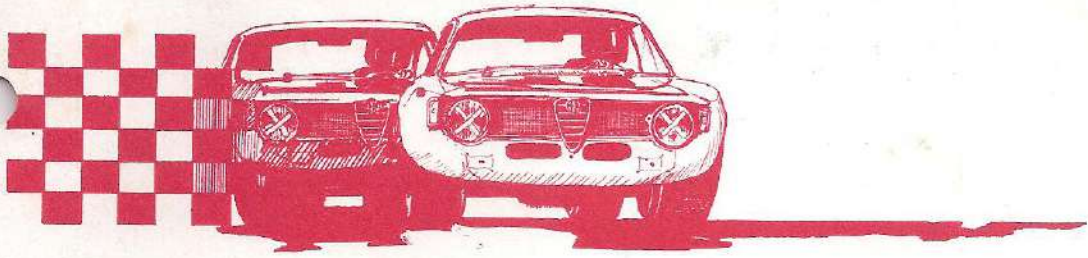


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 13 No.10, OCTOBER 1974 P.O. Box 261, Los Alamitos, Ca. 90720

PRESIDENTIAL PROSE

- By Bill Kohl

Are you a candidate for a 1975 Board of Directors Position?

At the November general meeting, we will be holding election of officers for the nine Board of Directors positions which are as follows: President, Vice President, Treasurer, Secretary, Program and Events, Competition Director, Membership, Newsletter, Technical Advisor.

Each of these positions are VERY important to the overall success of the Club. Most of you probably don't realize just how much work goes into planning interesting meetings and successful events. We are looking for, and need people who have a real genuine interest in being on the Board, and are willing to put forth an appropriate effort.

At the September meeting, the following people were nominated: Bill Kohl, Allan Gott, Neil Meyer, Bob Doss, Jerry Wright, John Samson, Charlie Thieriot, Dick Harmon, Harold Croulet, Ray Smith, Tom Suter, Bill Ahl, Kermit Theis, and Tom Hines. If you have a sincere interest in running for one of these Board positions, I would appreciate

CONTINUED ON PAGE 2

COMPETITION REPORT

- Allan H. Gott

The AROSC - Jim Gray Time Trial held at Orange County on Sunday, August 11, 1974 was particularly successful from several points of view: (1) it was safe (no wrinkles, no safety incidents), (2) it was well run (Neil Meyer's first time as an Event Master), and (3) AROSC drivers are getting it all together (see the time comparisons later in this column). It's this kind of program that can give car clubs stature when properly publicized.

The detailed results are given separately, but worth noting here is Reuben Romero's Top Time of Day of 42:48 in the Samero 2 liter GTV. In addition, an inspection of the lap times will show that the spread between five consecutive timed laps was:

No Drivers	Less Than
1	1.9 sec.
1	1.0 "
1	0.9 "
1	0.8 "
1	0.7 "
2	0.6 "
4	0.5 "
2	0.4 "

CONTINUED ON PAGE 2

PRESIDENTIAL PROSE CONTINUED

having you contact me or any of the present Board members so we can add your name to this list.

I would also like to urge each of you to be sure to come to the November meeting and vote for the candidates of your choice, and particularly for those who are going to support your Club with a 100% effort. Your Board of Directors can only be as strong as its weakest member. If each of us puts in our fair share, 1975 will be a great year. Let's get out and support your Club and officers.

AROSC TIME TRIAL POINT STANDINGS

(Pomona, Riverside, Orange County)

S. Kohl	300.0
B. Barlow	278.4
J. Samson	277.7
R. Romero	272.5
C. Theirot	252.0
W. Ahl	242.1
R. Smith	182.5
R. Clemente	143.3
A. Gott	122.0

(Only those with more than 100 points listed.)

LAGUNA SECA SOLO 1

August 31 to September 1, 1974

By Bill Kohl

AROSC was well represented by racers and club members at Laguna Seca. John Samson (BS 2000 GTV), Bill Kohl (FP 1750 Spyder), and Jim Neuman and Joe Cannone (FP 1750 Spyder) were the racers; besides them, several club members were present: the Harmons,

CONTINUED ON PAGE 4

ALFACIONADA

COMPETITION REPORT - CONTINUED

Even at a short track like Orange County, a tight grouping like the above shows the value of our Driver Training Program.

