of the proposed Competition Code which the National AROC is preparing. Although it is proposed to be mandatory only for the events held at a National Meeting, there are a few differences, particularly on seat belt mounting requirements which anyone who might plan to go to the National Meeting at Aspen next year should consider. It is possible that AROSC might adopt the same seat belt requirements - which are almost the same as our current requirements. Accordingly, I suggest that anyone planning to prepare a car for our Time Trial program next year should hold off until after you have a chance to see what next year's rules look like. No major changes are contemplated, but there's no point in having to do something over again if it can be avoided.

Last month saw the running of AROSC's fifth, and last, Time Trial of the year. As usual, Bill Kohl and John Samson did an excellent job of organizing and staging the event, and deserve the thanks of everyone who has been connected with the program. Most of you are probably unaware that this was the last Time Trial for which John and Bill will be responsible. After all these years of handling the Time Trials on top of their regular jobs, the Samko Racing sideline business, their IMSA racing, and running Solo I, they decided to make someone else do the job next year.

Although everyone probably realizes that this is a volunteer effort - John & Bill receive no compensation - only those quite close to the program realize how many man hours have gone into putting on each event. As with most other jobs, it's easy to do a sloppy job but doing it right is work. John and Bill have always made the Time Trials a first-class program, and they deserve the warmest thanks of everyone in AROSC.

As long as I'm talking about the Time Trials, it's worth mentioning something which has been said before, but which occasionally still prompts questions. Members sometimes ask how much of their dues goes into supporting the Time Trials, etc. The answer is: None. AROSC attempts to operate on a philosophy which might be described as "You pay for what you get". All events of any kind are intended to be self-supporting, and none of our members are subsidizing other members' fun.

In the case of the Time Trials, the cost of entering has been kept so low only through John's careful financial management and the generosity of the event sponsors. In addition to paying its own way, the Time Trial program has permitted AROSC to acquire an electronic timer, a set of large fire extinguishers, and flags for the corner workers.

As a consequence of our crowded schedule and the approaching holiday season, AROSC has decided not to run another rally this year. It turns out that the only good dates open for staging a rally before the end of the year already have events being staged by the serious rally clubs which many of the AROSC rally enthusiasts are planning to run.

As this column is being written, AROSC members Alan Ward & Don Dearne are in Atlanta with the Ward & Deane Racing Alfa to compete in the SCCA National Championships. Alan is considered to have an excellent chance to win the D Production championship in the 2 liter spider.



# PAN AM ASSAULT by Sid Keely

8:00 PM, Friday, Oct. 9 found eight ALFA matics chomping at the bits in anticipation and excitement for the annual run to Baja. The AROSC team for Pan Am 1976 consisted of four cars (a fantastic turn-out for AROSC) marred only by the fact that one car rallying for AROSC was a Datsun 240Z.

Our teams grabbed their instructions and maps and poured over their selection of roads for the rally at the near-by bowling alley. When the clock finally ticked off each cars "out time" the excitement was peaked to its fullest. Our first leg was a real "bear" (sic) no pun intended. Would you believe 38 miles in 40 minutes at 55 MPH? The road was full of "bears" so Beth and I had a one minute forty-one hundreths error. The second leg was a better run, however, a mis-read clock and a total beark down in communications cost us a big error on leg #2. In fact, there wer others who flubbed this leg. Our friend Dan Fein was by now well on his way to getting a trophy for AROSC.

The next group of legs came all with a .01 error and little difficulty. Some fantastic roads were encountered and a hurried beakfast break on the edge of Pine Valley brought our team together for the first time on the rally to hash the past eight hours of events!

With a mad rush to the gasoline pump we were ready for the Mexican connection. The confusing hunt for Mexico 2 brought a little anxiety to another of our team but no one was lost and the event ended with good results for AROSC.

We brought back two trophies! Come on team, let's get 'em on Starlite!





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Ho! Ho! Ho! Merry Christmas! It's almost here!!!!  
One of the best parts of the holiday season is PARTYS.  
AROSC has one of the best. Good people, good food,  
and lots of Alfa talk, BYOB. That's on Saturday,  
December 11 at 8:00 PM. See You There!

# Alfasud

Car, a British publication, tested three front wheel drive cars including the Alfasud. Following are excerpts which may tend to give a more one-sided view than the article as a whole provides, but these excerpts focus on the salient features of the Alfasud.

Car May 1976

**W**ALK INTO AN ALFA, PEUGEOT OR Renault dealership, select a colour, pay out £2200 and drive away in a Sud Lusso, 304 or a 12TS. There's no way you will have spent your money unwisely and there's no way you will be disappointed with the four-wheeled metal box to which you have just committed yourself. What this amounts to is the simple fact that in this Giant Test we are not dealing with a group of cars in which one or more is a lemon. These are all the sweet tasting fruit of responsible, clear-headed companies whose engineers are men of integrity. However, not all these cars are biased in the same direction, so sorting out the balance is more the task of this Giant Test than pointing an accusing finger at major defects.

