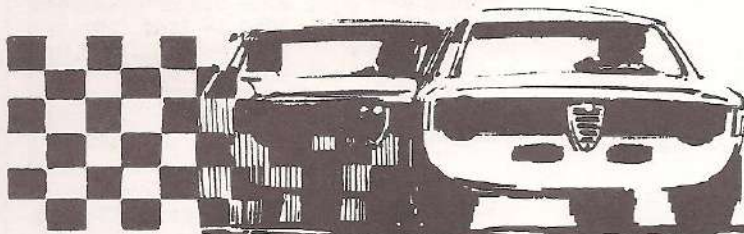


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 11, NO. 8 AUGUST 1972 P.O. BOX 261, LOS ALAMITOS, CALIFORNIA 90720

AROSC GRAND PRIX

BY J. SAMSON

The one word that best describes the recent Alfa event is COOPERATION. I have never had the pleasure of organizing an event with participants and spectators so willing to work at making the event run smoothly. All the effort expended by me in planning and conducting the event was exceeded ten fold by the club members in attendance. Few clubs, of any kind, have this spirit. Before I forget I would like to thank all the people who worked without complaint, especially those non-driving volunteers and the great horde of pseudo-volunteers called wives. Least I overlook someone, I will not list all the workers by name. Lastly, we must give special thanks to our sponsors; Jim Gray Imports in Long Beach and GTA Motors in Encino, without which we could not have held the event.

The event started with a strict safety inspection. Blake Morris and Tom Hines, our astute inspectors, had a penchant for finding loose left front wheel bearings, much to many a driver's dismay (including mine). The event ran without a single incident caused by a mechanical failure, as the jack wielding "Bobsey Twins" did the job well.

A short drivers meeting was held to

stress the need for safe driving. Phrases like "don't drive over your head", "take it easy at first", and "if you leave the course go straight" emanated from yours truly. (I should learn to follow my own advice.)

During the morning practice everyone was very careful. The only fender-bender occurred at the end of the long straight, when a maroon 1750 Berlina broke hard, lost its adhesion and kissed the Amco barrier. The car and driver were still operational after the incident. As the temperature raised a few 1600's blew their head gaskets assunder and acted like geysers. The very fast Baadilla Cooper-Alfa lost its clutch during the practice and never made an official timed run.

When all 140 runs were completed both cars and workers headed for the shade and rest. The highlight of the lunch-break never occurred. Since "Tazio" Cannone did not show, the unveiling of his usually sumptuous lunch could not be held. Those of us that attended the Bondurant event knew inside he would top his grand lunch of that day. But because he could not attend, the lunch break was a lackluster affair. (Ref.: For a description of the Tazio-Bondurant repast see ALFACIONADA, Vol.

11, No. 6, June 1972, page 2.)

The timed runs saw a lowering of the A.M. practice clockings. Class A2 was a hard fought battle between D. Meredyth and J. Fahner with Meredyth winning first place by 0.04 sec. Class B2 saw M. Butler place first by 2.44 seconds, in a 1750 with E60-14 Goodyears. Class C2 proved to be the most exciting, as R. Vasquez in a GTA and R. Payne in a GTZ exchanged first place three times during their five timed runs. Payne finally won first place by 1.29 seconds on his very last run. That was a real "cliff-hanger". Class A2W was a match race between Julianna Meyer and Sharon Guiliana, with Julianna finishing in the top spot by 1.21 seconds.

Special mention should be made of the performance of a 1600 Spider Veloce owned by Allan LaSalle. He was the fastest of this model by 2.41 seconds. This placed him ahead of a race prepared and race tire mounted car. He was running without the benefit of race tires.

At 5:15 P.M. the trophies were presented culminating a day composed of 28 drivers completing 280 runs for 392 miles with only one minor fender rearrangement. I think it was a great record for a bunch of "Alfanauts" to compile and should force one club member to reconsider some statements made to the event registrar in the early A.M.

