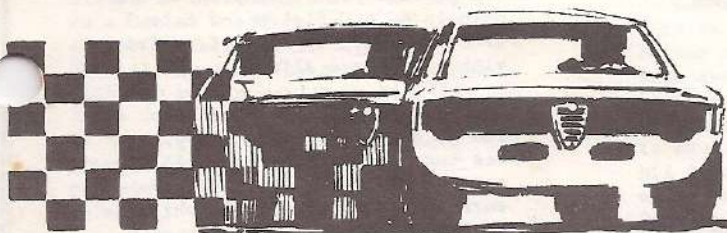


# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 12, NO. 1

JANUARY 1973

P.O. BOX 261, LOS ALAMITOS, 90720

## JANUARY MTG.

As in the past, our first meeting of the year will again be held at Alfa Romeo, Inc., at 215 S. Douglas Street, El Segundo.

If you remember, last year was the official unveiling of the Dynamic Duo of ARI, which resulted in some interesting conversation between them and Marcantoni, representing AROSC. That is, if you could understand Italian.

This month's meeting will give members a good chance to meet the 1973 Board. We will also have a slide presentation of our time trials held at Willow Springs.

Remember--Friday, January 19--8 pm.

## THANKS

We would like to take this opportunity to thank our hosts Tom & Pat Suter for once again donating their house for our annual Christmas Party. Also, Alfa Romeo, Inc., for their generous door prizes and the great champagne (hic!)--many thanks!!

## DUES DUE

New this year for AROSC was the mailing of statements for 1973 dues. Your \$12.50 per year includes both membership in AROSC and the National Alfa Romeo Owners Club.

Membership entitles you to participate in the various functions put on by AROSC, as well as the National Convention, to be held this June in Aspen, Colorado.

For those of you who haven't paid your dues, Hoppy, our membership chairman, will be happy to see you at the next meeting and work out the arrangements. Those memberships not renewed by March 1st will be dropped from the mailing list.

## PEOPLE AND CARS

Cuba's Fidel Castro, ruler in a country where a 1953 Chevy is a luxury, owned three Alfa Romeos at last count. He is also said to be exempt from gasoline rationing laws.

(from Los Angeles Times)

# PRESIDENTIAL PROSE

by John Samson

As we welcome in 1973 the members of the Board expectantly hope that we will be able to plan activities and conduct club business so that all the members will feel it is truly worth while to be an AROSC member. To do this we must have "feed back" from the membership. Please do not hesitate to communicate with us via phone, letter or conversation at the General Meeting. Further, any member may attend the Board Meetings. These are held on the first Thursday of the month at one of the board member's home. The place of the next meeting will be announced at the General Meeting.

I wanted to take this opportunity to introduce the 1973 Board Members to you:

**John Samson - President:**  
I am a native born Californian who has spent all but six years of my life in So. Calif. Long Beach is my home and where I practise Pediatrics. My auto competition interests started in 1946 as a spectator at the Midget Races held in the now extinct Gilmore Stadium. (The land is now occupied by CBS TV Studios). Road racing did not present itself to me until 1954 when I attended a SCCA event at Santa Barbara. Since then it's been a hard and fast "love affair". My participation in auto competition was curtailed on a fiscal basis. From 1955-1957 I drove a MGTD in rallies and gymkanas. Despite the fact I owned a Lotus Elan, my next competitive attempt started in 1971 after buying my first Alfa and joining AROSC. Due to the encouragement of Oscar Du Fau, then SCC rep. I entered my first Slalom. That's all it took; the bug bit, I

was hooked. In '73 I plan to compete in SCCSCC Slalom and Solo I events as well as AROSC Time Trials with a prepared Alfa.

**Tom Sponsler - Vice President:**  
Tom is our resident attorney. He was born in Highland Park, Ill. and came to California in 1961. He currently owns a 1967 GTV which is highly prepared. For the past 2 years he has been slaloming against the mounted 210 Datsuns. His car is one of the fastest "street" Alfas in So. Calif. The speedy counselor finished 3rd in 1971 and 1972 in the AROSC Slalom standings. He currently lives in Long Beach and practises in Newport Beach. Tom plans to compete in '73 in Slaloms and club Time Trials and is giving a long look at Solo I. Last year he was the club secretary.

**Neil Meyer - Treasurer:**  
After Willow Springs you will probably remember him as the "white blur". His 1600 GTV showed its tail to many cars with more preparation. If he keeps this up we may make him run in the modified class! Neil is a "Cornhusker" who came to Calif. in 1944. He, too, lives in Long Beach and practises as a Speech Pathologist in Los Angeles. He has owned one Alfa, as described above. Neil slalomed in 1972 doing very well with a stock car. He competed in both club Time Trials, winning his class in the second event. He plans to focus his competitive driving on the AROSC Time Trials. This is his first year on the Board.

