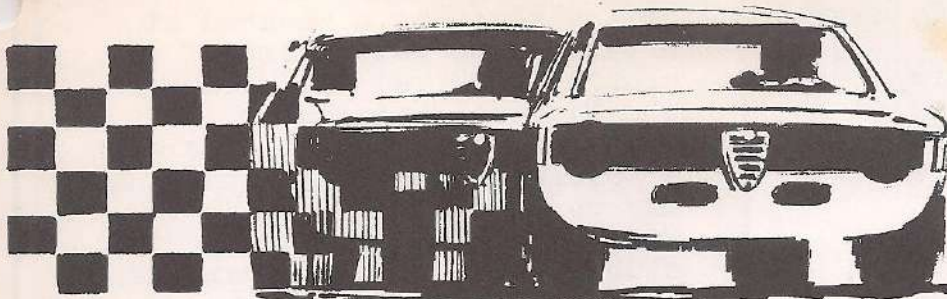


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



MAY 1970 VOL. 9 NO. 5

P.O. BOX 261 LOS ALAMITOS, CALIFORNIA

LAGUNA SECA TRANS-AM

or how sweet it is!

by vince giobbe

After the April meeting Oscar and I were so Alfa enthused that we decided to drive up north to the Laguna Seca TransAm in hopes of seeing an Alfa victory. The drive was worth it. (We drove Oscar's GTV as the thought of my GTA turning into a parts bin during the race made that the wisest choice.) As soon as we arrived and stopped the car, two GTAs came by at speed ending the morning practice. This meant a three hour wait for the start of the race during which time we watched the weather go from bad to worse but at race time the sun came out on cue just in time to catch Horst Kwech's flying GTA come over the hill in first place. It was the last time he would be there. The next two laps saw Vic Provenzano and Lee Midgley in a neck to neck dice for first position. (Yes race fans, two GTAs racing each other) Lee was leading for the first dozen or so laps and Vic was keeping the pressure on. However,

Vic finally got back in the lead when Lee went wide on the down hill end and Provenzano opened a huge and commanding lead.

This is how it went until the halfway point. Some people said it was getting very boring but how could it be boring with Alfas in first and second positions?

Then disaster struck. Vic coasted into the pit lane with no power (the battery broke). Then Lee spun trying to avoid a BMW however Lee kept the car and first place in hand and from then on the only problem Lee had was what would run out first - the clock or his oil pressure. The clock and Lee won (there wasn't enough oil pressure at the end to take a victory lap.

For Lee this win was well deserved as his GTA had been a street car he purchased just three weeks before race time.

Calendar

- May 15 - AROSC meeting at Little Lake Park - 8 PM
 May 17 - Slalom of the Stars Championship Slalom at Universal Studios Entertainment Center - First car out 8 AM (10% discount on studio tour)
 May 23 & 24 - RFCC High Speed time trials at Riverside
 May 30 & 31 - AROSC May Event - Nat'l Race at Riverside
 June 7 - CASOC Championship
 June 14 - Lotus West Open
 June 19 - AROSC Meeting at ARI or Little Lake Park
 June 21 - ALFA & FOOTHILL OPEN SLALOM - Irwindale

Slalom Column by loren smith

REMEMBER our COMBO I with Foothill F.C.C.A. June 21, 1970 at Irwindale Raceway in Irwindale. AROSC and Foothill FCCA are putting on a combination slalom and drag race on the longest day of the year. Since it will be long we will need about 70 to 75 people to help so we will have two crews for every position where we will be able to spell people and rest. At this time I have 35 volunteers. For the women we still need registration, helmet checking, scoreboards and timing. For men - pylon counters, tech crews and back up timing.

PLEASE

EVERYONE VOLUNTEER

THE MORE PEOPLE THE LESS WORK !

If you wish to volunteer please call Loren Smith - 923-0273
 9713 Imperial Highway #203
 Downey 90232.

Loren is the AROSC SCCSCC representative and he has the SCCSCC cards necessary to run championship slalom events, code books with all the new classes and rules, and he also has current info on up and coming slalom events.

AROSC Race Weekend

May 30 & 31

We are planning a weekend at Riverside to watch some of our club members run their cars in the National Races over the Memorial Day Weekend. There is a possibility that Regional Races may be run on Friday May 29th. Come on out and watch your fellow club members WIN at Riverside.

There are 25 rooms reserved for Saturday night at a motel with a pool - so bring your swim gear and also bring a hearty appetite for a steak bar-b-que Saturday evening.

There are only 25 rooms so be sure to get your money to Mark Marcantoni, 11391 Martha Ann Dr., Los Alamitos 431-4682. The cost per room is \$10.50 plus tax for Saturday night. Mark must have the money by MAY 19th - this is first come first served so be sure to reserve your room as soon as possible. They are going fast.

Bulletins are in the mail with full details.

May Meeting

Lee Midgley, winner of the recent Laguna Seca under-2-liter Trans Am will be our speaking guest at the May meeting (Provided racing commitments don't interfere.) Slides of the Laguna Seca races will be shown.

