

# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 16 No. 4 APRIL 1977 P.O. Box 261, Los Alamitos, Ca. 90720

## DRIVER'S SEAT

by Sid Keely

After three months in the "driver's seat" I don't find it any easier to write my monthly article! Each time I begin I find the first few lines the most difficult to organize. Did it ever come easy Jerry, Bill, John, Alan?

We had a fairly good turnout for the monthly meeting considering the weather. I guess the inclement conditions drive some of our Alfisti inside! For those who turned out we were treated to the first of several bake sales raffles the ladies plan to hold to gain extra monies for a gala Christmas party at the end of the year. The ladies say we can make it a big one if they can get enough support throughout the year to garner a big fat savings account.

Speaking of the Christmas party (I know it seems awful early) but with over 500 people to plan for you don't start in November! In talking with many of the hotel/motel party and banquet rooms I've already found out that the facilities are booked and few dates are left. I must have feed-back on this, this month! I can't wait until you decide whether another Christmas party in one of our gracious member's homes is better than a party in a hotel/motel or one of the officer



The April meeting on April 22nd will have as a guest speaker David Loring. David is Dan Gurney's new driver. In addition to being one of the best young drivers in the country today, David has spent the last year and a half as an instructor at a driving school which uses Alfas for teaching.

clubs at the military military reservation! I have been informed by most reservationists to do it now! Fill out the information questionnaire you find elsewhere in this issue and get it to me!!! You will be expected to put up a non-refundable minimum deposit to guarantee a party held in any facility I've checked so far other than a private home.

Don't forget the open house event we are supporting for our use of the Alondra Park Clubhouse. Debbie (our recent erstwhile editor) has challenged the Santa Barbara and San Diego clubs (officially by AROSC)

CONTINUED ON PAGE 2

DRIVER'S SEAT (cont.)

to a softball game that day. We need all you "jocks" out there to make this a really fun day. I want to make it clear that any of the ladies who feel they can physically compete on an equal basis with the men in playing the games you should come out. I say that for I've seen some gals who can beat the sox off of men ball players. Contact Debbie or Henri LaBorde at 714 898-5834 or 15302 LaSalle, Huntington Beach, CA 92647. We will need at least one practice session to formulate the line-up.

This month we also have had a resignation from the Board of Directors. Blake Mor has resigned as a board member and also as our membership chairman. There will be a special section of the April meeting to receive nominations from the floor and then we will have elections to fill this now vacant position.

Get your money and entries into Nancy Vegher for the Willow Springs time trials if you expect to run! The event is limited to 25 cars from AROSC and 25 cars for the Ferrari gang! You will be required to go through tech as shown on your entry form, so get it on!

We'll see you at the general meeting April 22nd at 8 pm.



AROSC AROSC AROSC AROSC AROSC AROSC AROSC AROSC AROSC AROSC AROSC

AROSC CHRISTMAS PARTY

Do you wish a sit down dinner? \_\_\_\_\_

Do you want to have music for listening and dancing? \_\_\_\_\_

Would you prefer the party to be held in the L.A. or Orange County area? \_\_\_\_\_

If the party is held in a private home would you provide the home? \_\_\_\_\_

Most musical groups go for \$250.00 to \$500.00 ! Can you get a contract (union required in the hotels/motels) cheaper? z \_\_\_\_\_

Food prices range from \$5.75 to \$13.00 per person. Will you pay the max. ? \_\_\_\_\_

Will you put money up front in a non-refundable situation? \_\_\_\_\_

Please send your comments and answers to Sid Keely, 6804 Southhampton Drive Cypress, California 90630

## WILLOW SPRINGS

### TIME TRIAL - Apr. 23

This Time Trial will be a joint event to which AROSC has invited the Ferrari Owner's Club. Entry will be limited to 25 cars from each club, allocated on a first-come basis with a fee of \$25 per entry. Technical inspection will be done BEFORE the event on the night of the entry deadline, Wednesday April 20 from 5:30pm to 8:30pm at Charlie's house in Rancho Park and Dave's shop in Torrance. Contrary to earlier announcements, novices will be allowed.