Moving on to SCCSCC matters, our parent council is demonstrating its concern with safety. At the August meeting, Jerry McNulty, Class H, was banned from SCCSCC events for one year because of squirrling at the College/Cavalier Slalom. This action was unanimous in the Code Committee. At the September meeting, it was announced that Corvettes of Southern California had been fined \$123.50 for flagrant abuse of the code by corner workers drinking beer at the Slalom. And, continuing to do so after repeated warnings.

SCCSCC Solo I reporting has been a little slim. At the August meeting, all the Solo I drivers were on their way to Laguna Seca, and they seemed to have taken the night off in September. Guess we'll hear from them come October.

The next AROSC competition event will be the slightly postponed Time Trial at Riverside, Saturday, November 23, 1974. If you don't have your entry blank in, bring it to the next General Meeting--see you there.

SCCSCC Banquet Reminder

The SCCSCC Awards Banquet will be held January 11, 1975 at the International Hotel (\$10.00 per person). All AROSC members wishing to attend should give their names to Bill Kohl no later than the October AROSC General Meeting. Tickets will be purchased at the October SCCSCC meeting--under the conditions of sales only to club representatives with lists of names.

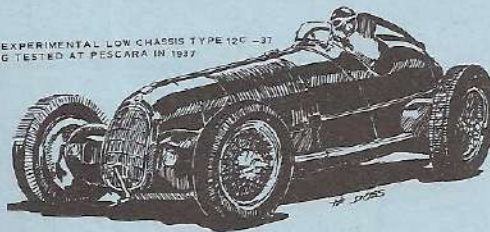


AROSC-JIM GREY ORANGE COUNTY TIME TRIAL

AUGUST 11, 1974

	LAP				
	1	2	3	4	5
B2					
J. Samson	49.17	49.13	48.50	49.12	49.23
B. Ahl	51.28	51.42	51.76	51.18	50.87
N. Mahoney	53.34	53.26	51.78	51.49	53.22
R. Smith	50.51	50.18	49.97	51.37	DNR
B3					
R. Clemente	49.48	49.62	49.15	48.53	50.06
T. Sponsler	46.28	41.16	45.87	45.90	45.78
X					
A. Gott	51.12	50.74	50.77	51.13	51.08
C. Theiriot	45.16	45.11	44.63	44.78	44.62
J. Samson	43.65	43.30	43.00	43.60	DNE
R. Romero	42.48	42.57	42.69	42.97	42.58
Y					
S. Kohl	48.25	47.63	48.38	47.95	48.03
B. Barlow	48.11	48.19	48.16	47.99	47.83
D. Barlow	49.95	50.09	49.67	49.87	49.82
D. Meredith	DNR	DNR	DNR	DNR	DNR

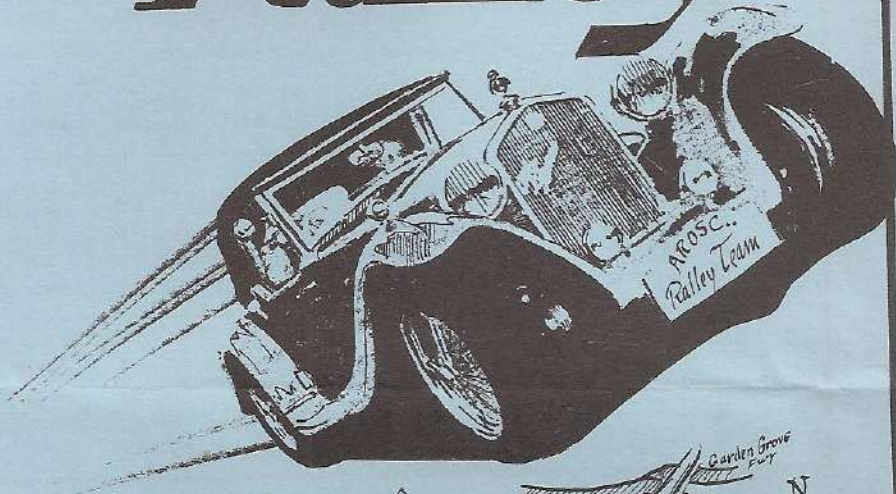
THE EXPERIMENTAL LOW CHASSIS TYPE 12C -37
BEING TESTED AT PESCARA IN 1927



1969 1750
BERLINA

ALFA ROMEO

AROSC Rally



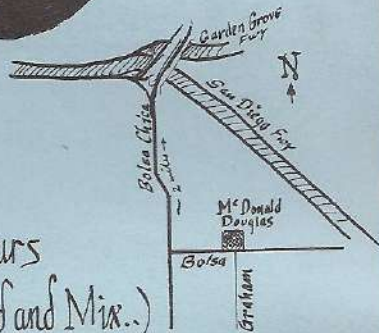
Saturday, November 2nd
First car out at 7:00 P.M.

