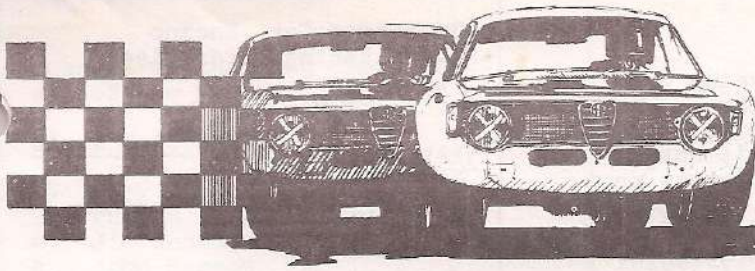


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



Volume 12, No. 12 December 1973

P.O. Box 261 Los Alamitos, CA 90720

PRESIDENTIAL PROSE

This is my last article as President. It has been a busy year during which I actually ran out of time to get everything done. Before 1973, on many occasions, I thought I did not have enough time, but I now realize it was never true before these past 12 months. Trying to oversee the activities of our Club during one of its more ambitious years, attempting to earn a living in my practice, spawning a new competition car business, attending all the medical society committee meetings, maintaining our racing Alfa with my partner, guiding a large family and last but not least being a husband has at times left me in second place to the clock. I am not complaining, for I was doing all this by choice. But it is a pleasant feeling to be lightening the load a bit. The Board Members of '74 with Bill Kohl as President will lead the Club to a more ambitious year while I recoup.

I must make special mention of the contribution my wife, Carol, has made in 1973. Her patience and unending support should not

(Continued on Page 2)

SLALOM COLUMN

By Jim Neuman

Now that the '73 slalom season is over, it's time to think about this year's successes and plan for next year's. This year started out on a high note for the AROSC slalom team, which moved into 1st place, and stayed there for more than half of the season. Unfortunately, all of us didn't drive to our full capabilities in the last couple of events, and the team now stands in 4th place. Even so, this has still been one of AROSC's most successful slalom seasons, and we have made the other clubs regard us as a formidable opponent. It's been a long time since I've heard anyone say: "AROSC? What's that?" They now know who we are, and will be watching for us next year!

I have listed below the final SCCSCC class standings for all the AROSC slalomists. It should be pointed out that many of those who finished down in the standings competed in only a few events. Based on their averages in the events they did run, they would have finished with the front

(Continued on Page 3)

Presidential Prose
(Continued from Page 1)

go unnoticed. Her typing and timing for AROSC was the smallest part of her contribution. The long evenings spent without me because of my auto pursuits went by without complaint. The days she alone entertained the family because of time trial business or meetings were born in silence. The President's wife, especially if the "pres" runs a competition car also, deserves the sympathy of all. Before 1973 Carol did not know a transmission from an engine, but after this year she has amassed a healthy glossary of automotive terms. I would like to extend the thanks of AROSC and myself to my wife, Carol, for "donating" one year of her life to the cause of furthering the Alfa Romeo Marque.

Second in line for thanks are the Board Members who made this past year as challenging as it was. It is easy to conduct many events with a Board that works as untiringly as the '73 Board did. The Club owes all of them a special thanks.

Lastly, the sponsors who kept the events and prizes coming must be mentioned:

Time Trials

Jim Gray Imports, Long Beach
Peter Satori Imports, Pasadena
Parkinson Motors, Placentia
Econo-Alfa, Riverside
GTA Sports Car, Encino
Samero Racing Enterprises,
Long Beach

PRIZES

Alfa Romeo Inc., El Segundo
Shankle Eng., Van Nuys
Dale Jones Racing Ent., Los Alamitos

PRIZES (Cont'd)

GTA Sports Car, Encino
Samero Racing Enterprises,
Long Beach
Mr. Blake Morris

YEAR END TROPHIES

Alfa Romeo Inc., El Segundo

If I have forgotten anyone, I'm sure I'll find out about it quickly. I look forward to just being a member of AROSC and being able to enjoy the meetings and events without the worries of preparation. I will not be getting off scot free as I will remain a member of the Executive Committee of the National Board until June of '74.