April 20 - Pre-Tech Locations 5:30-8:30 pm  
Charlie Thieriot  
10350 Ilona Ave.  
Rancho Park, CA 90064  
213 556-2991

Veloce Motors West  
1647 W. Sepulveda Unit 4  
Torrance, CA 90501  
213 539-0700

## COMPETITION REPORT

by Rick "Bear" Clemente

Long Beach Grand Prix-  
The Alfa powered Brabhams had more than their share of difficulties in the streets of Long Beach the first three days of this month. First the cars and engines were nearly seized by U.S. Customs because they were declared at about 10% of their actual value (this is not a unique situation), most of the F1 teams were guilty of the same sort of nuisance, trying to save money on import bonds.

When the cars came out for practice on Friday John Watson's #7 was "black-flagged" for dragging the transmission support and left side exhaust, shooting a fearsome spray of sparks out the back when the wing loading pressed the car down at high speed. It was determined by

officials that this did not represent a hazard to other cars and, since they had informed the team, it was team manager Bernie Eccelstone's problem. The problem went unfixed! This example set the tone for the whole Brabham effort. One can't help but wonder why they bother to show up. Perhaps if the cars and engines weren't separate "sub-teams" the buck wouldn't get passed so readily.

The official disqualification of Watson's #7 was due to the crew's working on the car with tools on the course (not in the pit). To his credit Hans Stuck drove the #8 very well considering he hadn't even sat in the car before Friday practice. He retired the car with all the brake fluid boiled out of the brakes. Both Brabhams pitted early in the race to bleed their brakes and Watson had to replace a wheel, but in the first lap monkey business inspired by another shunt between Reutemann and Brambilla.

Enough GP- crank up those Alfas and lets see if WE can't show the prancing horse set some class at Willow Springs April 23rd! See you there!!

# CALENDAR OF EVENTS

- Apr 22 AROSC General Meeting,  
Alondra Park Clubhouse 8pm
- Apr 23 AROSC - Ferrari Club Time  
Trial, Willow Springs
- Apr 23-24 Solo 1 Riverside Raceway
- Apr. 25 Women's social committee meet-  
ing. 7:30 Harriet Lindsey's
- Apr 26 Board Meeting 8 pm Charlie  
Thieriot's 10350 Ilona Los  
Angeles, Ca 90064
- May 1 SCCSCC championship slalom  
Lion country safari, Run order  
RQPTUSIHKLBACDGFZMSN  
Free loan helmets, closed exh.
- May 14 Rally
- May 14-15 "Old-Timers" time trial at  
Willow Springs, race open to  
all cars 1967 or older. Practice  
on Sat 14th and timed runs on  
Sun 15th. For further informat-  
ion contact "Auto Book" Burbank  
213 849-1294
- May 21, 22 Lone Pine Time Trials
- May 27 AROSC General meeting
- June 4-5 Combined SCCSCC and San  
Diego area sports car clubs  
slaloms at the San Diego Stad-  
ium. (more info later)
- Jun 5 Softball game- challenge match  
with San Diego and Santa Barbara  
Alondra Park Clubhouse
- Jun 18, 19 Solo 1 Riverside Raceway
- Jun 25 AROSC Time Trial Riverside  
Raceway.
- Aug 5-7 Alfa Romeo Owners Club  
National Meeting, Aspen, Colo.
- Aug. 13 AROSC Time Trial Riverside  
Raceway
- Oct 22 AROSC Time Trial Riverside  
Raceway.

The dates of the Board Meetings will be  
announced in the Newsletter and all AROSC  
members are welcome.

CHANGE the concours and tricycle  
slaloms dates have been under  
changes and will be rescheduled  
for time and location at times  
and places to be announced at  
a later date.

## A LETTER TO THE EDITOR

Dear Editor,  
While this is not an article for the news-  
letter it is a want ad - sort of. I, several  
others I know, and probably many other  
Alfa owners who are not mechanics,  
but who are Alfa owners, would love to  
be able to at least understand the  
mechanics of our machines and learn how  
to perform basic maintenance - oil change  
'tune, etc. I would like to know, via the  
newsletter, if there is a mechanic who  
would be willing to hold classes in  
someone's garage on what I have just said

Chuck Rosen  
20011 Big Spring Drive  
Yorba Linda, CA 92686

P. S. I'll even volunteer the garage.

## WANTED

I wish to thank the people who have given  
me information and pictures for this  
newsletter and I still would like to have  
more. Thanks again,  
Sally French, editor  
1312 Pine Avenue  
Manhattan Beach, CA90266



If you move, the post office will not  
deliver your newsletter to you unless we  
have your correct address. Please let us  
know as soon as possible so you will con-  
tinue to receive your club's news.



