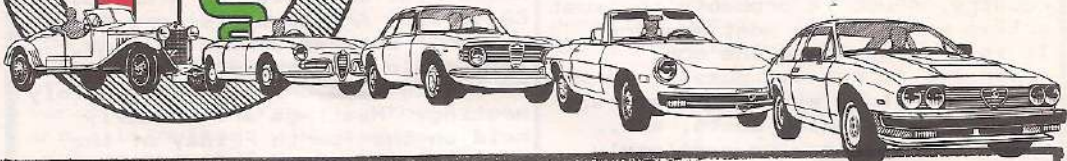




ALFACIÓNADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 21 NO. 8 AUGUST 1982 P.O. BOX 261 LOS ALAMITOS, CA

ALSALFA

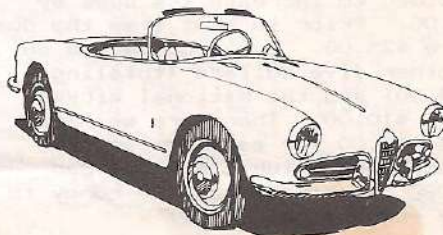
This month's column concerns the direction which the Alfa Club will take in the near future, namely whether or not to remain affiliated with the national organization.

For those who are not aware of the present structure of the club, a brief description follows:



There is an Alfa Romeo Owner's Club which is registered as an Illinois Corporation (because that's where the original founders lived) and composed of members throughout the country. This is the so called National Club. Most of the members are also members of smaller local Alfa Clubs which comprise the various chapters affiliated with the National Club and are so recognized as chapters with an official Charter granted to the local club. This does not preclude any group of enthusiasts to band together and form their own Alfa Club completely independent of any chapter or of the National

Group. I'm only aware of one non-affiliated Alfa Club, and that is the Northern California Chapter.



The financial arrangement between the National Club and any official chapter is that dues paid to the National are shared with the local chapter in accordance with an established ratio determined by the National Board of Directors at the yearly National Club Meeting (convention). Past practice has been to try to establish dues such that the National Club expenses plus some projected cushion are covered by the members' dues, (makes sense doesn't it??) Dues increases have been made necessary by various factors with which we are all familiar: costs exceeding income, worsening economic conditions, etc. But, usually every effort is made to keep dues increases to a minimum.

Local chapters such as ours have the option of charging dues if

CONTINUED ON PG 2

the portion of the National dues shared with each chapter does not cover the cost of running their club. Thus many clubs charge dues, hold fund raising events, charge for their activities in order to meet club operating expenses.

Of all the chapters in the country, AROSC is probably the most active and has the most members. It is probably also the most expensive to run (my guess). There are other clubs with few members, few activities, low costs, etc., whose expenses may be completely covered by the dues share (again my guess).

The point of all this is that last year at the National Meeting held in Detroit, the National Club decided to increase its dues by \$3.00. Prior to that time the dues were \$25.00. Our club tacked on another five dollars (totaling \$30.00) and the National kicked back \$10.00. Therefore we AROSC had \$15.00 for each member to operate our club. Not too bad. AROSC has always had the money to pay for the following:

- 1) Monthly meeting place rental
- 2) Cost of refreshments
- 3) Cost of Newsletter
- 4) Cost of year-end trophies

The cost of each event, time trials, rallyes, parties, etc., is usually borne by charging a fee for each event. Sometimes, if the event lost a little, AROSC absorbed the cost of the overrun and everybody was happy! Now, back to the National Dues increase. AROSC decided to absorb the increase which reduced our share of the pie from \$15.00 to \$12.00 per member. It was felt that \$30.00 per year total dues was just about the limit that most of our members would accept, so for that reason, it was decided to absorb the National dues

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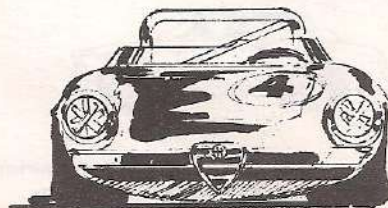
ALFACIONADA

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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 \$30.00 per year membership fee. For membership information, write: AROSC P.O. Box 261, Los Alamitos, CA 90702. Articles, letters, and personal ads are always welcome, and should be received by the Editor 20 days prior to the monthly meeting. Meetings are normally held on the fourth Friday of the month at the Alondra Park Clubhouse at 3850 Manhattan Beach Blvd., Lawndale, CA, just east of the San Diego Freeway. Date or location changes will be posted in the newsletter prior to the meeting. Meetings start promptly at 8:00 PM!!!! For more information call:

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**BLOOD SPORT
BLOOD SPORT
BLOOD SPORT**

BY JOHN IRELAND



Sunday September 12, 1982, at 1:30 P.M., there will be a Time Trial Meeting at my home, 834 N. Reese Place, Burbank, CA. 91506. Please RSVP at (213) 841-8939 if you plan to attend, and do so no later than September 5th. Members of the Time Trial Committee, workers, and entrants in the events are all invited. The issues will include the 1983 Competition Safety Requirements, a review of event costs and entry fees, driver training, and license requirements as well as the organization of the January Driver's School. Suggestions for Rules changes and car re-classifications in the Competition Code will not be discussed at this meeting, but, all suggestions will be accepted if in writing as they would read in the code if accepted and adopted.