The Board Members of '73 and I hope you feel you have received something more from AROSC in the past year than a bill for \$12.50. Thank you for your support; carry on Mr. Kohl, she's all yours.

UNCLE ALF'S DICTIONARY

Damnation . . . dog with black spots
Omnibus . . . sinister
Juniper . . . a large planet
Surfiet . . . overweight nobleman
Foible . . . cockney fairytale
Watch dog . . . one with ticks
Pekinese . . . doggerel spoken in China
Gas . . . What the Pepsi generation generates
Subside . . . Either port or starboard on U boats
Lucifer . . . Falling hair
Innuendo . . . Italian for Preparation H
Stalagmite . . . Small German POW guard
Asphalt . . . The donkey did it

(Reprinted from the November issue of the Northwest Alfa Romeo Club)

Slalom Column
(Continued from Page 1)

runners if they had competed in all of the events.

Class K (Stock)

1. Dick Harmon
2. Rueben Romero
4. Jim Neuman
6. John Samson
12. Bob McQuigg
13. Neil Meyer
19. Bob Barlow
21. Bill Franke
24. Doug Harmon

Class E (Prodified)

20. Joe Cannone
20. Dave Meredyth

Class KW (Stock)

4. Susie Harmon
6. Martha Franke

Class F (Prodified)

4. Tom Sponsler
7. Joe Cannone
18. Oscar Dufau
22. Rich Payne

Class A (Prodified)

8. Rich Payne

Class EW (Prodified)

9. Loel Meredyth

1973 Competition Summary

By Jim Neuman

This year has certainly been an active one, as far as competition events are concerned--4 AROSC Time Trials and more than 20 SCCSCC slaloms. In the rally category, for at least the 3rd consecutive year, we have insufficient entries to have a class. As stated in the ALFACIONADA earlier this year, 3 entrants constitute a class--we received results from only one team.

In the AROSC Time Trials, points were calculated using the SCCSCC method (100 points for each class winner; other points based on percentage difference between each entrant's time and class winner's time). In slaloms, points were awarded only for SCCSCC Championship events. Points were based on 9, 6, 4, 3, 2, and 1 for 1st through 6th overall in class and also with respect to other Alfas in the class. To determine the overall Competition Champion, points were awarded in both the slalom and Time Trial categories on the basis of 20, 19, 18, etc., for 1st through 20th positions.

All of the results are listed below. The trophy winners will be announced and trophies awarded at the January meeting at ARI. The address is: 215 S. Douglas Street, El Segundo, Calif.

(Continued on Page 4)



Slaloms - Men

Name	3-18	4-1	4-15	5-6	6-24	7-22	9-9	10-21	TOTAL
1. Dick Harmon	7	18	18	18	18	12	7	18	116
2. Rueben Romero	18	12	12	8	-	3	10	9	72
3. Tom Sponsler	15	9	9	7	13	13	-	-	66
4. Jim Neuman	5	5	8	12	8	8	3	5	54
5. John Samson	12	8	4	3	-	4	15	3	49
6. Joe Cannone	0	13	13	13	-	-	-	9	48
7. Rich Payne	15	-	-	-	11	6	-	-	32
8. Dave Meredyth	9	-	-	-	-	9	-	-	18
9. Oscar Dufau	6	5	-	-	6	-	-	-	17
10. Neil Meyer	2	2	2	2	4	1	-	-	13
11. Bob McQuigg	1	1	-	-	3	2	-	-	7
12. William Biggs	-	-	-	-	-	-	2	-	2
13. Bob Barlow	-	0	0	0	-	0	-	0	0
13. Bill Franke	0	0	-	-	-	0	-	0	0
13. Doug Harmon	-	-	-	-	-	0	-	-	0

Slaloms - Women

Name	3-18	4-1	4-15	5-6	6-24	7-22	9-9	10-21	TOTAL
1. Susie Harmon	4	1	10	5	6	1	4	5	36
2. Martha Franke	6	3	-	-	-	4	-	-	13
3. Loel Meredyth	-	-	-	-	-	6	-	-	6

(Continued on Page 5)