June Meeting

If new model cars are available at ARI in time, we will hold our June meeting at ARI's El Segundo facility. As you know, previous meetings held there have been highly successful, so watch for final news in our next issue and in the LA Times' Pit Stops competition calendar.

TECH TALK

by alan ward & phyllis gaylard

Relating Rear Axle Ratios to Cam and Gear Ratios

This month we will try to relate the varieties in the drive train in order to show if and how not to change your set up.

When you examine the specs from the street Alfa it is apparent that the drive train components are designed for an overall compromise, i.e. good top speed, good fuel economy, and engine life. The engine is set up with a broad power range which makes it quite flexible. This feature results from a history of cam development which has produced a cam with good mid-range power from 3500 to 6000 rpm. The standard gear box has very wide ratios and a tall fifth gear (.79) for good top speed. This gear box provides good acceleration from a standing start with no sacrifice in top speed.

The standard rear axle ratio (4.55) gives modest performance while allowing moderate cruising rpm levels for longer engine life, and fuel economy.

Now we understand why the factory does it their way. Suppose you want to change the compromise - sacrifice one or more features to gain performance?

The first (and cheapest) change Alfa owners consider is cams. As discussed in the previous article ARI offers a number of competition cams - moderate to wild. A potential selection is the 10mm cam which has a major increase in lift and duration.

The result is more top end horsepower. Don't expect any power below 5000 rpm! The affects on overall performance are now considered:

1. It is now harder to "ease it off the line" as you must keep the revs up
2. Driving by the "seat of your pants" you realise that you need to run much higher rpm to feel the power
3. When you shift you feel a definite loss of power in the higher gear as you "fall off the cam." This hurts acceleration.

We now find the wide range gear box and low-ratio rear axle to be less than satisfactory. The gears will be spaced closer together to avoid the power loss when shifting and a high axle ratio is needed to help get off the line.

In the interest of economy you can now do with a standard gear box and achieve closer ratios by changing the rear axle. However you have increased your cruise rpm significantly which hurts full economy and increases the wear rate. This modification does not appear to be worth the sacrifice unless you are determined to have that type of power. For slaloming a 5.86:1 rear axle ratio may be required to get the gear ratios shortened but you won't want to drive it on the freeway. For racing you must go to the close ratio gear box and axle ratio change to get acceptable performance with this engine setup.

continued---

How about changing to a 5.12 rear end? This may be your best bet to increase acceleration while accepting the moderately higher cruising rpm and its disadvantages. This change is commonly the first step for slalomists who held off on cam changes taking advantage of the broad mid-range power available in the stock setup.

What is the answer for you? Consider the total affect of any changes in your drive train before you spend your money. Be aware of the improvement and sacrifices inherent in these changes and consider your application and needs.

Rumors

*Alfa's new sedan racer, the GT-AM is reported to have been homologated with the FIA recently. The car will have a 2 liter engine, rumored to be a 16-valve design, and is lightened to weigh in at around 1800 pounds.

*We have heard that Alfa Romeo cars with 4-cylinder engines will sport dry sump lubrication systems and limited slip differentials in the near future. The V-8 powered Montreal has been officially shown with a dry sump system.

*Mark Marcantoni's GTV has taken up semi-permanent residence at Vince Giobbe's body shop in Gardena.

*Mafia types have been seen near Mark's and the sounds 'contract' 'get him' and 'Vince' have been overheard.

World of Competition

1. Dallas, Texas - April 26th
The TransAm scheduled for the new Dallas Int'l Motor Speedway April 26th was cancelled 2 hours before race time. SCCA stewards said the race was postponed for "reasons of safety or forces beyond their control." Dallas had been hit with high winds and 8-1/4" of rain the day before causing postponement of practice and qualifying to race morning. Although the track was dry, officials claimed they couldn't locate sufficient personnel and properly place them in the mud-filled track areas.

2. MONZA, Italy - April 25th
The Alfa Romeo prototype team failed to make good in their homeland with the John Wyer built Porsche of Pedro Rodriques and Leo Kinnmen taking the win. Ferrari 512's placed 2-3-4. Matra Simca 650's 5-6 and Alfa T-33 placed 7th.

3. Madrid, Spain - April 19th
The McLaren/ALFA F1 car driven by Andrea DeAdamich failed to qualify at the fl Spanish Grand Prix, the years second championship race. The car was not entered in the first race of the circuit at South Africa. Jack Brabham won the South African GP in a Brabham/Ford, and Jackie Stewart took the Spanish GP in a new March/Ford.

4. GTA Trans Am Team
Herb Wetson of Valley Stream, NY will field a 3 car team of GTA's in an assault on this years U-2 trans am championship. Horst Kwech and Harry Theodoracopulos will drive in an initial 2-car effort. Wetson will drive a new GT-AM when it arrives this summer.

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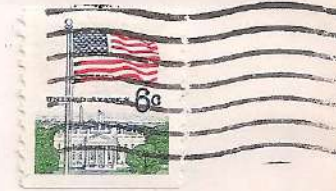
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