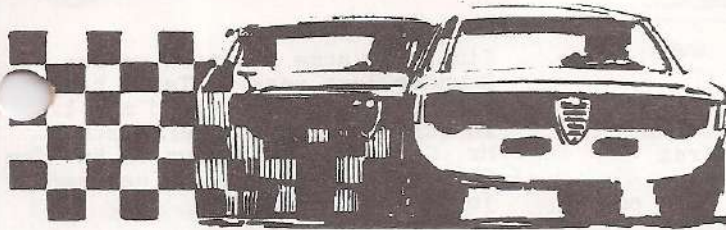


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



Volume 12, No. 4 April, 1973

P.O. Box 261, Los Alamitos, California 90720

PRESIDENTIAL PROSE

The participation by the club members in the March 17th rally will be a great stimulus to the board members to plan more future events. I am told this was one of the largest turnouts for a club rally. If you want more club rallies, let us know.

Allan Gott's tenacity in hounding a sponsor for the April AROSC Slalom is the only reason we were able to get financial help for the event. Everyone of use who attended the slalom owes a sincere thank you to Allan for keeping the event in the black.

I would also like to thank Mr. Satori for allowing Allan to "bulldog" him. We must have dealer support to run these events

So far 1973 looks like a good year for member participation in club events. Without this the club really has no purpose. Once again I ask that you contact any board member if you wish other events than those scheduled. We exist as a board to serve the club.

(Continued on Page 2)

AROSC CHAMPIONSHIP RALLY

Don't miss the next AROSC Championship Rally sponsored by the La Mirada Sports Car Club on May 25th (Friday night). Enter and earn points for end-of-the-year awards in AROSC. See the Pitstops in the L.A. Times for further details.

Editorial

DELAYED NEWSLETTERS

My apologizes to those people who received their newsletters late or not at all last month. I make sure all newsletters are mailed 8 days before the monthly meeting and if it takes 8 days for the newsletter to go across town, then you have to blame the U.S. mail service. Also, please be sure we have your correct address and zip code so that you receive your newsletter on time.

Slalom Column

(Continued from Page 1)

by Jim Neuman

Well, slalom fans, the first SCCSCC championship is now history. The event was held on March 18th at Ontario Motor Speedway, and was a successful one for AROSC. Fourteen drivers entered, winning a total of 5 trophies. When you consider that trophies were awarded one for every five in men's classes and one for every three in women's classes, you can see that the Alfa drivers took home more than their share of the hardware. Due to his first place finish in C Class K, Rueben Romero is the first round leader in the AROSC Championship Slalom points. The complete standings are listed below:

Rueben Romero	18
Rich Payne	15
Tom Sponsler	15
John Samson	12
Dave Meredyth	9
Dick Harmon	7
Oscar DuFau	6
Martha Franke	6
Jim Neuman	5
Susie Harmon	4
Joe Cannone	4
Neil Meyer	2
Bob McQuigg	1
Bill Franke	0

As far as upcoming events are concerned, a separate flyer has been enclosed, listing all info announced so far by SCCSCC. Check the Pit Stops Column in the L.A. Times Used Car Section for further info.

(Continued on Page 6)

Since the name I pinned on Joe Cannone last year of Tazio has stayed with him, I would now like to state that from henceforth Mr. Gott shall be known as Bulldog Bott. Tazio Cannone, a new member joins your ranks.

GEARBOX AILMENTS

By Joe Cannone

The factory has repeatedly stressed the use of Shell Dentax 90 in gearboxes that have a yellow decal and EP 90 type in all gearboxes with a red decal specifying so. Castrol makes an all mineral oil that is the equivalent to the Shell Dentax and that I have been using for about 5 years with very good results.

When experiencing poor synchronization, here are several steps to follow before deciding to overhaul your gearbox.

1. Make certain that the adjustment of the clutch is correct. After determining this and finding the clutch correct, do the following:
 - a. Warm the gearbox oil by driving the car for several miles.
 - b. Drain the oil completely by removing drain plug and letting the oil drain for about 15 minutes.
 - c. Fill the gearbox with 3 3/4 pints of filtered #2 fuel oil.

(Continued on Page 5)



GROUP	3	NO.	9
SUBJECT Fuel Requirements			
ISSUE	June 1972		

There have been inquiries about the choice of fuels for the 1972 model "2000" vehicles.

In order for you to advise your new customers just what gasoline their Alfa needs, we'd like to point out these requirements.

1. LEAD CONTENT

There has been much talk about "no lead", "low lead", etc. that may tend to be confusing. The lead content is measured in grams per gallon. While the "2000" can be operated on "no lead" or unleaded fuel, we don't recommend it. The effect of unleaded fuel over the long term is not yet fully determined. On the other hand, a highly leaded fuel is also not recommended! It's not necessary. The lead content best suited for the 1972 "2000" engine is:

MAXIMUM	2.4	g/gal.
MINIMUM (preferred)	0.5	g/gal.

2. OCTANE NUMBER

The octane number indicates a fuel's resistance to "knock". The higher the number, the higher its resistance.

There are several methods of measuring the "octane number" or anti-knock characteristic of gasoline. The most common method is the "research method" indicated sometimes as "R.M.", but more often as R.O.N. (Research Octane Number).