## MARCH HARE RALLY

by Sid Keely

Our first AROSC rally was held March 27th with a turnout of 12 cars. Considering the looks of the weather and the fact that there was a Concours in Long Beach I felt that it was a fairly good turnout!

The event began with an engine disaster to our "hare" about half way through the course. Craig cracked his oil pan on a big rock and left a big trail of oil for the hounds to follow! Not to be done here they commandered Mike Alaman's spyder and took off to finish laying the course for the rest of the rallyists. Since Mike and Diane were in contention for a good position in the end, take a look at the results you two.

By the time I came through on sweep I found Mike waving me over to get a ride to the end. I was debilitated by the news of Craigs loss thusly I didn't get the results of the rallye done early enough to please everyone. Sorry gang!

The crux of the day came when I was told we were short several steaks. Some of the gang came forth and split their steaks so there would be enough to go around! Thanx to the Ramseys and the Hartleys here (and anyone else I don't know about)!!! I would say everyone had plenty to eat for there was little to dispose of.

I would like to extend my personal thanks and the thanks of AROSC to the people who helped make this event as successful as it was. Cudoz go to Harriet and Craig Linsey for getting the rallye put together, to Diane and Mike Alaman in getting us a place to have our Barbecue (the vandals destroyed it just before we were there to use it) and to Debbie La Borde who sat up there at course control and lugged around Braziers, ice, trash barrels and other paraphenalia for us. Finally to my wife Beth, who really had the hard part, "putting up with me" and getting it all organized up through the end.

Here are the results:

Mixed class	error	driver/navig.
1st (20 pt)	48.12	D. Ernst/ D. Mc Intire
2nd (19 pt)	76.28	T. Aspell/ M. Aspell
3rd (18 pt)	81.34	P. Strona/ L. Strona
4th (17 pt)	83.58	S. Ramsey/ B. Ramsey
5th (16 pt)	114.91	T. Cox/ S. Cox
6th (15 pt)	125.3	L. Teitelbaum D. Copping
7th ( 14 pt)	129.42	M. Brugger/ C. Brugger
8th ( 0 pt)	DNF/BDI *	M. Hartley/ P. Hartley
9th (0 pt)	DNF	S. French A. Coon
Mens Class		
1st (20 pt)	57.75	D. Fein/ D. Gamble
2nd ( 19 pt)	87.24	L.A.P. Micco/ P. Micco

\* did not finish but drove in  
Mike and Diane 20 earned points for the event.



# Slaloms & Such

by Joe Richardson

March 20 was the first day of spring, and the day of the first championship slalom.. .. remember? The weather at Lion Country Safari was just right, and the course was well laid out. Timed runs were averaging between 75 and 85 seconds, which is not too shabby for the length of the course. There were about 150 entries for this event, but unfortunately not a single one from AROSC. I hoped to get my spider ready in time, but unforeseen complications prevented my participation. I had hoped that a few members might be interested enough to drop by to see what it was all about, but to the best of my knowledge, no one showed up, so I pretended that a giraffe, and an equally curious ostrich that watched the event for the better part of an hour, (from a distance) were really AROSC members!

At the March meeting it was suggested that there were new members that were not familiar with the slaloms. I will attempt to give some of the basics of this type of event. To start with, the official definition as given in the SCC-SCC Slalom Code book is "a low-speed driving skill contest in which each car is separately timed over a short, clearly defined course with the elapsed time and penalties for course deviations being the determining factors for awards." SCC-SCC is the Southern California Council of Sports Car Clubs (AROSC is a member) which is affiliated with SCCA and CSCC in sponsoring slaloms and solo 1 events.

There are four basic categories of cars: "Stock", prepared, prodivied and modified. Starting with the "Stock" category, only tools and jack may be removed from an automobile as delivered by a new car dealer. From there, each succeeding category allows more modifications too numerous to list here. Generally, the modifications will determine the class in

which you will compete. In order to give a little clearer understanding of classes, these are the categories and classes pertaining to Alfas:

#### Stock and Prepared categories

Class I and Q- over 1800

Class K and T- Sedans, Spiders under 1800

#### Prodivied category:

Class A- GTZ

Class D- Giulia Sprint GTA 1600

Duetto Spider 1600, 1750

Class E- Sprint and Spider 1300 1600 Veloce

#### Modified category:

Class M- Modified production cars under 3000 cc

Class Z- Modified production sedans under 2000 cc

If all of this is confusing, I will be glad to explain the details either at the regular meetings, or write me, Joe Richardson, 10145 E. La Rosa Drive, Temple City, CA 91780. 442-2331

We have a volunteer to be the power plant for the AROSC entry in the TRICYCLE slalom to be run on May 7, or 8th, at the Bullock's shopping center in Sherman Oaks. He has promised to show up in full racing regalia- helmet, hero suit, etc. It only remains for us to provide him with a suitable vehicle to compete against the best that other SCC-SCC clubs have to offer. Win or lose, rest assured that the other entrants will know that ALFA ROMEO was there! The power plant? None other than our Charlie Thieriot! None other than our own GTA, Ferrari, etc. driver! How can we lose?