Time Trials - Women

<u>Name</u>	<u>4-7</u>	<u>7-15</u>	<u>8-4</u>	<u>10-20</u>	<u>TOTAL</u>
1. Martha Franke	100.000	100.000	100.000	84.116	384.116
2. Karen Cannone	-	100.000	100.000	100.000	300.000
3. Juliana Meyer	100.000	0	100.000	26.382	226.382
4. Tammy Watanabe	69.054	74.913	70.190	-	214.157
5. Susie Harmon	-	-	-	84.617	84.617
6. Virginia Sponsler	0	-	-	-	0

Time Trials - Men

<u>Name</u>	<u>4-7</u>	<u>7-15</u>	<u>8-4</u>	<u>10-20</u>	<u>TOTAL</u>
1. Rueben Romero	92.876	100.000	97.627	100.000	390.503
2. Jim Neuman	87.610	100.000	79.491	86.257	353.358
3. Allan Gott	100.000	86.266	100.000	64.884	351.150
4. John Samson	100.000	77.548	70.639	92.676	340.863
5. Bill Kohl	100.000	56.916	60.209	100.000	317.125
6. Neil Meyer	61.324	56.056	92.244	100.000	309.624
7. Dick Harmon	100.000	100.000	-	85.072	285.072
8. Bob Barlow	34.450	54.233	100.000	90.259	278.942
9. John Wakamatsu	100.000	42.372	100.000	22.474	264.846
10. Joe Cannone	100.000	-	100.000	53.517	253.517
11. Charlie Thieriot	-	53.413	71.806	98.246	223.465
12. Bill Franke	78.067	77.445	61.491	-	217.003
13. Rick Clemente	-	-	100.000	99.186	199.186
14. Tom Hines	-	10.681	100.000	56.320	167.001
15. Tom Sponsler	57.462	80.018	20.577	-	158.057
16. Doug Harmon	-	56.691	-	85.863	142.554
17. Bob McQuigg	-	-	69.155	57.613	126.768
18. Hector Vasquez	-	16.451	-	100.000	116.451

Time Trials - Men (Cont'd)

	<u>Name</u>	<u>4-7</u>	<u>7-15</u>	<u>8-4</u>	<u>10-20</u>	<u>TOTAL</u>
19.	Gary Fortner	-	-	100.000	-	100.000
19.	Jim Kobata	-	-	-	100.000	100.000
19.	Richard Ramirez	-	100.000	-	-	100.000
22.	Rudy Hradecky	-	-	96.972	-	96.972
23.	Gary Bartman	-	-	-	91.312	91.312
24.	Fritz Taggert	-	-	82.707	-	82.707
25.	Dave Meredyth	-	-	-	74.051	74.051
26.	Rich Payne	-	73.756	0	-	73.756
27.	M. Bumm	-	-	71.023	-	71.023
28.	Wally Williams	65.572	-	-	-	65.572
29.	Mahoney	-	-	61.018	-	61.018
30.	Bill Ahl	-	-	-	58.531	58.531
31.	Kaplan	-	-	58.071	-	58.071
32.	Rognsvoog	-	-	43.267	-	43.267
33.	R. Eberth	37.315	-	-	-	37.315
34.	Mark Butler	24.929	-	-	-	24.929
35.	Emerson Barlow	0	0	0	0	0
35.	R. Chavez	0	0	0	0	0
35.	Oscar Dufau	0	0	0	0	0

Overall - Women

	<u>Name</u>	<u>Slaloms</u>	<u>Time Trials</u>	<u>TOTAL</u>
1.	Martha Franke	19	20	39
2.	Susie Harmon	20	16	36
3.	Karen Cannone	-	19	19
4.	Loel Meredyth	18	-	18
4.	Juliana Meyer	-	18	18

(Continued on Page 7)

AROSC

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

CHRISTMAS PARTY

TIME:

SATURDAY, 15 DECEMBER 1973

8:00 PM TILL ?

