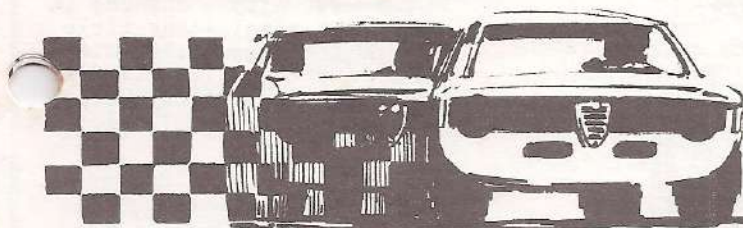


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 12, No. 2 FEBRUARY 1973 P.O. BOX 261, LOS ALAMITOS, 90720

Presidential Prose

by John Samson

With the racing season ready to dawn anew for 1973, a review of Alfa's position is in order.

The World Manufacturers Series starts at Daytona February 4 and ends October 21 in Argent Argentina. Alfa will be competing with a 12 cylinder 3 liter prototype which has been well described in the motoring press. After last year's record of no wins and a clean sweep by Ferrari, except for the Matra at LeMans, here's hoping the rumors that last year's V-8 Alfa is faster than the 12 is erroneous. The Wyer cars which were fast but fragile in 1972 may prove to be a big threat. (remember the Wyer GT-40's and 917). Matra will probably not enter the full schedule and the rumors of a water-cooled 3 liter Porsche hopefully will remain a rumor. The key to Ferrari's success last year was 2 cars, each with its own team of mechanics, per driver team. The cars were used alternately from event to event. It's

(Continued on Page 2)

D R A K E ENGINEERING TOUR

By Tom Suter

On the evening of January 25th, the Alfisti horde descended upon Drake Engineering, manufacturers of the immortal "Offy" series of racing engines. The turnout of (would you believe?) 33 enthusiasts was gratifying since, at the request of our hosts, our visit was on a Thursday night, hardly the best time to expect a large attendance.

Our tour guide was the legendary Leo Goosen, Chief Designer of Drake Engineering, who met us in the entrance lobby. He was promptly cornered by a number of people asking him to autograph the chapter devoted to him in Griff Borgeson's "The Golden Age of the American Racing Car." As all of us who had any conversation with Leo can testify, he is extremely pleasant and interesting to talk with, and is willing to answer any and all questions in detail. Although I have met Leo several times previously, I am still amazed by two things: his willingness and eagerness

(Continued on Page 3)

Presidential Prose
(continued from Page 1)

preparation like this that creates winners. I'm hoping Ferrari will go back to its past system of "partial" preparation. With the formula changing for 1974, this is Alfa's last chance to win the World Manufacturers with their current development line, which started as a 2 liter T-33.

In the European Touring Championship Alfa stands a very good chance to win again. Since the 1300 GTAM does not compete directly against the Capris and Escorts it is very likely another clean sweep in its class can assure them the overall win. With the Fiats, Capris, and Escorts scraping for their own class, it is unlikely any one mark will make a clean sweep. So things look good for the 1300 there.

In the Trans-Am (2.5 Challenge Series) its good-bye Alfa. The new rules allow all the European goodies and have opened the series to the GT Capris and Escorts. The leading Alfa drivers of the past years have jumped off the sinking ship of Alfa. One will be running a Capri that allegedly develops 320 bhp. and another an Escort that is said to develop 280 bhp. This makes the 210 bhp. of last year's Alfa pale in comparison. It must be remembered that the rules for '73 allow any head configuration. This explains the disparity of horsepower between the '72 Alfa and the '73 cars. Maybe these new ones will be fragile and the reliable Alfa may sneak a win. The only consolation is that the Datsuns of BRE also "bit the dust." The series should actually prove more exciting than the '72 Datsun parade.

In summary, Alfa's chances in 1973 for a significant title rest on the proven 1300 GTAM and the unproven 12 cylinder prototype. Autodelta, here's hoping.

Slalom Column

By Jim Neuman

1973 has yet to see its first SCCSCC slalom, but a non-SCCSCC event was held on January 28th. Since the event was inadequately publicized, the attendance was very low. Only one Alfa was present (a 1750 Spyder), but it represented the marque well, taking 1st place in Stock Category Class K. I have listed below the SCCSCC events sanctioned for February through April.