Ladies French-Cut Shirts, choose gray, white, black, yellow, Lt. blue and navy. Red script lettering. S-M-L only. Short sleeve \$9.95, long sleeve \$10.95.

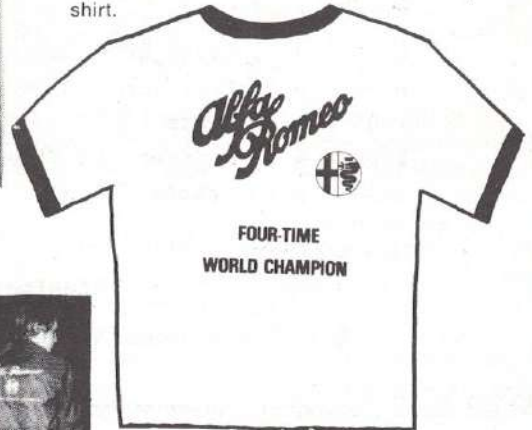
Men's Button Collar T-Shirt. Off-white only. S-M-L-XL, \$6.95.

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"Alfa Four-Time World Champion" nylon dk. blue Wind-breaker, \$13.95. \*M-L-XL only.  
 †please add \$1.60 UPS



COME ONE!



COME ALL!

TO THE CHALLENGE OF THE YEAR!

THE FIRST ANNUAL SOFTBALL MATCH BETWEEN AROSC, AROSB, & AROSD!

Come get in on the action. With players like "Babe" Keely, "Mitts" Morris, "Home Run" Thieriot, and the "Bear" the other teams don't have a chance.

When: Saturday June 5. First Game starts at 11:00 AM.

Where: Alondra Park

This event is sponsored by the AROSC Womens League. A picnic lunch will be supplied for a small donation per person. We will need an estimate of those who plan to attend. So bring your bats, balls and gloves and we will see you there!

ENTRY FORM FOR AROSC TIME TRIAL # 2

Print last name.

Date: APRIL 23 Track: WILLOW SPRINGS

Schedule 7:30 - 8:30 Late Tech. (NO LOCAL CARS)  
 8:30 - 8:45 Driver's Meeting- MANDATORY  
 8:45 - 9:15 Track Orientation  
 9:30 -12:00 Practice  
 12:00 - 1:00 Lunch  
 1:00 - 4:45 Warm-up and Timed Runs(5 laps)  
 5:00 - Awards Presentation and CLEAN-UP

Fee Single \$25.00 Mixed Couple \$45.00

\*\*\* Entry Deadline - Midnight APRIL 20, 1977. (Received by AROSC)

Late Entry Penalty Fee - \$5.00 (Per Driver)

Driver #1 - Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone ( ) \_\_\_\_\_

Driver #2 - Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone ( ) \_\_\_\_\_

Emergency - In case of emergency, the Club should contact:-  
 Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone-Home-( ) \_\_\_\_\_ Work-( ) \_\_\_\_\_

Alfa:- Year and Model \_\_\_\_\_ Disp. \_\_\_\_\_ cc.

Class:- Class \_\_\_\_\_ Class Points \_\_\_\_\_  
 I must file a new class sheet because I have made modifications since completing the last form.-Yes( ) No( )

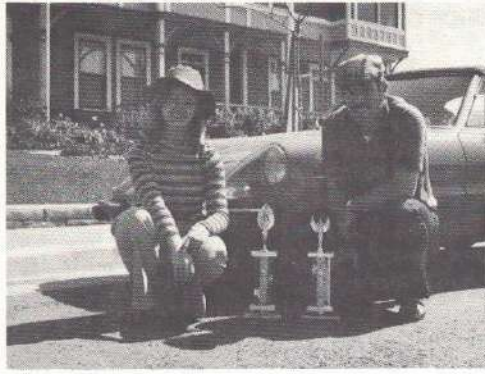
I understand that my entry fee is not refundable and I will abide the rules of the AROSC Competition Code.