BUFFETT DINNER AT 10:00 PM

\$3.00 PER OR \$5.00 FOR TWO

LOCATION:

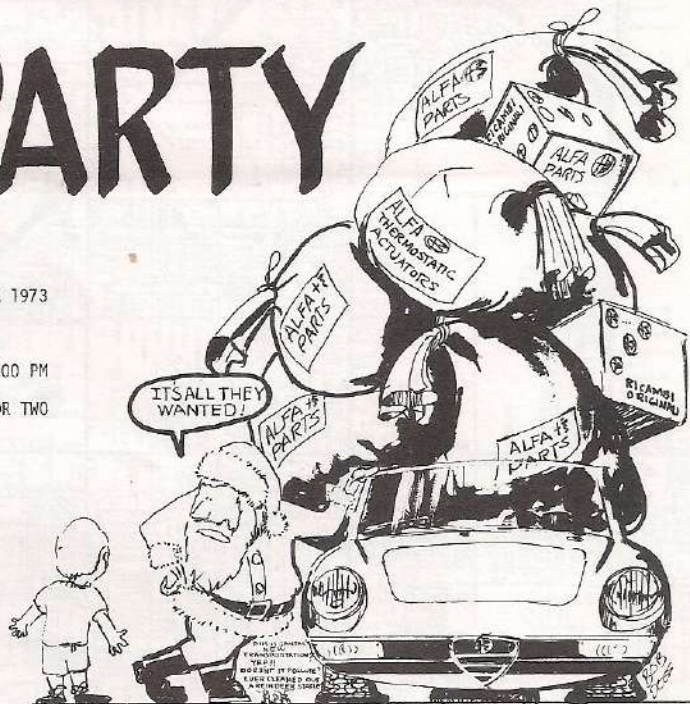
TOM & PAT SUTER'S

17332 AVALON LANE

HUNTINGTON BEACH

714-842-5824

DOOR PRIZES



BYOB (BRING YOUR OWN BOTTLE)
MIX PROVIDED

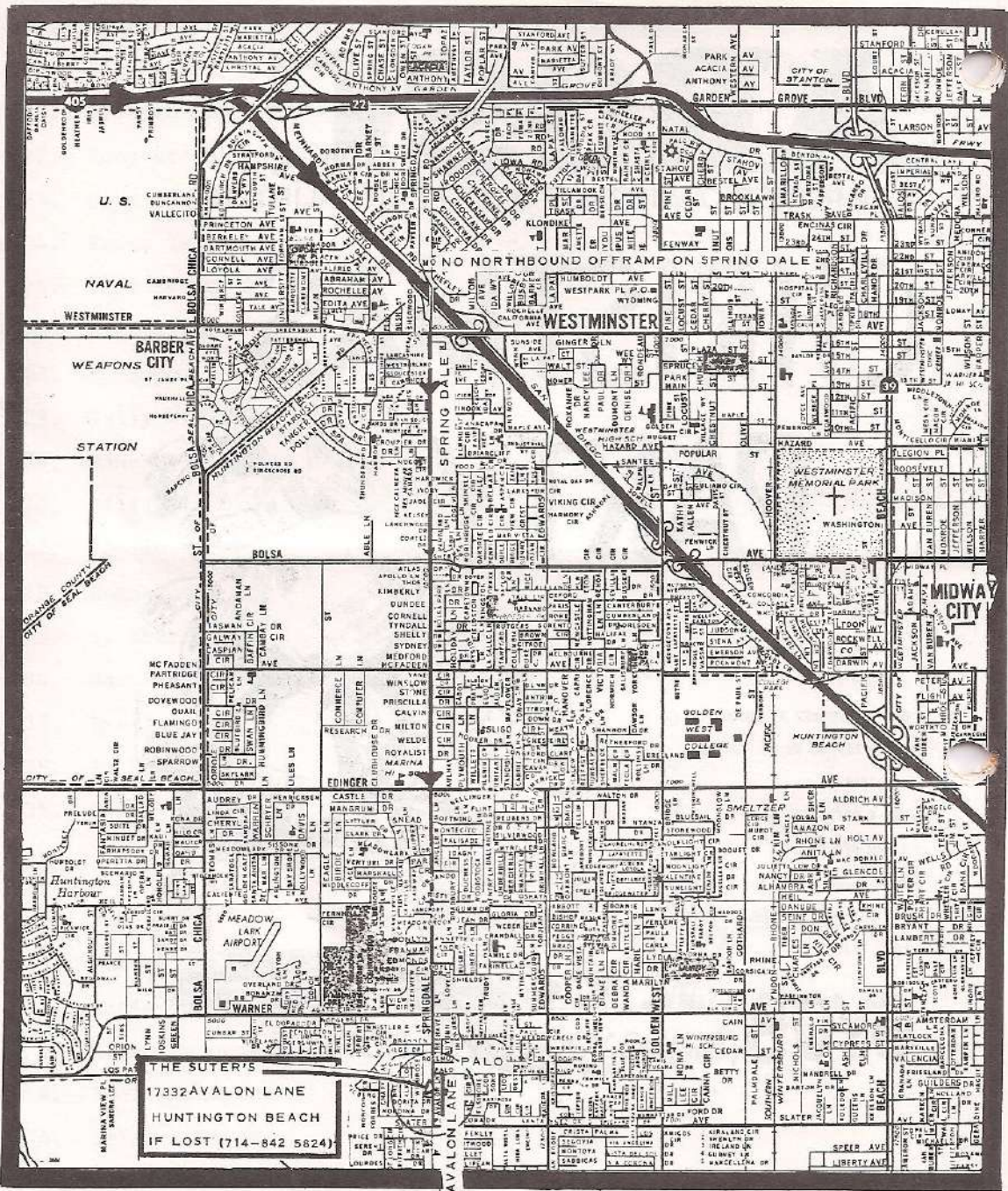
Time Trials - Men (Cont'd)