If more time trials are desired by the membership let your Board members know. We must be assured of your support before planning another speed event.

Once again, thank you all for your help and cooperation, especially Carol, my wife, for her unending work and understanding.

Results by Class (* - trophy winner)

Class A2:

1. D. Meredyth	1750 GTV	100.18*
2. J. Fahner	1750 GTV	100.22*
3. A. Grett	2000 GTV	101.29*
4. M. Dunn	1750 GTV	102.44*
5. N. Meyer	1600 GTV	103.38
6. T. Black	1750 GTV	103.67
7. E. Thompson	1750 Berlina	103.85
8. C. Beles	1600 Spider	104.63

9. D. Thir	1750 GTV	104.63
10. E. Barlow	1750 Berlina	105.87
11. E. Barlow	1750 Spider	119.92

Class A2W:

1. J. Meyer	1600 GTV	106.78*
2. S. Guiliana	1750 GTV	107.99

Class B2:

1. M. Butler	1750 Spider	99.26*
2. J. Karl	1750 GTV	101.70*
3. A. LaSalle	1600 Spider	102.00
4. D. Harmon	1600 Super	102.81
5. B. Curtis	1600 GTV	103.15
6. L. Renfro	1600 Super	103.66
7. B. St. John	1600 Super	104.87

Class C1:

1. J. Richardson	1300 Spider	106.04
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Class C2:

1. R. Payne	GTZ	87.53*
2. H. Vasquez	GTA	88.82*
3. T. Sponsler	1600 GTV	91.36
4. R. Romero	1600 GTV	93.29
5. O. DuFau	1600 GTV	95.94
6. J. Sanson	1750 GTV	96.16
7. K. Ellis	1600 Spider	104.41

Calendar

August 18	-----	AROSC Meeting, Little Lake Park 8 PM
August 19-20	-----	SCCA Reg. Races, Riverside
September ?	-----	AROSC Rally-- Watch for Flyer
September ?	-----	Pre-Christmas Party????
September 15	-----	AROSC Meeting, Little Lake Park 8 PM
September 16-17	-----	SCCA National Races, Willow Springs

For Slaloms and Ralleys--look in the LA Times "Fit Stop" column.

WATCH FOR OUR WHITE TURKEY SALE IN
NOVEMBER!!!!

WE GET LETTERS

As many of you already know, our 1972 President and friend Tom Atkins has been transferred to Denver, Colorado. I am sure we all wish Tom & Joyce the best of luck in their move. Even though Tom is 1000 miles away, he is still thinking of us and sent us the following letter. (Ed. Note: Seems very coincidental that the 1973 Nat'l. AROC meeting is to be held in Aspen, Colorado!)

Two weeks in Colorado and I've already won a class trophy in a borrowed GTV at Aspen Raceway, towed a broken Berlina 250 miles over the Rockies (including 12,095 foot Independence Pass) with my forgiving SS350 Camaro, and replaced a broken clutch on a friend's GTV. (My neck is still sore from struggling on my back on the cement floor.) Sure, Southern California is Alfa country, but if anyone tells you Colorado is for Jeeps only, don't you believe it! Drop in a GTA clutch, limited slip, re-jet your carbs for the altitude, slip on a set of tall, wide studded radial snows, and you're ready for Alfa country - Colorado style!

Two weeks ago, Joyce and I loaded our Camaro (that's an optimistic expression - I had to strap the spare tire to the roof to fit an overnight case and a pair of driving gloves in the "trunk") and headed East. My company - a computer timesharing firm - had opened an office in Denver and nominated me to man it. It all happened kind of quickly, so our Alfas - and most of our belongings - remained in L.A. for a mid-July trip back. Driving Northeast thru Vegas, Utah, and Grand Junction, Colorado is one of the most beautiful trips I've made. And, though I'm really looking forward to the return trip in our '67 Super, I must say the Camaro performed admirably. As long as you remember that it's no Alfa going downhill on a mountain road, and keep the turbohydro in LL, it