Driver #1 \_\_\_\_\_ Driver #2 \_\_\_\_\_ Date \_\_\_\_\_

Please return this form with the entry fee. Make check payable to A.R.O.S.C.

Send to: AROSC T.T.  
 c/o Nancy Vegher  
 1721 Marine Ave.  
 Wilmington, Ca. 90744





REUNION LAS VEGAS XX

This rallye is an annual rallye sponsored by the Covina Car Couples. It drew a team effort from the ALFA rallye enthusiasts that will not be forgotten soon by those involved.

We began with a full six car team out of the West Covina shopping mall at 8:00 pm on the eve of March 11. The first car out on our team was the Strona team in car #12. Beth and I were in #14, Dan and Kathy Fein were #16 with Dave and Connie Gamble driving a VEGA/ALFA in #17 with the other members of the AROSC team in a VETTE and another unmentionable non-Alfa make!

After completing the odo check out at the entrance to Chino we began to slip into the traps of the rallye. Beth mis-read the 39th instruction which would have given us a left at the first opp. after Stewart and we were promptly lost. After a Swag at the end of a loss of nearly 15 minutes we were back on the rallye route, but, (Dave take note) the little red idiot light telling me my fuel pressure was low reared its nasty head. As long as I kept the revs up it went out and thus we scrambled for the next check point.

We ripped into a course control right after instruction #59 which gave us a new set of instructions (missed that one,

huh, Phil?), but, our fuel pressure was really getting to the Alfa injectors. By now we were in the middle of nowhere and had no spare pump to hang on. Suddenly the little light went out and I was relieved. We pressed on, determined to finish. We had not seen a single team member since leaving the start and had no idea how bad our time was by now.

We ended the 1st half of the rallye at the Colony Kitchen in Yucca and breakfasted with the Stronas. We compared notes and I informed Phil of my fuel delivery problem. He was sympathetic but had no solution for me! After gulping down our late served repast we finally got the ALFA started and headed into the second half which was Monte Carlo style. We had spoken briefly with the rest of our team members at breakfast and therefore had no idea how they were fairing. (You really can't tell on TSD's)

Our 1st Monte checkpoint was out near Amboy. I was really having difficulty keeping the revs up and when one of the other rallyists began his weaving completely across the road I nearly creamed him while trying to heel and toe it! We picked up a .54. Running along the side of Bristol Dry Lake I began to smell the overheated AEG and decided to run in 3rd or 4th (whichever kept the little red light out). We had a .33 into checkpoint #2.

Checkpoint #3 was between GOFFS and PIUTE VALLEY where Beth and I captured a .00. We went north out of there on RTE 95 and just after crossing the state line we hit #4 with a .03. By now my AEG was really stinking and I was having one hell of a time keeping the ALFA running into Searchlight where we made a fuel stop. Since it was only 28 degrees and the chill factor made it even less the fuel pump stayed cool enough for me to restart.

Our last checkpoint was on RTE 60 east of RTE 95! I was 18 minutes early into (continued on page 8)

Las Vegas Rallye cont.

standoff so I shut the ALFA down. (That was almost the death nell) I decided I needed 7 minutes to get me into check-point #5 so I hit the starter. After what seemed like an interminable amount of time with me cranking on the ALFA and it refusing to run with no fuel pressure it finally began to run! We limped into #5 with a .95.

We dragged ourselves into Las Vegas and the ALFA died in the parking lot of the Showboat. I spent the next waking hours locating a fuel pump at the "closed" ALFA dealer and after forking over 150 big ones I crashed. Beth went to the awards and free booze party while I slept.

When Beth came in and awakened me I was astounded to learn that our ALFA team had captured more trophies on this rally than any other team had and with only 6 entries! The story was very heartening! Dave and Connie Gamble in the ALFA/Vega had grabbed a best of club, Dan and Kathy Fein picked off a best ALFA while the people who had garnered a good set of errors sat in suspense to finally learn that they had captured a 1st in Beginner Navigational. Phil and Louise Strona were superb in their efforts! This was not the end. I learned that not only had the Stronas captured a first in navigational they had also been handed a 1st Beginner Overall. Their scores were 1.83 in the TSD and 1.95 in the total. That's an error of only .12 in the Monte! Bravo! Congratulations to the AROSC team of Phil and Louise Strona.