<u>Name</u>	<u>4-7</u>	<u>7-15</u>	<u>8-4</u>	<u>10-20</u>	<u>TOTAL</u>
19. Gary Fortner	-	-	100.000	-	100.000
19. Jim Kobata	-	-	-	100.000	100.000
19. Richard Ramirez	-	100.000	-	-	100.000
22. Rudy Hradecky	-	-	96.972	-	96.972
23. Gary Bartman	-	-	-	91.312	91.312
24. Fritz Taggert	-	-	82.707	-	82.707
25. Dave Meredyth	-	-	-	74.051	74.051
26. Rich Payne	-	73.756	0	-	73.756
27. M. Bumm	-	-	71.023	-	71.023
28. Wally Williams	65.572	-	-	-	65.572
29. Mahoney	-	-	61.018	-	61.018
30. Bill Ahl	-	-	-	58.531	58.531
31. Kaplan	-	-	58.071	-	58.071
32. Rognsvoog	-	-	43.267	-	43.267
33. R. Eberth	37.315	-	-	-	37.315
34. Mark Butler	24.929	-	-	-	24.929
35. Emerson Barlow	0	0	0	0	0
35. R. Chavez	0	0	0	0	0
35. Oscar Dufau	0	0	0	0	0

Overall - Women

<u>Name</u>	<u>Slaloms</u>	<u>Time Trials</u>	<u>TOTAL</u>
1. Martha Franke	19	20	39
2. Susie Harmon	20	16	36
3. Karen Cannone	-	19	19
4. Loel Meredyth	18	-	18
4. Juliana Meyer	-	18	18

(Continued on Page 7)



THE SUTER'S
17332 AVALON LANE
HUNTINGTON BEACH
IF LOST (714-842 5824)

SPEAR AVE
LIBERTY AVE

Overall - Women (Cont'd)

	<u>Name</u>	<u>Slaloms</u>	<u>Time Trials</u>	<u>TOTAL</u>
6.	Tammy Watanabe	-	17	17
7.	Virginia Sponsler	-	15	15

Overall - Men

	<u>Name</u>	<u>Slaloms</u>	<u>Time Trials</u>	<u>TOTAL</u>
1.	Rueben Romero	19	20	39
2.	Jim Neuman	17	19	36
3.	Dick Harmon	20	14	34
4.	John Samson	16	17	33
5.	Joe Cannone	15	11	26
5.	Neil Meyer	11	15	26
7.	Tom Sponsler	18	6	24
8.	Bob Barlow	8	13	21
9.	Allan Gott	-	18	18
10.	Bill Franke	8	9	17
11.	Bill Kohl	-	16	16
12.	Bob McQuigg	10	4	14
12.	Rich Payne	14	0	14
14.	Doug Harmon	8	5	13
14.	Dave Meredyth	13	0	13
16.	Oscar Dufau	12	0	12
16.	John Wakamatsu	-	12	12
18.	Charlie Thieriot	-	10	10
19.	William Biggs	-	9	9
20.	Rick Clemente	-	8	8
21.	Tom Hines	-	7	7