The 1972 "2000" requires a minimum R.O.N. of 91. It will perform well also on "100+" R.O.N. gasoline, though the high R.O.N. will cost more.

3. FUELS AVAILABLE

Presently there are commercially available fuels from the major oil companies that look like these:

<u>R.O.N.</u>	<u>Pb g/gal</u>
91	0
91	0.5
96	0.5
96-98	1.5 - 3.5
100+	0
100+	2.5 - 4.0

As you can see, there are many combinations of lead and R.O.N. to meet our requirements.

Presently, the most readily available gasolines carry from 0.5 to 2.4 grams;gallon of lead (T.E.L.), and have octane numbers from 91 to 100.

Due to the constant changes in gasoline marketing, your customers should always ask what the lead content and R.O.N. numbers are, if they aren't posted on the pump.

4. RULE OF THUMB

	<u>OCTANE #</u> <u>R.O.N.</u>	<u>Pb CONTENT</u> <u>g/gal</u>
At least	91	0.5
Not over	98	2.4

Above based on commercial availability.

Contributed by Neil Meyer.

(Continued from Page 2)

- d. Raise the rear wheels and run engine at no more than 1500 rpm for about 2 to 3 minutes. During this time, change gears as in normal driving.
- e. Drain off fuel oil completely for about 15 minutes.
- f. Fill gearbox with Shell Dentax 90 or Castrol equivalent. Drive car on the road for 50-100 miles then drain and refill with Castrol mineral or Shell Dentax.

Operating the gear and driving the car during the "flushing" period should eliminate all residual traces of E.P. additives and other foreign matter. Changing oil alone is not enough.

NOTE: If gearbox has been driven too long with improper gearbox lubes, the synchronizers may have been permanently damaged. If this is the case, go to your local service center and have the gearbox overhauled.

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For Sale

Would like to know whereabouts of white 1965 Alfa Spyder 1600 Normal, black fiber hardtop, Michelin 2X tires, black interior. Last sold at Linquist Motors in April of 1972. Contact Chris Boles (408) 624-6153.

Restoring 1600 Veloche Spider. Have some good useable parts for sale. Call Chris Boles at (408) 624-6153 to see if I have what you need.



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BELL R T	37.00	30.00
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1600,1750 & 2000 GTV, (F)	28.50	22.80
SPY. & BER. (B)	26.00	20.80
HEUER TIME PIECES	20 % OFF	
GARELLO HEADLIGHTS	25 % OFF	
ABARTH EXHAUST SYSTEMS	15 % OFF	
B W A WHEELS (14x6) ALFA	55.00	42.50
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CALL: (213) 427 6761
WRITE: 4419 CALIFORNIA AVE.
LONG BEACH, CALIF. 90807

(Continued from Page 2)

Speaking of upcoming events, don't forget the Lone Pine Time Trials, May 19 and 20. The event is held on a deserted airstrip, and is sort of a cross between a slalom and a time trial.

Those of us who went last year felt that it was one of the highlights of the year, and hope that many of you will join us this year. For further info, see the enclosed flyer.

See you at the next meeting!

RALLY 'ROUND THE BAY

by John Samson

As the smog lifted above the oil wells and the sun set into the Pacific a band of Alfanauts congregated in the parking lot of a medical office. So started the first club rally for 1973.

The course set-up by "Hoppy" and T. Sponsler proved challenging both to driver, navigator and Alfa oil pans. It was a very scenic route that traveled by way of the Long Beach Marina, Signal Hill, the Queen Mary and the San Pedro waterfront. Fortunately, the night was clear enough so the views could be enjoyed. Several things were learned from this event: (1) Oscar DuFau has the toughest oil pan in captivity as he said he bounced it off Signal Hill turf 6 times without a crack, (2) Reuben Romero thinks checking into a checkpoint means honking as you go by at speed, and (3) Allan Gott does know how to get lost.

The rally ended at the Samson's home for a club-sponsored Chili Feed. An unscheduled snooker tournament followed which went way into the night. The final match saw a titanic struggle between the Dale Jones Racing Enterprises Team and the Samero Team; the match was settled on the last ball in favor of S.R.E. (A rematch will certainly follow).

The results:

1. R. and L. Sampson	1:05
2. J. and R. Doss	1:40
3. R. Payne and S. Gilpin	2:45
4. Dunn and Barber	3:00
5. DuFau Rally Team	3:05
6. Sponsler and Samson	7:05
7. Suter Rally Team	7:35
8. Segno Rally Team	11:07
9. Dale and Sandy Jones	12:15
10. Peter La Barba and ?	13:25
11. Dawn and Barbara ('71 VW)	14:09
12. Neil and Julie Meyer	14:25
13. Harold and Ester Croulet	22:35
14. Barlow Rally Team	26:00
15. Hargett and Suter	27:50
16. Harmon Rally Team	34:00
17. Romero Rally Team	dnf
18. Gott Rally Team	LOST

The following worked on the rally so that you could enjoy the event: H. Hopkings, T. Sponsler, L. Renfroe, and yours truly.

The food was provided by: C. Samson and L. Renfroe.

First place prize and door prizes provided by Samero Racing Enterprises.

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