The next "biggie" what will bring out a bunch of the avid rallyists is Pan Am, October 8th and 9th. Let's show the ALFA banner to those other clubs and get some trophies!

THE GRAND PRIX du PUN

So there I was at the start... waiting Andretti, revving my engine Lauda and Lauda... "Brabhaaaam, Brabhaaaam..." The starter raised his flag and the world froze like Clay, my Hans Stuck to the steering wheel with clammy sweat... Ickx! The Steward dropped the flag and the pack turned into instant Reggazoni, a black car flashed passed and cut me off... what a Ruetemann I thought. At the end of the short straight we flick to the right and burst down a steep Hill, around a field of Poseys and.... the next thing I remember is cruising down a clean white hall strapped onto a Gurney.

... Can you do worse than this example? Enter the Grand Prix du Pun with your own form of this "lowest form of humor" send your entries to the editor. There will be no judging. Enter at your own risk

- Bear



A member notified me the other day of a company who stocks or orders parts for older Alfas and passed the info on to me for publication. Hopefully any of you who want to get parts for your older cars and thusfar have been unable to do so could contact this company and ask for info. They do have a mailing list/ membership type that is available. Bobcor Imports Ltd. F Street and 5th Avenue Belmar, NJ 07719



## FOR SALE

Time Trial prepared 1600 Spyder Normal. Has won 6 straight AROSC time trials in Class F. Lowered, gutted interior, dyno tuned engine, good paint and tires. Selling car to put down payment on Ferrari. Asking \$1200. Don Swears 714 291-8165.

Want to Trade - 1972 2000 GTV Beige/Black, AM/FM stereo, excellent condition, stock, for a 2000 Berlina, in like condition. Don Schultz, 1205 Covey Ln. Los Osos, CA 93402 805 528-5354.

1964 Alfa Giulia Sprint, last of the good (pre-smog device) Alfas. This red coupe has a basically good engine (it runs) but a battered body. Fully complete car and licensed, \$1200.00. Call Hal 714 624-0338.

European rear turn signal lenses (amber) for Alfa spiders 1974-6, \$28.00 per set  
Bob Geco 2656 S. Beverly Drive. Los Angeles, 90034 213 837-6117.

Mineral Gear Oil SAE 90 for Alfa transmissions requiring Dentax oil, phone 213 924-7150.

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Alfacionada is the monthly publication of the Alfa Romeo Owners Club of Southern California, (AROSC).

Subscriptions to this newsletter are included as part of the \$15.00 per year AROSC membership fee. For membership information write: AROSC, P.O. Box 261, Los Alamitos, Calif. 90720. Articles, letters, and personal ads are always welcomed for publication, and should be received by the editor 20 days prior to the monthly meeting. Meetings are held on the fourth Friday of the month at the ALONDRA PARK CLUBHOUSE, at 3850 Manhattan Beach Blvd, Lawndale, just east of the San Diego fwy. Meetings start promptly at 8 PM. For further information call: SID KEELY (pres.) 714 892-4986 BLAKE MORRIS (memb.) 714 548-7815



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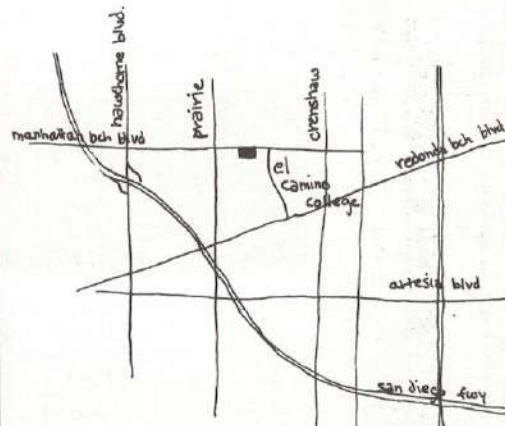
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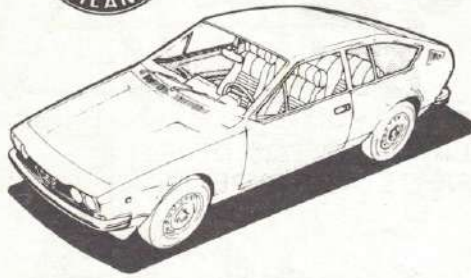


PLEASE NOTE THE MEETINGS ARE HELD ON THE FOURTH FRIDAY OF THE MONTH.

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