(Continued on Page 8)

Overall - Men (Cont'd)

Name	Slaloms	Time Trials	TOTAL
22. Hector Vasquez	-	3	3
23. Gary Fortner	-	2	2
23. Jim Kubota	-	2	2
23. Richard Ramirez	-	2	2

WANTED

I am looking for a used hardtop to fit a 1967 Duetto, either factory or otherwise. Am willing to give around \$100 for one in good shape. Contact Everett W. Pittman, 332 W. Regent, #3, Inglewood, Calif. 90301 Phone: (213) 677-8457

I am the present owner of a 1959 Giulietta Sprint Coupe, of the later series. I wish to sell it. The body has been cleaned, fenders flared (mildly) and silver-grey paint applied (9 coats of lacquer).

The engine has been completely rebuilt by me. It is not broken in. Also, a new disk and rebuilt pressure plate. The rear end has been replaced. Master and all wheel cylinders have been rebuilt. New brakes all around. I have four brand new (only 2 miles on them) Goodyear radials and new four-spoke American mags. I have a 1965 5-speed transmission in addition to the four-speed in the car. A spare 1960 head-carb and intake manifold assembly in good condition. Koni shocks at the rear.

The interior is undergoing work now; to be all black. I have all receipts for everything mentioned.

The price is open; I've invested \$2200. Contact Dmytro Charlanow, 267 Sepulveda St, San Pedro, Calif. 90731: Phone (213) 831-1640

FOR SALE

I also wish to sell a set of 4 Shelby cast aluminum wheels. They are new and have not been car mounted save one. They are 14 x 7's and will fit Alfa or Pinto. 2 for \$40 or 4 for \$80. Contact Dmytro Charlanow (see previous ad).

ALFA 1750 Spider Parts for Sale:
 2 bucket seats, \$100 each; 1 top--clear plastic window including metal frame, \$200; 1 top boot cover, \$25; 2 sun visors, \$5 each; 2 standard seat belt sets, \$10; Boman solid state AM radio including speaker and aerial, \$50; heater, \$40; hub caps, 3 @ \$2.50 each; front bumpers, \$50; rear bumpers (2 sets), one set includes back-up light, \$50 each; windshield washer pump, \$5; rubber floor mats with Alfa insignia, \$10; speedometer, \$25; front windshield, \$40; windshield wiper arms, \$5 each; side wing windows including chrome frame assembly, \$25 each; 1 front bumper turn signal assembly (right side), \$20; side door glass, \$20 each, gear shift knob, \$2; head light rim covers, \$20; head light socket assembly, \$12 each; steering wheel turn signal and light assembly, \$20; emergency brake and cable assembly, \$15; oil pressure gauge, \$10; fan, \$5

Contact Bill Kohl, 1329 Holly Leaf Way, Diamond Bar, Calif. 91765 Phone (213) 683-7294, work or 595-2422, home.

...IN PASSING...

Now, if you think drivers who pay scant attention to the road are a hazard, get a load of this. A man in Rockland, Maine, has been fined 25 dollars for watching television while driving down a street. The 59-year old man, Frank Hallowell, was charged with unlawfully having within view a television broadcast while operating a motor vehicle. Authorities say he had a battery-operated TV set attached to the hood of his car.

(Reprinted from the October issue of La Veloce Vita, the newsletter of the Alfa Romeo Club of Colorado)

OBSERVATIONS ON ALFA'S IN SOUTH AFRICA

Certainly it is always a pleasure to see a number of Alfa Romeos in close proximity to each other. In Johannesburg, Alfa's abound almost as prolifically as Datsun 1600's do in Melbourne.

To me it was as if I'd been given a free rein in a harem. I just didn't know which way to turn. All current Alfa models are available in South Africa except for the 2000 Spyder and the Alfa Sud.