- 2/17-2/18 - Solo 1 School (Riverside)
- 2/25 - open slalom - Fountain Valley
- 3/4 - open slalom - Pomona
- 3/11 - open slalom - OMS
- 3/18 - Championship slalom - OMS
- 3/24-3/25 - Solo 1 - OMS
- 4/1 - Championship slalom - OMS
- 4/8 - open slalom -
- 4/15 - open slalom -

There are three open slaloms before the first championship event, so let's all get out there and run the opens, so we'll be in shape for the first championship. If you've never slalomed before, now is the time to get started--once you try it, I'm sure you'll be "hooked"!

(Continued on Page 4)

Slalom Column
(Continued from Page 2)

At the next AROSC meeting, SCCSCC Slalom Codes will be available for 50¢ and SCCSCC Cards for \$1.00.

Have you seen the January issue of "Sportscar" magazine? Page 13 features an excellent photo of our own Dick Harmon and his Guilia Super winning their class at the SCCA Solo II Championships last year at OMS. Way to go, Dick!

Once again, I want to remind you to save the weekend of May 19-20 to join your fellow AROSC members for the Lone Pine Time Trials. For those of us who went last year, it was one of the highlights of the season, and we hope more of you will join us this year. Don't miss the next AROSC meeting, because we'll have more news about Lone Pine at that time.

At the next meeting, I'll give you directions to the Feb. 25th slalom at Fountain Valley. It's going to be run on a Marine Corps landing field, so it should be a good one!

Drake Engineering Tour
(Continued from Page 1)

to investigate new and different ideas, and his memory. On several occasions his answers to questions were along the line of "I did the first drawings of that engine in 1934." The original bore and stroke were...but in 1935..."

On view to the eager eyes of the AROSC Alfisti as we toured the production area were engines in all stages--from raw castings and forgings to nearly assembled engines. With the exception of the foundry

and heat-treat facilities, Drake Engineering builds their engines from raw metal to ready-to-race condition. One item which most people are not aware of is that there isn't really a "standard" Offy. Almost all of the racing teams have some special preference in bore and stroke, wrist pin offset, rod length, etc., and Drake is ready and willing to meet their requests. As might be expected, the workmanship on all of the hardware was superb. The tolerances called out on the drawings visible at many locations in the shop were often ± 0.0002 inch.

Following the tour of the production area, we were taken into the drafting room--where it all starts. The most comments aroused in here centered on Leo's beautiful assembly drawings for several of the older racing engines. Several people asked whether they could buy copies of these drawings for decorative purposes. Leo promised to check whether the management of Drake was interested.

As we concluded our tour and filed out, the night began to be filled with the sound of twin-cam engines warming up. One by one the "exotic and unreliable foreign engines" roared into life, until only one car remained silent. Chugging vainly on its starter was Joe Fontana's car, a (dare we say the word?) Corvette. With this proof that right will triumph over might, our evening at Drake Engineering came to an end.

????

Which club members bought last year's Horst Kwech's Alfa Romeo 2000 race car?

COMPETITION

WHO WILL BE THE 1973 AROSC

OVERALL COMPETITION CHAMPION?

In 1972, AROSC members had the opportunity to win year-end trophies in slaloms, rallies, and racing/solo 1. Now, in 1973, here's your big chance to be the AROSC Overall Champion--not only will trophies be awarded in the various categories, but all categories will be totaled to also determine an overall champion.

This year, the categories will be: Slaloms, rallies, and AROSC slaloms. The racing/solo 1 category has been dropped because no results have been submitted in 2 years!

By now, you've probably decided that you will be the 1973 Overall Champion, and you're probably wondering what you must do to qualify for this prestigious award, so read on--

Unless stated otherwise, each rule applies to all 3 categories.

1. The entrant must be a 1973 member (or a member's spouse) of AROSC.
2. No points can be scored unless dues are paid in full.
3. Entrant must list AROSC as his/her club when entering the event.
4. The vehicle must display an AROSC decal, that is visible to spectators.
5. The vehicle must be an Alfa or Alfa-powered.

6. Only the driver of the vehicle will receive points, except in rallies, where both driver and navigator will receive points.
7. In the rallye category, scoring will be based on your best 6 out of 7 events. The 7 events will be announced in the ALFACIONADA.
8. In the slalom category, scoring will be based on SCCSCC Championship Slaloms. If SCCSCC permits you to drop one event, we will do likewise.
9. In rallies and slaloms, points will be scored as follows:

Overall placement in class and placement in relation to other Alfa's in class.

1st - 9	4th - 3
2nd - 6	5th - 2
3rd - 4	6th - 1

example: 3rd fastest car in class, but fastest Alfa in class would score 4 for 3rd and 9 for 1st, for a total of 13.