actually handles quite well (even with the front discs, Detroit still hasn't learned how to make a car stop well more than once). Anyway, after arriving in mile-hi Denver and getting acclimated for a couple of days to the altitude (My God, judging from the anemic performance of my 300 hp Chevy, what'll this do to an Alfa??), I called on Gordon Perkins, a friend who had recently bought a '69 GTV from Denver's only Alfa dealer. It seems that after two weeks, it had spun a rod bearing. Sorry I asked. But Bill Myers, Alfa Club of Colorado President and local independent service type, had made it right again, adding European 1750 (his compression) pistons. And now, says Gordon, "I'm breaking it in for next weekend's annual Alfa meet at Aspen Raceway." Sounds great - too bad my Super is still in LA. So I call George Whitcomb - National technical editor for the Alfa Ownzr. We had met last year when he attended Alfa Expo West, so I knew George would have all the info on the Aspen meet. Of course, I had to get him out from under his '63 Spider, which was receiving a 1750 engine for the meet (sure I'll break it in - on the drive up there!) But George officially welcomed me to Colorado and filled me in on details of the local chapter and the Aspen meet.

Well, surely we'd have to see Aspen, even if we could only watch at the track. So, came the weekend, and away we went - over a paradise of Alfa-loving roads - thru the famous rolling green hills (yes, they are really green up here) of the gold country, over spectacular Loveland Pass freshly powdered with snow, through Vail, over the breathtaking Independence Pass, and into Aspen - wait a minute! What's that green Berlina doing parked at the foot of the 15 mile down grade between the Pass and Aspen? Keep your eyes open for hitch-hikers in Alfa jackets! Finding none, we headed on into Aspen, and out to the track - via the circuitous route one takes with

no directions or signs to the place. So whose Berlina was it? Oh, sure - it was Whitcomb's. It seems that Paulette Whitcomb had gone ahead with the Berlina while George took it easy, "breaking in" the Spider. Just at the top of Independence (12,095 ft high), the diaphragm-type clutch had given up completely and Paulette coasted all the way down. Would have made it all the way to Aspen, says Paulette, if it hadn't been for a blankety-blank bicycle which cut me off on that little hill! Oh, well - George's Spider was obviously running fine - by the time we got there Saturday afternoon, he'd put over 100 miles of practice on the track! Aspen Raceway is the only SCCA Sanctioned track in Colorado, and it's a neat place. If you like 1.1 mile go cart tracks lined with boulders to keep you from damaging the weeds if you get off course. At least it's wide enough for two Alfas parked side-by-side without door handles. I think. Seriously, though, the surface is excellent, and, as I found out later, it's great fun to drive - a real driver's course, with lots of sweeping corners and a couple of hard braking points - perfectly suited to Alfas. And about 20 Alfas - plus a couple of Porsches and a racing frog-Sprite - were obviously enjoying it.

By late afternoon, everyone had reluctantly retired from the track with no casualties, except for good old Gordon's GTV, whose drive shaft fell out. That remedied, we retired to the Pomegranite Inn for a very enjoyable evening, where we met a good many more of the Colorado Chapter's enthusiasts. Sunday morning, with clean-up practice over, George ambled over and said - "Gee - don't you have a ride for the event?" With two drivers already in his Spider, it was overheating - so he walked up the qualifying line and Thor Thorsen promptly offered his 1750 GTV (are you crazy, Thor? I haven't even seen the course! Go ahead, Tom - You won't hurt it.

Anyway, my Lusso is my real mistress. Oh, sure - OK. Fine.)