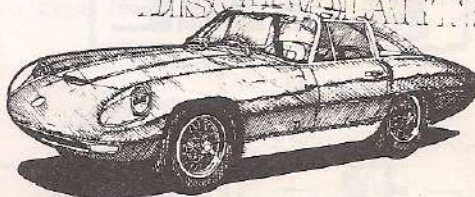
Three formal changes of previously reported Time Trial results are necessary due to errors in car classifications. In each of the following classes, the change in results will not alter the placing and trophies for the for the specific event, but will be taken into account for year end points. The errors are the results of a new Time Trial Committee learning how the code works. Example: When changing up from a 1300 cc to a 2000 cc motor, one must also add 4 points for oversize valves in addition to the usual 1 point for each 100 cc of increase in engine displacement. Failure to include this "unwritten" rule in the code is the result of the previous Time Trial Committee's greater understanding of Code's

handicapping system. Another example: Adding a sway bar to a car that doesn't have one can increase a car's points. But did you know that removing a stock sway bar from a car that has one will allow you to lower your points? Again, one could say that this is implied logic... however it took pointing out for this year's Time Trial Committee to be aware of



these facts. And so, in the Feb. 28th Time Trial at Willow Springs, Dick Richards is moved up from Class E to Class D. His time (again, all this is for year end points only) bumps Alan Ward to second and Marc Trout to third because Dick's time of 1:49:85 is good enough for First in Class E and D (and even C). This also means that First in Class E (again, for year end points only) is Phil Guiral.

DISCO VOLANTE



March 6th finds a missing sway bar dropping Phil Guiral from Second in Class D, to First in Class E (again, for year end points only ... event standings will remain the same). This moves Marc Trout, Phyllis Gaylard and Fred Zimmermann up in their Class, and bumps Raul Perez, Bob Braslau, and Jackie Kurman down in theirs. The final change is in the results (for year end standings only) of the June 18th National Time Trial.

CONTINUED ON PG 6



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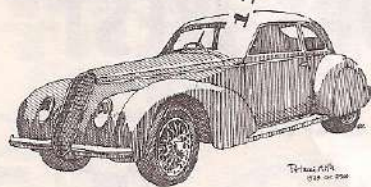
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BLOOD SPORT

Marc Ashton's '70 Jr. Zagato (w/Turbo) is moved up to Class B when four points are added for oversize valves. This moves everyone in Class C up a place in the points, and everyone in Class B down one place in the standings, since Marc's time was also fast enough for First in Class B. How all this affects lap records I will have worked out by the September 18th Time Trial at RIR, with VARA. Get your entry form in right now or there may not be room. At forty five dollars, it's still the best racing for the buck around.

It's time to begin organizing next year's Time Trial Committee, and it isn't too soon for each of you to begin talking to your local wrench about their shop joining the Time Trial Society. I'm encouraging all of you to begin wearing the colors of the shop that you "... drive out of...", and bring that competitive spirit to the track. This year's Charter Members in the AROSC Time Trial Society are Alfa of Santa Monica,



Diro Alfa Romeo, Alfa Speciale/Jafco Turbo, Alfa-Ricambi, Ward & Deane Racing, and Alfa Milano, Inc. Their membership in the AROSC Time Trial Society has made the events to date possible. And when you in their neighborhood, drop in and take a look at their shops, introduce yourself and let them know that you appreciate their support of the event we all have so much fun at. And for those shops who didn't join this year, I'll be sending out a letter about the Time Trial Society, I hope you'll be able to take part in it this year.

CONTINUED ON PG 7

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BLOOD SPORT CTD.

As a club, we are developing some fast drivers. And as the speed of our Time Trials increase, so do risks. Some risks in life cannot be calculated and those are in the domain of the poet. The risks that can be calculated, we assign to philosophers. Eventually, the numbers bring all risks to the door of probability. It is now probable that sooner rather than later, a driver in a Time Trial is going to be seriously hurt, and very possibly killed. It is as real, as it is eventual, and we are the ones who are and will be responsible ... response able! What we, the people who time trial, decide to do about this, is a matter of life and death. Statistics show that requiring a roll bar in every car would be logical ... and many of you feel that this will be too expensive ... around \$350.00 to do it according to the code, and that price is going up just like everything else in life. Staging a two day Driver's School would still cost every entry in the school between \$350.00 & \$400.00 for the weekend, but what about the newcomer to the program who missed the school ... do we force them to wait until "next year"? Or, do we make it mandatory for two of each years events to be slaloms, and you can't run a Time Trial unless you've first run a slalom. And we spread the slaloms out in the season,