**Allan Gott - Secretary and  
SCCSCC Rep. Alternate:**  
Allan is a long time auto enthusiast having spectated at all forms of racing. He started with Midget Races in the '40's. His competitive endeavors started when he got his first Alfa, a 2000 GTV. He then entered the Orange and Willow T.T.'s placing 1st Novice and 3rd in class B2 respectively. He, too, is a transplant Californian, having started his life in Chicago. He wandered West in 1959, currently

living in Claremont while working as a Senior Staff Engineer at the Aerospace Corp. in El Segundo. This is his first year on the Board. Although he did not state his '73 plans I am hoping he will compete in the slaloms for the AROSC team as well as fling his red Bolide around the courses during the club T.T.'s.

**Lisa Kenfree - Editor:**

It should be known by all that Lisa volunteered for this arduous task. This means a great investment of time and we are confident that she will turn out the finest newsletter yet. She is a native born Californian who is employed as a secretary at the Dept. of Water & Power. As most of you know she has very skillfully campaigned a 1750 Spyder a 1300 Spyder and a 1600 Guilea in the Slalom seasons of 1971 and 1972. She finished first in the ladies division of the 1972 AROSC Slalom standings. Lisa completed a course of race driving at the Jim Russell School at Willow Springs, then drove a Formula Vee in SCCA races. She has just purchased a 1750 Spyder to campaign in the 1973 Champ. Slaloms. She will prove to be tough competition for us all. This is her first year on the Board.

**Tom Suter - Events Chairman:**

Tom moved out West in 1961 from West Virginia and currently lives in Huntington Beach. He is an engineer at Douglas and puts many miles on his Alfa as he commutes and drives all over So. Calif. setting up events the general membership takes for granted. He currently pilots a 1750 Berlina but has owned a 1960 Guiletta Sprint. Tom's main activities in the auto sport realm is as a race spectator and pit crewman. I hope he plans to enter the AROSC T.T.'s in 1973. He has been a hard worker, having served on the Board for 6 years. We can make his job easier by letting him know what events you would like organized.

**James "Hoppy" Hopkins - Membership:**  
This is his 3rd year on the Board. He was membership chairman last year and did a superb job. Hoppy is a native of Missouri who crossed into the Golden State in 1937. He is equally at home in the cab of his truck he drives for a living, or in the cockpit of a \$10,000 Pantera he drove in the 1972 Cannonball Race or in the driver's seat of his 1750 Spyder as he competes in a Rally. The effort he expends for the club is unending I'm glad he will be repeating as membership chairman. Jim has been around all forms of racing in the pits and as a course worker. His most recent autosport triumphs were a 4th place in the Cannonball Dash in 1972 and 1st Alfa in the 1971 Panamerican Rally. We are looking to him to set up the 1973 Club Rally Championship program.

**James Neuman - SCCSOC Rep.:**

On our Board the SCCSOC Rep. administrates the compellation of points in the various club championship categories, in addition to attending the monthly SCCSOC meetings. He also is responsible for being sure the five members who comprise the Slalom Team appear at the Championship events. (Having done this last year, I know the job well.) Jim is a native of New York who has lived in Calif. since 1955. He is an electrical engineer and currently lives in Hermosa Beach. He has campaigned his 1750 Spyder in the 1971 & 1972 slalom events and entered the Willow Time Trial. He completed a course in race driving at the Russell School in Willow Springs. His plans for 1973 are to compete in and win his class in all the SCCSOC Slaloms! This will be Jim's first year on the Board.

**Joe "Tazio" Cannone - Tech Chm.:**

This will be Joe's third year on the Board. Joe is an expert mechanic and proprietor of GTA Sport Cars (see ad.). He was born in Sicily and came to Calif. in

1964. He owns or has owned six Alfas (Guilia, GTV, Duetto, 2600 Coupe, Sprint Coupe and 1300 Spyder). Tazio competed in several slaloms and won his class at Willow with a 10/10ths. effort. (If he had taken turn 9 one mph faster he would have exited like a jack-rabbit; that is, through the sand between the sage brush.) In 1973 he plans to compete in Slaloms, Solo I, club events and maybe enter a race or two. There is no doubt that if Joe puts his mind to it, he will do it and do it well.

Well, this is your Beard for '73. Please, feel free to express your ideas and criticisms to us. We hold these positions for one reason--to serve.

Although I plan to make "Presidential Prose" a monthly column, the length of this one does not indicate the size in the future. I hope you now feel you know your elected officials a little better and found their short sketches of interest.

Remember these dates: May 19 & 20, 1973. Keep them open for a great event. More to come.

## Slalom Column

by Jim Neuman

If you read John Samson's Slalom Column in the December newsletter, you know that AROSC members represented themselves and their club very well during the 1972 slalom season. In 1973, we hope to do even better, both in quality and quantity--we encourage all of you who are at all competition-minded to come out and join us at the next event.

