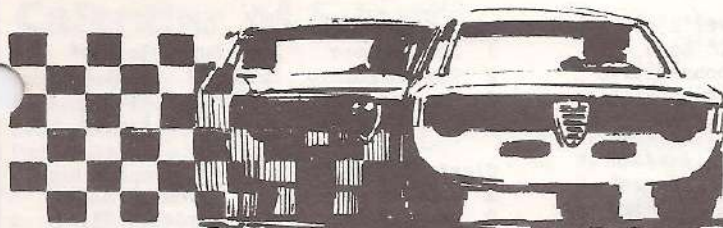


# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 11, NO. 12    DECEMBER 1972

P. O. BOX 261, LOS ALAMITOS, CALIFORNIA

## A DAY IN THE LIFE OF..

by Jim Neuman

As most of you know, the AROSC-Willow Springs Time Trials were held on Saturday, November 18. For those of you who couldn't make it--you missed one heck of a good time! Next time we have an event of this type, why not plan to join us?

Before describing the event itself, I want to thank all of those who made the event the success that it was. The workers were numerous, efficient, and seemingly tireless. We even had several non-AROSC members who came out and worked the entire day! Near the end of the day, someone said that the flag crew at start/finish looked like pro's.

You may remember that the week preceding November 18 was nothing but continuous rain. Fortunately, as all good Alfa-freaks know, it wouldn't dare rain on the day of the AROSC Time Trials! Not only did the rain stop, but it turned out to be one of the nicest November days in Rosamond's history.

Once again, it was proven that Alfa Owners take good care of their machines, as everyone passed tech without a hitch. Once out on the course, the Alfa Owners took good care of the situation, too, as over 860 miles of high speed driving were completed with the only mishap being

a punctured tire suffered by one car during an unscheduled off-course maneuver. Counting this event and the one at OCIR last August, AROSC drivers have completed over 1,250 miles of on-course, high speed driving with only one flat tire! That's a remarkable record for a group containing mostly drivers who are untrained and inexperienced in this type of driving. I believe these two events have been so safe because most of our members have enough common sense to recognize their limitations and drive within their limits.

Before the day's driving activities started, a driver's meeting was held, to stress the safety aspect and other items, such as the signal flags, including the infamous BLACK FLAG. As it turned out, the black flag was used only once all day and only because one driver went out on course with his window closed, preventing him from making the required hand signals. (I don't want to mention any names, but I hope Oscar figures out how to work the window crank before the next event.)

The morning's practice session consisted of each driver completing 20 minutes of practice in three 10-minute sessions. We were able to put four, and sometimes five, cars on course simultaneously and still have them spread out. Passing was permitted only on the half-mile long main straight.

After lunch and a short driver's meeting, the timed runs started. Each timed run consisted of two consecutive laps around the 2.5 mile, 9 turn course. Each driver had 3 timed runs, each from a standing start.

Due to a small number of entries in Classes A2 and D1, these two were combined with A1 for trophy purposes. The combined class was won by Neil Meyer with an excellent 4:11:0. Joe (Tazio) Cannone lived up to his nickname by blowing off all Class A3 opposition with a 3:50.8. Class B1 entrants had a hard fought battle, with Bob Barlow edging out Kevin Hall for the top spot. With a very fast 4:03.0 Mark Butler took Class B2. Rich Payne's 3:38.0 was good for 1st place in Class C3, as well as top time of day. Each trophy winner not only received a trophy, but also a kiss from Dianna Rondot of Marque Motors. Each of us should make a point to individually thank Marque Motors for the great-looking trophies--without their assistance, the event could not have been held. Sincere thanks also to ARI for providing the dash plaques.

Mechanically, the cars held up very well. The only "break down" occurred before the event started, when the Barlow's Berlina unfortunately broke a U-joint on the way to the track. At the end of the day, Tazio installed his drive shaft in the ailing Berlina, so the Barlow's could get it home. Tazio's car was towed home on the back of a (you should pardon the expression) Chevy.

Each entrant's fastest time is listed below, with an \* indicating trophy winners.

Again, my thanks and congratulations to everyone for a job well done.

#### Class A1 (Showroom Stock)

1	Neil Meyer	1600 GTV	4:11.0*
2	Wally Williams	1600 GTV	4:17.0*
3	Dick Harmon	1600 Super	4:24.2*
4	Rudy Hradecky	1300 Guilletta SS	4:34.0

#### Class A3 (Prodified)

1	Joe Cannone	1600 Super	3:50.8*
2	Reuben Romero	1600 GTV	3:54.4
3	Tom Sponsler	1600 GTV	4:05.8
4	Oscar DuFau	1600 GTV	4:17.8

#### Class B1 (Showroom Stock)

1	Bob Barlow	1750 Spyder	4:21.0*
2	Kevin Hall	2000 Spyder	4:23.8*
3	Allan Gott	2000 GTV	2:27.1*
4	Maurice Kaplan	1750 GTV	4:36.8*
5	Harold Croulet	1750 GTV	4:37.1
6	Martin Kaplan	1750 GTV	4:52.0