Rally duration: approximately 2 hours

Fee: \$1.00 per person (Includes Food and Mix.)

at the finish.....

Start: from the Parking lot, McDonald Douglas,
Huntington Beach....



Directions:
Take San Diego Freeway to
Valley View - Bolsa Chica off-ramp
Take Bolsa Chica South, 2 miles
to Bolsa, turn left, (East)
proceed to Graham, turn
left (North into parking lot.
Look for Alfas.....

ALFA TIME TRIAL 4
1974 championship series

SPONSORED BY PARKINSON VW

1275 Yorba Linda
Placentia
714-524-6400

DATE: November 23, 1974 (no matter what the weather is)

PLACE: Riverside International Raceway

ENTRY FEE: Pre-entry by midnight, November 15, 1974 - \$15.00
Trackside entry - \$20.00

Entry limited to 36 drivers

SCHEDULE: Remember it gets dark early--so be on time, please

Safety Inspection: 7:30 a. m. - 8:30 a. m.
Mandatory Drivers Meeting: 8:30 a. m.
Practice: 9:15 a. m. - 12:15 p. m.
Lunch: 12:15 p. m. - 1:00 p. m.
Warm-up practice and timed runs - Group I: 1:00 p. m. - 2:30 p. m.
Warm-up practice and timed runs - Group II: 3:00 p. m. - 4:30 p. m.
Awards Presentation: 4:30 p. m.

Safety equipment, car preparation and car classification by the Alfa Code Book.

Bring food, drink, gas, air, and a desire for fun and Alfa talk.

Loaner helmets will be provided by Bell Helmets. Long Beach, CA.

Entry Riverside T. T.
November 23, 1974 Phone _____
Name _____ Address _____
Model and year of Alfa entered _____ Class _____
List all non-stock items on car _____

I understand that if my car passes the safety inspection and then I choose not to run, or if I fail to appear at the track for any reason I will not be allowed the refund of my entry fee. I release the Alfa Owners Club, its officers, Parkinson VW and Riverside Raceway from any liability for any injury to me or my crew or damage to my car or equipment which may result from my entry in this event. I understand the above and of free will and without duress sign below.

Date _____

Alfa Pacifica

J. Samson

Since the headquarters for the 1975 National meeting is surrounded by the Pacific Ocean, the title ALFA PACIFICA seemed more than appropriate. Yes, the conclave will be held aboard ship, the Queen Mary, docked in the Long Beach Harbor. This historic setting fits the legendary quality of the Alfa Romeo name. It must be remembered that while this ship was actively plying the waters of the Atlantic bringing pleasure to its passengers, Alfa Romeo GT and race cars were winning races all over the world and also bringing pleasure to their passengers on road and track. The theme of the '75 meeting will be in keeping with the current concept of the Alfa Factory that indeed an Alfa is not only a car but a legend.

In their usual generous fashion, ARI, through Mr. Silvi's efforts, will sponsor the Sunday concourse and buffet lunch. They will also try to secure the Cunningham Museum for this event. The schedule will be as follows:

Friday - Registration, night rally, post rally party on the Queen.

Saturday - Riverside Time Trail, Southern California Tour for those not entering the T. T., dinner meeting on the Queen.

Sunday - Concourse and buffet lunch with awards presentation at Cunningham Museum.

Set aside these dates: June 20, 21 and 22, 1975 for the National Meeting of the decade. We will need the help of all the chapter members if we are to succeed.

LAGUNA SECA SOLO I - CONTINUED

the Meyers, and the Sponslers. John Samson was a little reluctant to take his race car, as the engine already had 12-1/2 hours running time, but fortunately, all went well, and there were no broken parts.