For those of you who have never seen a slalom, let me describe this exciting sport for you. The basic idea is to negotiate the course as quickly as possible without hitting any of the rubber pylons marking the peri-

meter of the course. Each pylon hit adds 2 seconds to your time (this is a new rule--the penalty used to be 3 seconds). A slalom is basically a maneuverability contest--not a speed contest. Top speeds seldom exceed 55 mph and average speeds are usually on the order of 30-35 mph.

A slalom is also a social event--giving you a chance to make new friendships and strengthen old ones, both among your fellow AROSC members as well as "the other guys."

Local slaloms are sanctioned by the Southern California Council of Sports Car Clubs (SCCSCC). Throughout the year, there are both open slaloms and championship slaloms. Points are totalled in championship slaloms to determine year-end winners in each class. To be eligible for SCCSCC championship points, you must be a SCCSCC member. SCCSCC cards will be available for \$1.00 at the January AROSC meeting.

The class lettering scheme has been changed for 1973 and will see most stock Alfas in Class K and most modified Alfas in Class F. To determine the preparation permitted in each class, see the SCCSCC Slalom Code. A copy will be available at each AROSC meeting beginning with February. In the meantime, any questions can be directed to any AROSC members who regularly compete in slaloms, or call Jim Neuman at (213) 481-3225 (days) or (213) 374-3929 (evenings).

So far, no open slaloms have been announced for early 1973, and the following tentative championship dates have been announced: 3/18, 4/1, 4/15, 5/6, 6/3, 8/26 and 9/16.

Slalom announcements are normally covered in the "Pit Stops" column of the Los Angeles Times Classified Section (Used Car Section).

## For Sale

FOR SALE: 1967 Alfa Romeo GTV. Con-  
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 T.I. Super rear springs, front coils  
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 stock. 1750 rear anti-sway bar, Q.I.  
 driving and fog lamps, 13" Nardi wood  
 wheel, new chrome on both bumpers and  
 other misc. small fittings. New wind-  
 shields, all new rubber on windows,  
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 pile deep-red carpet, all bound by a  
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 of 29,000 easy miles. This has to be  
 the finest Alfa in the country. Com-  
 plete maint. records, manuals, water-  
 proof cover (always garaged since new)  
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 \$4150. Compare that with about \$5500  
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any of the improvements my Alfa has.  
 Send \$1.50 for set of color prints  
 showing engine compartment, interior  
 and overall outside views. If you  
 live locally, you owe it to yourself  
 to drive over and see it. Paul Ebeyer,  
 7124 West 93rd Place, Los Angeles,  
 Calif. 90045. Phone 213-645-3199.

## Racing Around

AROSC Time Trials for 1973  
 by Jim Neuman

In 1972, AROSC decided to delve  
 into the world of time trials,  
 and did so quite successfully.  
 Two events were held--one at  
 Orange County International  
 Raceway and one at Willow Springs  
 International Raceway. A total  
 of more than 1,250 miles of  
 high-speed driving were com-  
 pleted, with only one crumpled  
 fender and one punctured tire!!  
 (Ed. Note: Let's see the  
 Porsche Club match that record!)  
 Safety is certainly the most  
 important aspect in an event  
 of this type, and AROSC  
 obviously scored high in that  
 regard in 1972.

Plans for 1973 are still being  
 discussed by your Board of  
 Directors and hopefully will be  
 finalized in time for publica-  
 tion in the February ALFACIONADA.  
 The remainder of this article  
 will outline for you some of  
 our thoughts up to this point.

We are hoping to stage as many  
 as 4 events in 1973, with a  
 different Event Chairman for  
 each. In addition to trophies  
 in each event, we are trying  
 to develop a scoring procedure  
 which would present a basis  
 for giving year-end trophies  
 for the 4-event "season." There  
 is probably no scoring scheme  
 which will satisfy everyone,  
 but we'll do our best to come

up with something which is as fair as possible to the largest number of people. As far as other rules are concerned, we want to keep the whole situation as simple as possible and will institute only those rules which are felt to be absolutely essential. Car classification will be very similar to that used at the Willow event, with possibly a few changes in the interests of fairness to all.

If you didn't participate as a worker or a driver in either event in 1972, just talk to anyone who did and I'm sure you'll decide to join us at our first event in 1973. We all had a great time--and, after all, that's the purpose of the whole thing! Lastly, remember that to compete in these events, you don't have to be an expert race driver, but you must definitely be a sensible driver--know your limits and drive within them.



PHOTOS OF AROSC'S EVENT AT WILLOW  
SPRINGS - NOVEMBER - 1973  
COURTESY CHRIS BOLES/LISA REMPROE





**ALFACIONADA** is the monthly publication of the Alfa Romeo Owners of Southern California (AROSC).

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