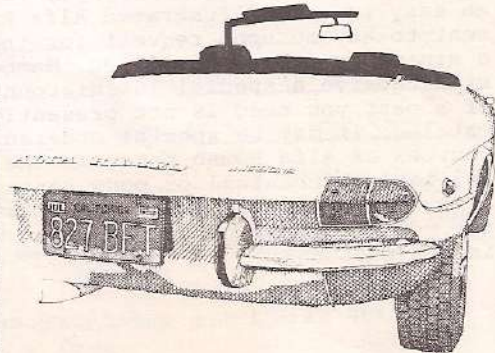
obviously. The meeting at my house will address this serious issue and I hope all of you who take this sport seriously, will join me and help the ARQSC Time Trial Committee develop a safe and acceptable solution to the safety gap in our program.

Finally, Alana and I are now the proud owners of a 1974 GTV 2000 ... red with black interior, fresh engine (57 miles as of this writing), new seats, a knock out car, never bent, wait until you see it. I mean, RED and ITALIAN, and tight! This car will not be raced, but will be Concourse'd, Rallied, Toured, and driven! Marcello will still be the family race car, and next year I hope to give him a new coat of blue and a fresh engine. I am already collecting rubber and other parts to bring him back to 100 points, European Style. I truly believe that the 1977 Alfetta Sedan is the "Super" of the '70's, and the eighties will be dominated by the new Giulietta Sedan with a fuel injected two liter. Until the next red light,

John

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ENTRY FORM AROSC TIME TRIAL #5

Date: September 18, 1982 TRACK: RIR SCCA COURSE

Schedule: 7:00 - 7:15 All Novices in line for TECH INSPECTION *
7:30 - 8:15 All others in line for TECH INSPECTION *
8:30 - 8:45 Drivers' Meeting - MANDATORY.
8:45 - 9:45 Track Orientation
10:00 - 12:15 Practice
12:15 - 1:15 Lunch
1:15 - 5:00 Warm-up and TIMED RUNS (5 laps)
5:00 - Awards Presentation and CLEAN UP

Fee: \$45.00 per driver.

ENTRY DEADLINE: Midnight Friday September 10, 1982 RECEIVED BY
AROSC TIME TRIAL DIRECTOR. LATE ENTRY PENALTY - \$10.00
* LATE TECH PENALTY: YOUR FASTEST LAP WILL BE DISQUALIFIED!

DRIVER # 1. Name _____
Address _____
Phone () _____

DRIVER # 2. Name _____
Address _____
Phone () _____

EMERGENCY: In Case Of Emergency, The Club Should Contact:

Name _____
Address _____
Phone () _____ Work () _____

ALFA: Year and Model _____ Disp. _____ cc.

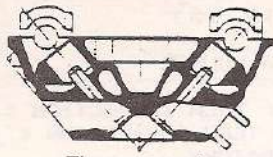
CLASS Class Class Points I must file a new
Class sheet because I have made modifications since complet-
ing the last form. YES() NO()

I understand that my entry fee is NON-REFUNDABLE and I will abide by
the rules of the A.R.O.S.C. Competition Code.

Driver #1 _____ Driver #2 _____
Date _____ Date _____

Make checks payable to AROSC. Return this form with entry fee to:
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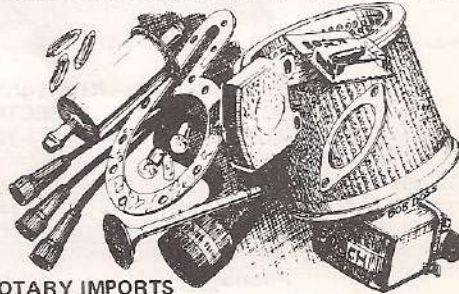
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increase. The operating expenses of AROSC has risen. We now find that AROSC has just enough money to finish this year. And that's because we made money on the National Convention. BUT WHAT ABOUT NEXT YEAR!!!!???? A revenue increase of some sort will be required. There are three possible alternatives to increase revenue for our local chapter: The first is simply to increase the dues. The second is to investigate a vigorous fund-raising campaign and to keep a close eye on our expenditures. The third alternative is to secede from the National Club which would enable us to accomplish three worthwhile objectives.

- 1) We could reduce the dues to each individual member.
- 2) Now not having to share the dues with the National Club, the per-member income to AROSC would increase.
- 3) This would pave the way for an increase in both the quantity and the quality of activities for the AROSC membership.

The last alternative, secession from the National Club will be a matter for discussion and is scheduled for the October 22, 1982 General Meeting. For those of you out there who find it difficult to attend the monthly meeting, I urge you to drop me a line letting me know how you feel about staying with the National or seceding from it. Also any ideas for fund-raising to meet the future financial crunch would be appreciated. There are many aspects to the secession issue that are beyond the scope of this article and a well attended October general meeting would help our decision tremendously, so think about this and prepare for an inter-club discussion forthcoming October 22, 1982.

Ciao, Al

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