10. In women's slalom classes, overall points will be based on placement in the women's class, relative Alfa points will be based on performance with respect to all Alfa's in class, regardless of sex of driver.
- example: fastest woman in class Kw, but 2nd fastest Alfa in combined K and Kw would score 9 for 1st and 6 for 2nd, for a total of 15.

(Continued on Page 5)

(Continued from Page 4)

11. In rallies, the entrant is responsible for filing a copy of the official results with: Jim Neuman
926 Monterey Blvd.
Hermosa Beach 90254
 12. In slaloms, you need not forward a copy of the results. Jim Neuman will be responsible for compiling the points from the official results.
 13. In AROSC slaloms, points will be scored as follows:
class winners
pts. = $1000 \left(\frac{\text{time} - 0.90}{\text{your time}} \right)$
- This points calculation makes possible a fair comparison of all entrants, regardless of class.
14. Overall championship points will be calculated as: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 for 1st through 10th in each category, and then total points will be added.
- example: if you don't compete in rallies, but place 3rd in AROSC slaloms and 1st in slaloms, you would score $8 + 10 = 18$ points towards the overall championship.
15. In each category, as well as for Overall, trophies will be awarded on the following basis: one trophy for the first 3 finishers, and one additional trophy for every 4 thereafter.

Well, there you have it--the 1973 AROSC competition program. Right now, the race for Overall Champion is pretty tight, since we're all tied for 1st place!

Last year, we had quite a few members competing, and hope for

even more this year - especially among the ladies. Many of the women seem to be interested, but reluctant. Your Board of Directors has tried to encourage more ladies to compete by attempting to establish our scoring rules such that everyone has an equal chance--both men and women.

For information or explanation, call: Jim Neuman (213/481-3225 - days) or (213/374-3929 - evenings) or John Samson (213/424-2401)

P.S. Don't forget the Lone Pine Time Trials May 19 and 20 - more info on this later.

Racing Around

THE EUROPEAN CHAMPION

by Joe and Karen Cannone

For the sixth year in a row (beginning in 1966), the GTA Junior has retained its title as Champion of Europe.

This past year the GTA Junior participated in nine races made up of three divisions.

1st Division-up to 1300 cc
2nd Division-up to 2000 cc
3rd Division-over 2000 cc

Each car is awarded 20 points for first place, fifteen points for second place, and twelve points for third place.

The GTA Junior took first place in its class and often in higher classes.

The nine races that make up the European Championship Trail and its drivers that made all this possible are:

(Continued on Page 6)

The European Champion
(Continued from Page 5)

Rinaldi and Colzani at the Four Hours at Monza; Carlo Facetti at the Austrian Trophy Race; Picchi at the Grand Prix of Berno; Picchi and Facetti at the Six Hours at Nurburgring; "Paco" and "Pooky" at the Twenty-four Hours at Belgium; "Paco" and Boshius at the Four Hours at Zandvoort; Facetti and Picchi at the Six Hours at Paul Ricard; Four Hours at Silverstone with Facetti and the Four Hours of Jarama with Hezemans and Van Lennep.

The GTA Junior came in first place more times than the Ford Capri and the BMW 2800. By the way, Ford Capri beat the 2 liter Alfa.

Lets hope this year Alfa will retain its crown for 1973.

AROSC Slalom

AROSC Presents A

- SLALOM -

L.A. County Fairgrounds on Saturday, April 7, 1973.

AROSC will present the first driving event of 1973 at Pomoma on Saturday, April 7. Registration and presentation of driving rules will be held at the February meeting on February 16.

Let's all continue the good club participation in these events, and keep our program growing.

"ALFA POWER"

Calendar of Events

These events and dates are tentative and may be changed.

Feb. 23-Dyno Session at 7:00 pm

Mar. 17-Practice Rally and Post Rally Party (\$2.00 per car)

Apr. 7-Slalom at Pomona

May 19-20-Tour to Lone Pine for weekend for Time Trial and Saturday night cookout. Frontier Motel, 1008 S. Main St, Lone Pine 93545 (714) 876-5571 (Identify yourself as members of Alfa Romeo Racing Team)

June 21-leave for Aspen 22 and 23-National Convention in Aspen, Colo. Holiday Inn, Aspen, Colo. (303) 925-1500-Mention the Alfa Romeo National Convention when making reservations)

July 15-Slalom at Orange County

Aug-Pre-Christmas Party Slalom at Riverside

Sept-AROSC Slalom Match Races (at OMS) Tour of Briggs Cunningham

Oct 20-Riverside Can-Am Tour to Laguna Seca for Can-Am

Nov-

Dec-Christmas Party

Next Meeting: A film on the Monte Carlo Rally.