There were to be three classes, according to qualifying times. So I went ahead and made my one lap qualifying run - That is a fun track! - and placed pretty well, considering - right in the middle of class 2. The event was great fun - two 2-lap runs full out around the course. Class 1 was won by Dan Ripley - an SCCA driver in a 1750 Spider with competition suspension. I lucked into a pretty good run which held up for first in Class 2, and Class 3 was taken by another new member - Al Turner in a brand new '71 Spider. Then we added up the broken machinery. George's Berlina - blown clutch. Gordon's bad jinx held - a pressure-plate finger broke. Luckily, though clutchless, it was driveable. Bill Myers' Ep 1600 Veloce - the only really prepared car there - blew a rod. (Sounds familiar - my Ep 1600 Veloce lies in LA with a similar malady). But Alfas weren't the only casualties - there was a blown 356 Porsche, and an Hp Sprite with a broken axle. But no one went seriously off course - the track proved very safe.

Next morning (after an evening of sampling Aspen's fine food and drink), George and I took nearly 4 hours perfecting the attachment of a rental tow bar to the Berlina, and the Camaro, which I'm beginning to call "old faithful", led us safely if somewhat nervously, over the Continental Divide and back to Denver. Some weekend!

Now I'm already looking forward to getting back to Aspen and on the track. Next June, the Alfa Club of Colorado is going to host the National Meeting - already dubbed "AlfAspen". So plan your vacation early. It's only about a 20 hour drive over some of the most beautiful sports car country anywhere. See you there!

Slalom Column

by John Samson

Due to faulty pylon tabulation by the sponsoring club, the June 4th Royal Touring Slalom lost its Championship status. Thus, we have to revise our point standings, since only championship events are to count. Listed below are the standings after the 3 events; the points do not include the July 30th event.

J. Samson - 48	J. Neuman - 9
T. Sponsler - 32	J. Meyer - 6
O. DuFau - 29	S. Harmon - 6
L. Renfro - 24	J. Karl - 5
J. Richardson - 18	W. Wagner - 5
R. Payne - 15	Ne. Meyer - 3
D. Harmon - 10	

The official results of the July 30th Slalom at O.M.S. are not yet available, but the Alfa Team garnered no hardware. Yet, the performance of Oscar DuFau in Class K must receive mention. A second place in this very competitive class is excellent. The rest of the team had to be satisfied with 3rds and 4ths. I do not want to bore you with a long list of excuses so we will just let the results speak for themselves. For the season, fortunately, your team has fared better and, in classes K and X, is in contention for season awards. A few more Sundays like July 30 though, and I will not be able to make the last statement. With six championship slaloms to go we will have plenty of time to redeem ourselves.

The remaining championship slaloms as they are currently scheduled are:
 Aug. 13, Sept. 17, Oct. 1, Oct. 15
 Nov. 5, and Nov. 12. Watch "Pit Stops" for details.

Lastly, keep the weekend of Oct. 7 - 8 open, as the SCCA-Cal.

Club is holding the Solo II (slalom) Divisional Run-offs at O.M.S. on these dates. Your SCCSCC card will allow you to run; a SCCA Membership is not needed. The classes are different from SCCSCC Classes. (Refer SCCA GCR for Solo II). More details will be forthcoming. Pre-entry must be postmarked by Sept. 14, 1972. Forward entry or request information from:

Dennis McGosh
 2133 - #9 Elden Ave.
 Costa Mesa, Calif. 92627

Entry fee is \$10.00 for both days or \$5.00 for one day. It sounds interesting and I will try to get the information by the next newsletter.

Preparations for our Orange Time Trials have taken a good deal of time - so please excuse the short column.

AROSC Business

Due to our 1972 President, Tom Atkins, being transferred to Denver, Colorado, as of the August AROSC Board meeting your Vice-Pres. Dale Jones will assume the job of President for the remainder of 1972. It was also voted on and passed that Mark Marcantoni would assume the responsibility of Vice-Pres. (very appropo, yes?)

For Sale

FOR SALE: 1967 1600 engine (less carburetion). Valve job by Shankle, Jan. '72--block needs rings and bearings. Will separate head and block. Will rebuild block if requested for reasonable price--make offer.