#### Class B2 (SCCSCC Stock)

1	Mark Butler	1750 Spyder	4:03.0*
2	John Samson	1750 GTV	4:13.0
3	Jim Neuman	1750 Spyder	4:18.2

#### Class C3 (Prodified)

1	Rich Payne	1600 GTZ	3:38.0*
2	Hector Vasquez	1600 GTA	3:45:3

## '73 BOARD

At the November meeting of AROSC, along with our annual White Turkey Sale we held the elections for your 1973 AROSC Board of Directors. While the White Turkey Sale was profitable to the club's treasury, I feel the newly elected board will be highly profitable to the club. Your 1973 Board of Directors:

Joe Cannone  
Allan Gott  
Hoppy Hopkins  
Neil Meyer  
Jim Neuman  
Lisa Renfoe  
John Sampson  
Tom Sponsler  
Tom Suter

FOR SALE: 1750 Alfa Romeo Spider Veloce; purchased new 4/72; 9,000 miles; AM-FM; mitten; dealer maintained; emerald green color; as new condition; for price and any other information: Tom Dominico (714) 533-5283 bus. (714) 827-1331 home

# Calendar of Events

For those of you who missed the September meeting and the unforgettable performance put on by the Dynamic Duo of ARI, you are going to get a second chance to see them in action.

As in the past, our January meeting will be held at Alfa Romeo, Inc., at 215 Douglas, El Segundo. This is one meeting you don't want to miss, as it usually turns out quite eventful. Mark it on your calendar.

AROSC Meeting--Jan. 19, 1973  
Alfa Romeo, Inc.  
215 Douglas St.  
El Segundo

See you there!

A reminder--Because of our Christmas Party December 16, there will be no regular meeting this month at Little Lake. See the enclosed flyer regarding the Christmas Party and plan to attend--it's one of the highlights of our year and a great way to get acquainted!!!!!!

## Slalom Column

by J. Samson

Now that the tire dust has settled and the brake discs have cooled, we can look back and see how the '72 season ended. We should also look ahead to next year and start planning.

NOV. 15 : Because of poor timing and officiating this event lost its championship status. Thus, no Alfa points were given. The club had a good turn-out with 8 drivers competing. Our club drivers placed 3 rd., 4 th. and 5 th. in class K and 2nd. and 3 rd. in class X.

OCT. 5 : This event at the Pomona Fairgrounds was the best

of the year. 10 members competed, their classes and times are listed below:

T. Spensler.....K.....	87.66
O. DuFau.....K.....	88.18
J. Samson.....X.....	91.11
J. Cannone.....K.....	91.47
D. Harmon.....X.....	93.50
G. DuFau.....Kw.....	93.51
J. Neuman.....X.....	95.32
N. Meyer.....X.....	96.20
B. St. John.....X.....	98.20
S. Harmon.....X.....	102.07

NOV. 12 : Going into this final championship slalom, second place in the AROSC standings was unsettled. Oscar DuFau held a one point lead over Tom Spensler for the second spot. Also class X was still up for grabs and an MGB, a Camaro and an Alfa were still in contention. Unfortunately the sun set before class X could run and the final standings remained unchanged. It was an MGB, ALFA AND CAMARO finish in that order. To say the least the whole thing was very anticlimactic. Not so between Oscar and Tom, as a final showdown developed. Oscar's first run was a 72.47; Tom then ran a 70.51. On Oscar's second and final run he regained the lead with a 69.26. It was all up to Tom now, all eyes were glued to the agile green GTV. As he pulled back into the pits his time was announced, 68.88 plus a 3 sec. penalty for hitting one pylon, thus his official time was 71.88. Congratulations Oscar for putting it altogether at the last event's final run.

For the class X drivers, we will average each one's points and add it to their total for the year's standings.

I had reported on the SCCA Solo II run-offs in the last (unpublished) column. Since we had an excellent AROSC participation I have included it in this column.

At the Solo II run-offs at O.M.S. R. Harmon finished first in class

against stiff opposition. Due to the condition of the car, any win reflects driver far more than car performance. Just in case anyone wonders why Dick is not in contention for the club championship, it is not because of his driving but the emphysematous state of his car's engine. His performance at these run-offs and the most recent Riverside event support this completely. I'd hate to see him with a car running on 4 cylinders. Below is a listing of Alfas in the event:

SCCA Solo II Run-Off Times

Saturday Oct. 7:

Driver	Car	Best Time
L. Smith	1600 Spider	63.24
R. Romero	1600 GTV	63.88
J. Samson	1750 GTV	64.51
A. Ward	1750 Spider	65.57
D. Harmon	1600 Super	69.88
S. Harmon	1600 Super	78.37

Sunday Oct. 8:

R. Romero	1600 GTV	61.69
L. Smith	1600 Spider	61.74
J. Samson	1600 GTV	62.49
T. Sponsler	1600 GTV	62.55
J. Samson	1750 GTV	63.76
D. Harmon	1600 Super	68.86
J. Morgan	1750 Berlina	69.66
N. Meyer	1600 GTV	70.13
S. Harmon	1600 Super	76.51

What about the future? This will be the last slalom column I will author, for you will have a new SCOSCC representative next year. I hope you have enjoyed reading it as much as I've enjoyed writing it.