Alfa Romeo have an arrangement with the South African Government for the local assembly of the cars except for the Spyder and in 1973 Alfa could not obtain a license to import any fully assembled models. Up until June 1973 Alfa Romeo had their cars assembled in Johannesburg by the Datsun organisation. The laws regarding local assembly and content are similar to Australia but more favourable to Alfa apparently owing to some formula of engine weight compared to overall weight. In this way Alfa South Africa use fully assembled engines

and gearboxes from Italy.

The quality control has been quite good except for paintwork which is not up to the Italian standard. However, all models in South Africa are carpeted. The 1300 series being available in all its' forms.

Alfa Romeo have just completed their own assembly plant costing in excess of \$12 million. This is just outside Johannesburg at a town called Britz. They are currently selling units at the rate of some 400 per month, however the plant has a capacity to produce up to 1700 cars per month.

I had the pleasure of seeing the first Alfetta being assembled and had a drive of both the Alfetta and Alfa Sud in left hand drive form. These were prototypes from Italy. The Alfa Sud was an excellent car from the handling and ride viewpoint although it is really an austere small car aimed at the lower end of the local Italian market.

Certainly it has a remarkable amount of passenger room, front and rear! The engine, although only 1200 cc gave quite a spirited performance.

The Alfetta is everything you have read before. It handles superbly and has excellent acceleration. The gear shift is somewhat less precise than the current Alfa's although this impression is partly due to the natural inclination of mine to open the drivers door.

Alfa Romeo are currently South Africa's touring car champions with a 2000 GTV, driven by Arnold Chaty, being supreme. Of course the Alfa falls into a class in which it is most competitive (up to 3000 cc). To give

(Continued on Page 10)

OBSERVATIONS ON ALFA'S IN SOUTH AFRICA (Cont'd)

an idea of prices in South Africa, the 2000 GTV sells for R5,100 (A\$5400 or US\$9180).

There are two very popular models in South Africa being the 1300 Super in Rallye form. Essentially this is the 1300 Super with a limited slip diff. and either the 1600 GTV or 2000 engines. In 2000 form the car reaches 1000 khp in 7.1 seconds. That is some 2 seconds quicker than a GTV.

South Africa really is a wonderful country which still promotes the idea that sporting motoring is socially acceptable. The road system encourages good driving and traffic flow is excellent. The police actually wave you on rather than book you.

To give you an idea of a South African enthusiast. Would you believe--a red Jaguar XJ6 with a broad yellow strip front to rear, manual gearbox and wire wheels. I am sure that the Jaguar Owners Club would be interested to talk to that particular fellow.

(Reprinted from the Cross and Serpent, the newsletter from the Alfa Romeo Owners Club of Australia)

THE PROJECTIST OF THE FIRST ALFAS

December 17th, 1872, was the centenary of the birth of Giuseppe Merosi, the designer of the first three production Alfas. It was also in 1872 that the first 4 stroke engine was constructed by Reithmann, a watchmaker from Monaco.

The history of Alfa Romeo is strongly connected to the name Merosi. Giuseppe Merosi was born in Piacenza on 17th December, 1872 in Via Sant'Antonio, one of the central streets of the village.

In 1891 he acquired his Surveyors Degree at the Technical Institute of Piacenza.

When he had completed his military service, he founded a bicycle factory in Piacenza (Bassi & Merosi).

In 1898 he was employed by Orio and Marchand who were producing motor cycles and cars, and he stayed with them until the summer of 1904, projecting several models amongst which the 7HP prototype, which Emile Laporte (the brother-in-law of Leon Marchad, one of the owners of the company) brought into the limelight in 1901 in the Italian automobilism Tour. Furthermore, he also built the Susa-Montecenisio run of 1904.

An oddity: in the Italian automobilistic Tour there was a Regulation which prohibited speeds of over 25 khp in open country and 15 khp in the city.

For a short time, Merosi also worked in the technical office of FIAT. At the end of 1905 he moved to Milan with Lentz, and here he projected a vehicle of which only three prototypes were produced. He was then chief of the technical office of motor cars, with Bianchi in Milan from the autumn of 1906 through to September of 1909. In October of the same year, he was asked to project two motor cars for the new ALFA which began its activity in 1910.