→
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Alfa Romeo

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(213) 772-4414 TELEEX 213-673248

January 23, 1973

John H. Samson, M.D.
President
Alfa Romeo Owners of Southern California
P. O. Box 261
Los Alamitos, California

Dear John:

Thank you for your kind letter of January 21, 1973.

We enjoyed having the Club here last Friday and were favorably impressed with the turnout of members - old and new - and with their active participation in the various stages of the program.

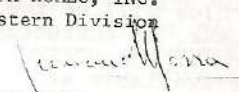
As for the 1973 activities, A.R.I. shall be happy to donate the year end trophies for the A.R.O.S.C. Championship winners, as a token of our appreciation for the Club's support of our Marque.

I look forward to participate in as many of your regular meetings as possible, and cordially invite you to call on me anytime you feel I can be of some assistance.

Best personal regards.

Cordially,

ALFA ROMEO, INC.
Western Division


Luciano Morra
Sales Promotion &
Public Relations Manager

LM/pb

AROSC**Slalom Code**

By Jim Neuman

After the two successful slalom events of last year, we decided to expand our program in 1973. We plan to run 4 events, with year-end trophies, in addition to trophies at each event. So far, the schedule shapes up like this:

<u>Date</u>	<u>Track</u>	<u>Event Chairman</u>
4/7	Pomona	Allan Gott
7/15	Orange Cty.	Tom Sponsler
late Aug.	RIR	John Samson
10/20	Willow	Jim Neuman

As further details on these events are available, they will be published in the ALFACIONADA.

Since our whole slalom program is intended as a "low pressure," fun-type affair, we want to keep everything as simple as possible. However, to keep chaos from setting in and to insure the safe conduct of the events, a few rules are in order. The basis for our rules will be the SCCSCC Slalom Code, as currently revised. Copies of the SCCSCC Slalom Code are available at each AROSC meeting for 50¢. For AROSC purposes, some changes and additions to the SCCSCC Slalom Code are necessary and these are listed below. The section titles and numbers used below are the same as used in the SCCSCC Slalom Code.

We will attempt to have printed some copies of the SCCSCC Code, as modified by our changes. Until then, you'll have to refer to two sources, the SCCSCC Code and this article.

ENTRY AND SAFETY REQUIREMENTS

- 2.00.01 Delete
- 2.01.03 Adequate rollbars are required for all open cars.
- Delete 2.02 through 2.02.05 and replace with the following:
- 2.02 Entrants shall compete in classes within the Showroom Stock, SCCSCC Stock, Prodiged, or Special Categories.
- 2.02.01 Women shall have the option at each event of competing in a men's class or a women's class. A women's class is designated by a "w" after the class name.
- 2.02.03 Any car that is not classified in this code shall compete in the Special Category.
- 2.02.04 See Appendix A for class listings.
- 2.03.01 Delete
- 2.07 A driver may be banned from AROSC events by action of the Board of Directors.
- 2.08 All cars must be Alfa's or Alfa-powered.

EVENT MANAGEMENT AND ORGANIZATION

- Delete 3.13 through 3.19 and replace with the following:
- 3.13 Supplementary regulations may be issued for a specific event. These will normally include but not be limited to, signal flags and definition of passing zone(s).

AROSC Slalom Code
(Continued from Page 8)

$$\text{pts.} = 1000 \left(\frac{\text{class winners time}}{\text{your time}} - 0.90 \right)$$

MODIFYING AND SCORING

- Delete 4.00 through 4.00.03
- 4.06 Delete 4.06 and 4.06.01 and replace with the following:
- 4.06 If a driver runs two cars only his highest point total will be considered in the scoring.

CHAMPIONSHIP EVENTS

Delete entire section.

POINTS AND AWARDS

- Delete entire section and replace with the following:
- 6.00 If a class contains only one entrant, the entrant will be moved to the next class, and continue moving, one class at a time until arriving in a class with two or more entrants. If this is not possible, the entrant can earn no points for the event. The sequence for class moving shall be as following:

<u>Class Moves To</u>		<u>Class Moves To</u>	
A1	A2	C	S
A2	B2	D1	D2
A3	C	D2	A1
B1	B2	D3	A3
B2	B3	S	cannot
B3	A3		move

- 6.00.01 If a women's class contains only one entrant, she will be moved to the corresponding men's class.
- 6.01 Points are calculated as follows:

- 6.01.01 Negative points and did-not-finish (DNF) will be considered as zero.
- 6.03 Total points will be accumulated for each driver at the end of the year.
- 6.06 Total year-end points for all drivers are compared regardless of class. An individual driver's total may consist of points earned in more than one class.