Also, 1971 complete Spica injection set-up, used only 9,000 miles--make offer. Bellhousing, flywheel, pressure plate, clutch plate, throwout bearing for 1750 used only 9,000 miles, \$75.
 Call (213) 340-6198--Mark Butler

QUICKIES

-Oscar & Claudia finally had their coming out party! And they named her Tobi Ann--born Aug. 2.

-Found out they only let $\frac{1}{2}$ the Dynamic Duo into Italy at a time-- $\frac{1}{2}$ just returned, so the other $\frac{1}{2}$ was allowed to leave--even Italy can't stand up to both of them at once.

-Heard Joe Richardson got his car out of low gear at the O.C. Slalom. Let's hear it for Joe!!

-Understand Barry Thompson's going to put a zipper in that fender in crunched also at our slalom.

-Here's a nifty little political slogan for all who are working to re-elect our President:

"Don't change D----- in the middle of a S-----"

"Vote for Nixon in '72!!!!"

-Yes, we are perfectly willing to grant equal space to McGovern-ites. And no, the opinions expressed in this column are not necessarily those of the management.

For Sale

FOR SALE: 1964 Alfa Romeo 2600 Sprint Coupe, Bertone body, new engine, new brakes, new shocks, 5-speed, leather interior, electric windows, Michelin X radials, Halogen lights, Blaupunkt AM/FM radio with new speaker, leather covered wheel, owner's manual. Priced below market, must sell. Will consider late model compact import with air in trade. Call anytime: Joseph Stephens
1915 Santiago Dr.
Newport Beach
(714) 448-0794

FOR SALE: DAROLD CUMMINGS YEAR END CLEARANCE SALE (I have purchased a new Formula car for the '73 season.)
DEAL NO. 1: Fully race prepared, SCCA legal and beautiful Alfa Spider (less engine only) includes race prep. 5-speed with close ratio 5th gear, limited, 6" wheels with chrome outer rims, Koni shocks, Goodyears, comp. springs, large sway bar, S/W oil cooler, S/W gauges, custom seat, foam wheel, plus a complete spare Spider rolling chassis and body, plus numerous other spares. Just add engine for E, F, or G Prod. or solo or? \$775 (good deal).

DEAL NO. 2: Will trade my (2) Weber 45 DCOE's for your (2) Weber 40 DCOE's (no DCO3's) straight across. (4's too big for formula car)

DEAL NO. 3: One set near new Jahn's .040 over, 10:1 pistons and matching liners with good rings for a 1300...a steal @ \$65.

Contact: Darold Cummings

608 W. Imperial Ave.

El Segundo, Cal. 90245

Phone: Home (213) 322-5080

Work (213) 425-2982

Work (213) 670-9151

Ext. 1291

FOR SALE: 4 5.00/8.30-15 Goodyear R-6 racing tires. Better than half thread left. \$100. Dale Jones (213) 596-2687

FOR SALE: 1962 Alfa Spring Speciale Orange lacquer with black/grey interior by Robbins. One of the cleanest examples seen in years. 65,000 miles, one owner. \$2500. takes car, maintenance manual and parts catalog.

Call: Don Archibald

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Subscriptions to this newsletter are included as part of the \$5.00 per year AROSC membership fee. For membership information write AROSC, P.O. Box 261, Los Alamitos, California - 90720. Articles, letters, and personal ads are always welcomed for publication and should be received by the editor fifteen days prior to the monthly meeting. Meetings are held on the third Friday of each month at Little Lake Park Clubhouse, at 10900 So. Pioneer Blvd., Santa Fe Springs, just north and east of the Santa Ana Freeway, at 8 PM. For further information, call Tom Atkins (President) 340 - 6773, or Dale Jones (Editor) 596 - 2687.



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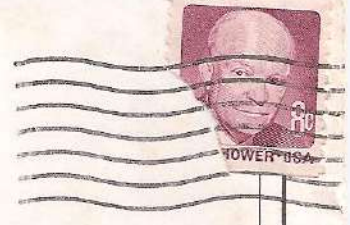
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