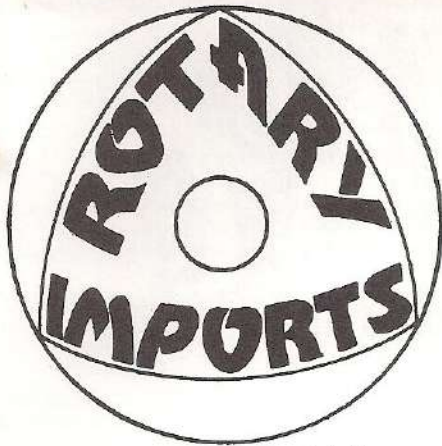
The first order of business Saturday was a walking tour around the entire course as a training and safety exercise. Driving instructions and do's and don'ts were by Lee Mueller, a very well known SCCA driver. This was quite helpful, as Laguna Seca is much different than those tracks we had driven before (Ontario, Riverside, etc).

After the tour of the course, practice began about 12:00. There were 150 entries, so this made practice a little slow and crowded. What this actually meant was that we never got a clear run at the track until the timed runs on Sunday. Trying to make an all out run for time without the benefit of some good practice laps is a little difficult--and scary!

John Samson finished second in BS with a 1:24:19 and was beaten by a very well driven BS Volvo with a time of 1:21:45. Bill Kohl finished third in EP with a 1:25:45, and was beaten by a narrow margin by an Opel GT who turned in a 1:24:06 and an MGB at 1:24:97. Joe Cannone finished fourth in EP with 1:26:85, and Jim Neuman was sixth in EP with a 1:27:56.

This was a very exciting weekend of racing, and particularly for Bill Kohl as his race car finally stayed together (no more blown head gaskets!). He was also able to beat the very competitive EP Spyder of Jim Neuman and Joe Cannone--and that is not easy to do!

This was a great weekend for AROSC--it was a good club showing, and none of us returned with a broken car!



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**SAN DIEGO CLUB JOINT MEETING
AND CAR DISPLAY** By Bill Kohl

AROSC and AROSD gathered together at the Dana Point Yacht Harbor on Saturday, September 21st. This event started out with a picnic lunch at noon. The San Diego Club toured up to Dana Point and therefore they all showed up at once. I was a little worried that AROSC would not have a good turn-out, but as the day progressed, AROSC began to show up, and would you believe we out performed out friends from San Diego by the narrow margin of two cars. When the final tally was taken, AROSC showed up with 13 cars and AROSD showed up with 11(*) cars. We had a chance to see a wide range of Alfas from the brand new 1974 cars to the very early model of Bill Biggs' 1955, 1900CSS. This was a fun

day for all and a lot of bench racing was speeding around the parking lot. Bill Biggs was really disappointed that we beat them out with the most number of cars. Nice going AROSC--thanks for your support.

***Editors Note:**

In all fairness to the San Diego club it should be noted that by percentage of numbers turning out San Diego has (28%), AROSC (6%). In that category, we were zonked.

Bob Doss

CALENDAR OF EVENTS

Oct 19, 20	Solo I	Ontario
	Championship	
Nov 3	Practice	Orange Show
	Slalom	
Nov 9	Invitational	
	Slalom (Morgan)	
Nov 23	AROSC Time	Riverside
	Trial	
Nov 30 &	Solo I	
Dec 1	Championship	Riverside



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I have to sell some parts before October 31, 1974. I am terminating my rental of my storage barn. All my vast array are on a best offer basis. Please help me out.

Here are my super specials:

750B Veloce complete less electrics including carbs and pan - \$175.00

Late 1750 European air cleaner Assembly complete including filtrons - \$60.00

Late 4sp gear box complete - \$25.00

'67 - 105 1600 short block - \$150.00
10 under crank

'66 - 101 Veloce car? or parts - inquire

Don't think that this is all that I have-- It is NOT. Give me a call (just keep trying). Thanks.

Tom Hines
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Pasadena, CA 91105
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1300 Veloce, 101 Series, short block engine.

1300 Competition Pistons, .040" over, (75 mm) with 10:1 or 12:1 compression ratio.

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Nights - 714-274-2953



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class	driver	car
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B3	T. Spansler	1600 GTV
X	R. Romero	2000 GTV
Y	S. Kohl	1300 Spider

We would like to thank all those drivers who entrusted
the preparation of their cars to us, and hope they will
remember S.R.E. is still available to supply equipment
for their cars..

ALFACIONADA IS THE MONTHLY
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