PROTESTS

- Delete entire section and replace with the following:
- 7.00 All protests will be resolved by the AROSC Board of Directors, whose decision is final.

STOCK CATEGORY

- 8.00 Stock category consists of two sub-categories: Showroom Stock and SCCSCC Stock. Showroom Stock cars are not permitted any modification, addition or deletion of any components except that any wheels may be used, provided they are of stock dimensions. Tires must be the same size as originally delivered with the car. SCCSCC Stock cars shall comply with the SCCSCC Slalom Code.

PRODIGIED CATEGORY

No changes.

(Continued on Page 10)

AROSC Slalom Code
(Continued from Page 9)

MODIFIED CATEGORY

Delete entire section.

SLALOM COMMITTEE OPERATING RULES

Delete entire section.

APPENDIX A-CAR CLASSIFICATION

Class A-1600 GTV, Duetto, and Spyder Veloce. All four door models.

Class B-1750 and 2000 GTV and Spyder.

Class C-GTA, GTZ and SCCA race-prepared production cars, any model, any displacement.

Class D-all 1300 cc models.

Class S-all specials, formula cars, and any other car not falling in any of the above classes.

Class A, B, and D will have 3 categories as follows:

- 1-Showroom Stock
- 2-SCCSCC Stock
- 3-Prodified

example: If you drive a 2000 GTV with mag wheels of stock deminsions, but absolutely stock in all other respects, you would run in Class B1.

European models automatically move up one class (see 6.00)

example: A SCCSCC Stock European 1750 Spyder would run Class B3, whereas a SCCSCC Stock American 1750 Spyder would run Class B2.

For Sale '67 Duetto,
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Challenge Race II?

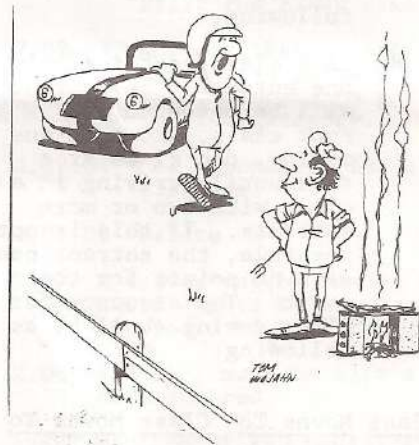
In response to Ed Long's letter in the Jan. 27 issue: yes, there just so happens to be an Alfa out here and I'll take you on and any other independent like myself who says they have less than 5 grand stuffed in their Nissan.

You see, I thought everyone knew an Alfa Romeo could suck the doors off a 510, prepared dollar-for-dollar, and that the only way one of those economy imports could win is to have a bundle of greenies shoved down its throat.

My car is a 1967 1600cc Alfa Romeo GTA which is driven on the street and has under \$5000 in it.

So, Mr. Long, bring your \$5000 510 with all it Brock "bolt-ons" and I'll show you what a real sports car is all about.

HECTOR VAZQUEZ
Granada Hills, Calif.



"Somebody stole my grill!"

Reprinted from Competition Press and Autoweek.

1st AROSC Championship Rally

sponsored by the Santa Monica Sports Car Club on Friday, April 6.

(see Pitstops in the L.A. Times for details)

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LOOK FOR OUR 2,000 GTV AT THE SOLO EVENTS

ALFACIONADA is the monthly publication of the Alfa Romeo Owners of Southern California (AROSC).

Subscriptions to this newsletter are included as part of the \$12.50 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 p.m. For further information, call John Samson (President) 427-6761 or Lisa Renfroe (Editor) 481-7673 or 662-6864.

 <p>FACTORY AUTHORIZED ALFA ROMEO SERVICE</p> <p>FIAT-FERRARI-MASERATI</p>  <p>JOE CANNONE, Prop. 17554 VENTURA BLVD. ENCINO (one block east of White Oak)</p> <p>(213) 783-3512</p>	  <p>SHANKLE AUTOMOTIVE ENGINEERING</p> <p>PERFORMANCE SPECIALISTS</p> <p>15451-F CABRITO ROAD VAN NUYS, CALIFORNIA 91406 PHONE: (213) 780-9575</p>
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