The SCOSCC classes will remain essentially unchanged in composition for next year, but the class letter designations will change. Your new representative will fill you in on this.

The Time Trial program for next year should be bigger and better. You will hear more about this shortly.

Being an Alfa owner you have a car that in the stock form can perform very well in high and low

speed events. With the help of your club, events are made available to you. This is the only safe way you can drive to test the speed and agility of your car. As the CHP will expensively point out, the highways are not the place. Next year get this type of driving out of your system by participating in the AROSC and SCOSCC events.

COMPETE FOR TROPHIES, NOT FOR TRAFFIC TICKETS.

Lastly, the AROSC slalom team finished 9th out of more than 25 teams - not a bad performance for the first year.

## For Sale

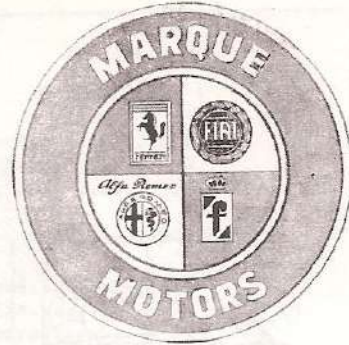
FOR SALE: 1969 Alfa Romeo Berlina  
(I purchased it new in Feb. 1970)  
Silver in color with tan upholstery. Considering the fact that it has 54,000 miles on it, it appears to be in excellent running condition. It has never been wrecked, dinged or damaged.  
\$1800.  
Ken Coon (213) 268-9171 office  
(805) 947-5992 home

## THANK YOU

We received the following letter from Marque Motors, our co-sponsor of the Willow Springs Event, and thought the membership would enjoy reading it:

# MARQUE MOTORS

German Car Sales & Service, Inc.  
139 WEST HUNTINGTON DRIVE  
MONROVIA CALIFORNIA 91016  
TELEPHONE: 359-8306



November 20, 1972

Mr. Jim Newman  
A.R.O.S.C.  
926 Monterey Boulevard  
Hermosa Beach, California 90254

Dear Jim:


I am writing to offer a well-deserved pat on the back to you and your organization for having conducted an excellent meet at Willow Springs last Saturday.

Over the years, we have attended and/or participated in many various sports car club events, and the Time Trials held by AROSC was by far the most organized, efficiently conducted, and safely executed meet we have had the pleasure of observing.

I also wish to extend our thanks to you on behalf of Marque Motors for the very thoughtful -- and unexpected -- plaque expressing appreciation for our participation in the event. It was our pleasure and privilege to have a part in the meet.

Melodie and I were glad to have the opportunity to meet you and some of your hard-working fellow members. Appreciation of fine automobiles and their enjoyment has been a "first love" of ours for many years, and we certainly share your enthusiasm. Without sounding pompous, we'd like to wish all of you happy holidays and a great '73 -- and do our bit to get the '73 treasury off to a good start. Please accept our personal check as a small donation to a very worthwhile cause -- supporting AROSC!

Best regards,

  
Lee Basich

LRB/m  
encl.

# MARQUE MOTORS



"This is Uncle Stanley . . . he's never been quite the same since he drove his Alfa into a tree in the 1934 Mille Miglia . . ."

LRB/m  
encl.

# Competition

## FINAL STANDINGS

### ARCS 1972 CHAMPIONSHIPS

#### SLALOM :

- 1. J. Sanson.....110 \*
  - 2. O. DuFau..... 76 \*
  - 3. T. Spensler..... 70 \*
  - 4. R. Payne..... 57
  - 5. L. Renfree..... 42
  - 6. D. Harman..... 32
  - 7. S. Harman..... 30
  - 8. J. Richardson..... 27
  - 9. J. Neuman..... 23
  - 10. G. DuFau..... 19
  - 11. N. Meyer..... 18
  - 12. J. Meyer..... 15
  - 13. J. Cannone..... 9
  - 14. J. Karl..... 8
  - 15. B. Wagner..... 5
- M. Butler and D. McDougall  
competed in one slalom, no  
points earned.

#### RALLY, DRIVER :

- 1. J. Sword.....118 \*
- 2. Larry Bennett..... 99
- 3. B. St. John ..... 18

#### RALLY, NAVIGATOR :

- 1. H. Sword.....118 \*
- 2. K. Ellis..... 99
- 3. L. Renfree..... 18

#### RACE/SOLO I :

only one driver submitted  
points , K. Ellis, insuff-  
icient number for trophy.

TROPHIES TO BE PRESENTED AT  
THE JAN. '73 MEETING.

\* - trophy winner



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El Segundo, Ca. 90245