As far as cruising speeds are concerned, the Alfa is clearly the best. The engine feels little different at 50mph as at 95 and seems happy to run with the tachometer needle patting the red zone.

## HANDLING, ROADHOLDING

In a way the Alfasud transcends the accepted sense of handling. It holds the road extraordinarily well and does so with so little fuss that the question of handling never actually arises. It has its limits, but they are not easy to find. When the rubber can longer hold the bitumen, the Sud simply drapes its back wheels out and lets the driver correct the slide in the normal way. There are no fireworks or dramas, but the chances of having to lay on some correction this side of a prepared handling course are rather remote. The steering, always moderately light, remains free of ftd fight but has a slightly dead feel compared with the Alfetta, for example. However, it is still very sharp and more responsive than either of the French cars. With their softer suspension, the 304 and TS lean rather more than the Sud and in both there is some ftd fight through the wheel

when accelerating hard out of tight corners. Both are more prone to understeer than the near-neutral Alfa, but it is adjustable on the throttle so that it's not a matter of great concern. If you really try hard on a slippery roundabout it is possible to reach a terminal understeer condition — the 304 or the TS but it needs to be induced.

## SAFETY

On high-speed bends the Alfa feels more secure than its rivals. Both the Renault and the Peugeot have their moments of getting up on tippy-toe and feeling slightly insecure although, in fairness, this never manifested itself in the form of a sweaty-handed bad moment. Braking and directional stability are good in all three cars, but strong crosswinds cause slight agitation in the Renault. Used very hard, the Alfa's brakes stand up slightly better than the other two, but since all of them have more stopping power than the drivers are likely to need, the point is academic.

In town conditions the steering is satisfactorily light in all three, but the Renault requires just a shade more muscle for parking. Turning circles are fairly tight so the cars can be slipped into small holes without much effort. It is worth remembering, though, that the Renault is deceptively large.

Overall, the Alfasud is clearly better in the handling and roadholding departments. It sets a very high standard indeed and this partially masks the fact that the other two are nothing short of excellent once you set the Italian car apart, on its own pedestal.

## COMFORT

Alfa's need to provide a high level of roadability right through the performance spectrum has resulted in some sacrifices to ride comfort but none at all to suspension control. No matter what the speed or the surface, the suspension feels precise and carefully damped so that the

passengers feel confident but not joggled. The seats, cloth-trimmed like the others, offer a fair degree of comfort without being exceptional.

## CONCLUSIONS

As we said at the beginning, these cars are all good. Almost too good to be true, in fact. The Renault and the Peugeot, the old hands at the game, are established, proven, recognised and familiar, whereas the Alfasud is, in a way, still finding its feet. But what feet! It is far and away the best car to drive with its superb road manners and just about infallible roadholding. It is roomy, practical, not specially economical but with a delightful engine. The test car had a few creaks and groans on poor surfaces and some rough edges when compared with the Peugeot, but was about the same as the Renault in the latter area. The better economy of the 304 must be balanced against the performance of its rivals.

Almost reluctantly we give our nomination to the Sud. But there are provisos that potential buyers should heed. One is that it does not seem as well made as its rivals, specially the Peugeot which is extremely good. Nor is it as comfortable or economical. Yet the car's sheer roadability tends to cancel out its shortcomings in other areas. But if you put a high priority on comfort and proven longevity, then the 304 simply has to be your choice, whereas the TS gains some of its appeal from the elaborate seats and instrumentation.

Probably in more than any other Giant Test we have conducted, the final decision depends on individual priorities. Our's is with the Alfa's refined chassis and roadbehavior, but with equal justification it could rest with comfort of the 304 or the more extrovert, but compromised nature of the Renault. In all these cars you get what you pay for — and quite a lot more thrown in besides.



## RIVERSIDE TIME TRIAL REPORT

Early Saturday morning on October 23 we once again gathered to participate in the 5th time trial of the season. This was the last time trial for 1976 and we must once again be sure to remember and thank our Sponsor PARKINSON V.W. ALFA ROMEO in Placentia. With out the generous support of our sponsors the time trial program would not exist. We encourage all Club members to support these Dealers. We had 34 entries and two Alfeta GT'S. We hope to see more Alfetas next year. This time trial was a great success and all of us who showed up had a great time. We had three new novices show up and each of them received their license at the end of the day. These people were F. Taliaferro, R. Baron, and B. Whetstone. As you can see from the results the times were very close in almost all the classes and the competition very keen down to the last car. L. Dowdy won class C in a 1300 GTA jr with a time of 1:48.76. A. Canning won Class D in a 2000 Spider with a time of 1:52.71. B. Henry won Class E in one of the Alfeta GT'S which was prepared by Veloce Motors West with a time of 1:52.37. D. Swears won Class F in a 1600 Spider with a time of 1:54.70. V. Cochrane won Class G in a 1750 Spider with a time of 1:55.51. B. Barlow won Class H in his 1750 Berlina with a time of 2:02.02, and J. Neuman won Class Z in the Barlow 1750 GTV with a time of 1:43.50 which was also top time of the day. Nice job Jim. There were no accidents during the day which we are always thankful for. The only real problem that any one encountered happened to SAMKO Racing and their 1750 Spider which cracked the bell housing and that was all for the clutch at that point. Up to that point we were hoping to have a real race for the checkered flag. Well that's some of the problems in racing, but we will be back next year for more. Next Years program will be under the direction of Charlie Thieriot and company, and I urge all of you to give him your support in running the events.