Giuseppe Merosi stayed with Alfa Romeo until 1926. During this long period he projected, amongst other things, a 24 HP 4 cylinder 408 cc engine and a 12 HP 4 cylinder 2413 cc engine (produced in several series from 1910 to 1915), and a 24 HP Competition version. Other examples were: a 40-60 HP

(Continued on Page 11)

OBSERVATIONS ON ALFA'S IN SOUTH AFRICA (Cont'd)

4 cylinder 6083 cc engine, both Sports and Competition versions; a Grand Prix 1914 model, a 4 cylinder 4460 cc Competition model; the 6 cylinder 6330 cc GI model, the 20/30 model Es 4 cylinder 4250 cc Sport, the RS 2916 cc 6 cylinder in both Touring and Sports versions (and then "Super-sport"); his preparation of the special versions for competition in category racing in 1923 and 1924 and in the Sports category until 1927; also the RM 4 cylinder 1944 cc road versions, sports and unified (produced in 1924 and 1925) and lastly the GPR 1923 (P1) two seater 6 cylinder 1990 cc racing car, for the first Grand Prix of Europe on the 9th September 1923 at Monza.

The most renowned creation of Merosi's was the 6 cylinder RL, a kings motor car, and the first to carry the Alfa Romeo badge with the well known lettering adopted for a long time afterwards.

(Reprinted from the Cross and Serpent, the newsletter of the Alfa Romeo Owners Club of Australia)

CHRISTMAS PARTY

Don't forget the Christmas Party this coming Saturday, December 15, 1973, at the home of Tom and Pat Suter. The price is \$3.00 per person or \$5.00 per couple. The price includes door prizes and a buffet dinner. Come and see your Alfa friends that you haven't seen since last years party and also movies, courtesy of Mr. Barlow. See the flyer elsewhere in this newsletter.

TECH TALK

I will talk about that item in the trunk or under the hood that people take for granted until it comes time to start the car. **BATTERY:** that thing used for starting the car and suppling needed power for running the electrical needs of your car. As the winter cold is approaching you are going to need all the available power (AMPS) your battery can muster. When the engine gets cold the oil gets thicker throughout. Your starter motor turns the engine and the colder the oil the more amperage is going to be needed to turn the starter. Be sure your cable ends are clean and tight. Your battery posts should be clean and should have no cracks around the base. For those of you with the old spiders you should pull the battery from the trunk at least once a month and check the fluid level. You can use a mirror and flashlight if you don't want to use the old method of pulling. Check the water level in the battery often and the electrolite specific gravity often to head off a dead battery or faulty alternator/regulator. I have heard good things about the Sears Die-hard as far as power requirements go. If you find yourself stuck without a battery somewhere get a battery that will fit in the compartment to the same demensions as the old battery and if possible the highest amperage available in that size. If you have any suggestions as to size and make of any commercial batterys please let me know so I can publish a list for your alfa first aid kit. This is your column as well as mine. I am not always correct in my suggestions so your suggestions are always welcome. Put your thoughts in print as it could help other owners with the same problem.
Next month: how to cure a wet ignition system.



GROUP	5	NO.	8.1
SUBJECT	DIAGNOSTIC PRECAUTIONS		
ISSUE	September 1973		

ALTERNATOR PRECAUTIONS

All 1750 & 2000 model cars are equipped with alternators. In order to avoid serious damage to these units certain precautions must be observed.

1. Battery cables must never be removed while the engine is running.
2. Cables connecting the alternator to the voltage regulator must never be removed while the engine is running.
3. A "flash" test at the alternator terminals for current output must never be performed.
4. When using a power timing light, the light should be connected to an auxiliary 12V. battery and not to the one in the car.

Any sudden interruptions in voltage levels caused by opening or closing circuits as mentioned will destroy the diodes in the alternator. Avoid costly and unnecessary replacements.

The most common failures in alternators is due to diode failure. These diodes are easily replaced, and eliminate the need for a complete alternator replacement.

Alternator testing should be done in accord with Service Manual #1384.

[This bulletin cancels & supercedes Group 5, #8]

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