## CALENDAR OF EVENTS



Nov. 19	AROSC General Meet. Little Lake Park	Nov. 30	AROSC Board Meeting Sid Keely's home Cypress 8:00 PM
Nov. 20	AROSC "White Turkey Auction" 1:00 PM Little Lake Park	Dec. 4	Starlight Rally Contact Sid Keely for details
Nov. 23	AROSC Competition Committee Meet. 7:30pm 4419 California Ave Long Beach	Dec. 11	AROSC Christmas Party 257 Knox Place Costa Mesa 8:00 PM



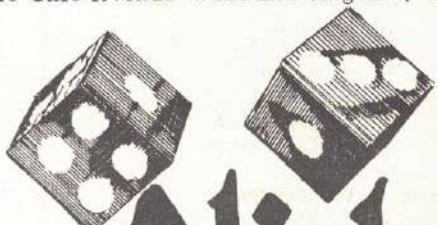
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CLASS C	1. L. Dowdy	1300 GTA Jr.	1:48.76
	2. D. Jaharis	1300 GTA jr.	1:50.67
	3. P. Garret	1300 Spider	2:11.32
Class D	1. A. Canning	2000 Spider	1:52.71
	2. A. Gott	2000 Spider	1:57.58
Class E	1. B. Henry	Alfeta GT	1:52.37
	2. P. Gaylord	2000 GTV	1:52.94
	3. N. Mahoney	1600 Super	1:57.46
	4. J. Lardner	2000 GTV	1:59.02
	5. B. Meadows	2000 GTV	1:59.31
Class F	1. D. Swears	1600 Spider	1:54.70
	2. W. Williams	2000 GTV	1:55.31
	3. R. Omea	2000 GTV	1:55.93
	4. C. Coolidge	2000 GTV	1:56.60
	5. N. Meyer	1600 Spider	1:58.29
	6. J. Wright	2000 GTV	1:59.10
	7. B. Whetstone	Alfeta GT	2:03.62
	8. F. Taliaferro	2000 GTV	2:06.12
Class G	1. V. Cochrane	1750 Spider	1:55.51
	2. B. Biggs	1750 Spider	1:57.96
	3. F. Zimmerman	1600 Sprint	1:59.95
	4. R. Perez	1600 Spider	2:05.42
	5. M. Schroeder	1600 S.S.	2:14.96
Class H	1. B. Barlow	1750 Berlina	2:02.02
	2. J. Neuman	1750 Berlina	2:05.91
Class Z	1. J. Neuman	1750 GTV	1:43.50 T.T.O.D.
	2. B. Barlow	1750 GTV	1:54.39

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# Las Vegas Night

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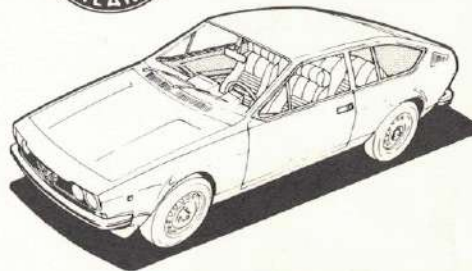


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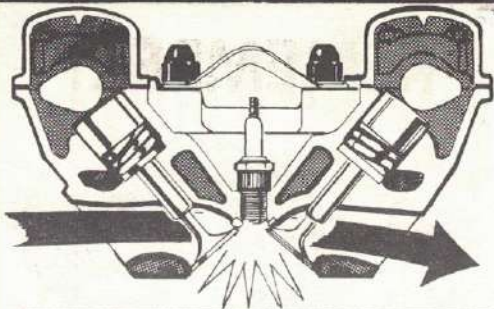


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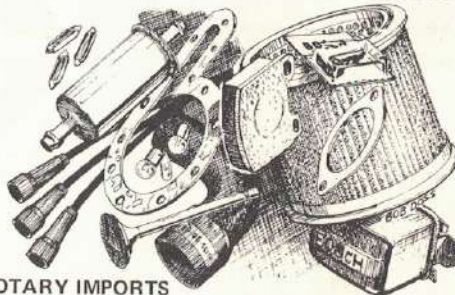
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