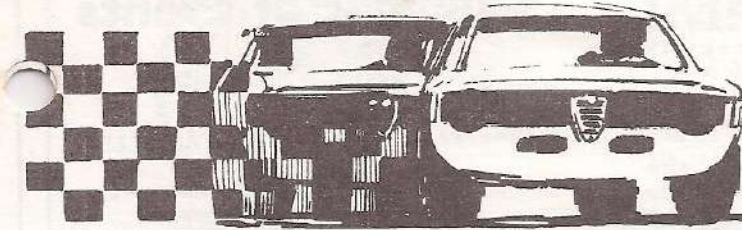


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



Volume 12, No. 6 June 1973

P.O. Box 261 Los Alamitos, California 90720

PRESIDENTIAL PROSE

By John Sanson

The first half of 1973 is over, yet more than half of the activities are yet to come: 3/4's of the Time Trials, 3/4's of the tours, 2/3's of the parties and more. So, review the events calendar and plan to enjoy your club and get the benefit of your dues.

Alfa has finally ventured into the wars of the World Manufacturers Championship. The 12-cylinder Alfa ran well in practice at Spa, Belgium until a rear tire shredded and the car crashed sustaining heavy damage. One week later the Alfa was leading the Targa Florio in the 5th of seven laps when it had a minor accident which took it out of the race. Two starts without one finish; but failures are not Autodelta's fault. With five races to go an Alfa sweep could make the season a success. But alas, as I write this column a phone call to the L.A. Times revealed Ferrari finished 1st and 2nd, and Porsche 3rd in the Nurburgring 1000 Km. race. No word in the teletype of Alfa's fate. The only consolation is that the 3-liter Formula will remain for 1974. This should give Autodelta a chance to run the 3-liter 12-cylinder prototype after

(Continued on Page 9)

AROSC CHAMPIONSHIP RALLY

Due to Alfaspens in June, there will be no AROSC rally this month. The AROSC rally for July will be the TCVC 2nd Friday Nighter on Friday, July 13 at 8:00 p.m. at the Las Posas Plaza in Camarillo. It's at Daily and Las Posas just off Hwy 101 north of Thousand Oaks. Come on out and make a good showing for the club.

MR. RAGIONIERI LEAVES ARI

By Mark

It seems as if it was just a few months ago that we were all together at ARI El Segundo to say goodbye to our good friend, Mr. Pietro Stoccoro, then director of ARI West, and to meet and wish well to the new director, Mr. Remo Ragionieri. Now the time has come to say goodbye to another friend of Alfa Romeo Owners Club of Southern California, Mr. Ragionieri, who is leaving Alfa Romeo to rejoin, in a top executive position, the Societa' Olivetti, producer of the finest office machines. Maybe, he too, saw the T.V. commercials about the "Olivetti Girls" and was so impressed that he was convinced to

(Continued on Page 2)

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return to the "mad city", New York. Mr. Ragionieri is a man that likes action. NOW! Promises of a better future were not enough to keep him with ARI any longer.

We will miss Mr. Ragionieri; the few years he spent at El Segundo he cooperated with our club in the best of traditions started by his predecessor, Mr. Stocco. Through his courtesy we were able to continue our annual first meeting at the El Segundo premises and together with Mr. Morra, he provided us not only with the use of the facilities, but movies, refreshments, etc. Also, we want to thank him and ARI for helping us with prizes for our festivities, trophies for our competitions, and last but not least, the courtesy and cooperation that makes one proud to drive an Alfa. Too bad that across the Atlantic they don't see or understand this love, otherwise they would have done something in the last four or five years to capitalize on it.

I was fortunate last week to meet the new director, Mr. Marco Messi. He is a very likeable person and a factory man. He succeeded Mr. Stocco as director of Alfa Romeo of Australia LTD and now he will be the USA Western Region director. From all of our club members, a warm welcome to Mr. Messi and a sincere goodbye with all of our best wishes to Mr. Ragionieri.

For any member wishing to submit an article for the July newsletter, the deadline will be July 1st, so that the articles may be forwarded in time to the Editor. If you have an article you think may be of interest to the membership, please send it in. Articles may be handwritten as long as they are readable. Photos may be submitted but we prefer black and white photos only.

Calendar of Events

SCCSCC SLALOMS

- June-17---Pacific-(0) CANCELLED
- June 24 MM-(C)-Open exhaust
Riverside Raceway
HKLJAEFGBCDMNS
- *July-1----G-A-T--(0) CANCELLED
- July 7/8 Golden State Grand Prix
Santa Maria
- July 15 Arrowhead (0)
- July 21 Corvair Society (Closed)
- July 22 Lotus-West (C)
- July 29 Super Bugs (0)
- Aug. 5 Pacific Coast (0)
- Aug 11/12 Solo I School and
Practice
Riverside Raceway
- Aug. 19 Corvettes, Ltd (0)
- TBA Pacific and AROSC (C)
- *Sept. 9 COC/SD (C)
San Diego Stadium
- Sep 29/30 CASOC (Solo I)
Riverside Raceway
- *Oct. 7 Big Bucks/Z-28 (C)
- Oct. 14 SCOCNH (0)
- Oct 20/21 ----- (Solo I)
Ontario Motor Speedway
- Nov. 18 Super Bugs (0)
- Nov 24/25 ----- (Solo I)
Riverside Raceway
- *Changes or additions since last month
(C) Championship slalom
(0) Open slalom
TBA To be announced



If you have ever wondered about the origin of the Alfa Romeo Milano emblem, here is the answer as paraphrased and quoted from an Alfa Romeo factory release.

The Hebrews led by Moses murmured against God and the hardships they endured on the long journey to the Promised Land. God sent plague carrying serpents against the people. Moses prayed to the Lord for help and was instructed to place a bronze serpent as a marker and all who looked on this bronze serpent were healed.

In later years the Bishop of Milan, Arnolph III gave Milanese citizens departing for the Crusades to the Holy Land a white insignia bearing a blue serpent as a lucky token. When these crusaders returned home they placed in the serpent's mouth a red figure of the saracen defeated at Jerusalem.

In the year 1099 another flag, a red cross on a white shield was made to record the heroic actions of Giovanni de Rho, the first to scale the walls of Jerusalem and to paint the cross on top.

The two flags eventually became the emblem of Milan. Milan's historical emblems can be seen on the hoods of the Alfa Romeo automobile as witness to the continuing glory and victories of the city.

The addition of the laurel wreath encompassing the emblem was brought about in 1925 to mark Alfa Romeo's racing achievements, in particular, Championship of the World that year.

IMPRESSIONS

by Chris Boles

"What's this orange card doing on my windshield? Probably some flyer for a rummage sale or something. Say, it's a card about an Alfa Club. It's probably a handful of diehards looking for parts at a cheap price." (And so goes Mr. Mild Alfa Driver on his merry way).

"There's goes the third Alfa I've seen since I've left work. It's probably just some unsuspecting driver going home. Say, there's one following me. I wonder where he's going. Well, I'll be darned, he's following me home. I'll duck down this alley and go home the back way. Crud, this guy's sticking to me like glue! I wonder what's the matter with him; hasn't he ever seen another Alfa? (As Mr. Mild Alfa Driver cruises up to his driveway, this sticky Alfa Driver pulls up and blocks his escape. As they sort cars Mr. Alfa Driver checks out the other and likewise. Check this dude out--jacket with patches and Alfa Romeo written all over and even red pants to match!). "Hi, I'm...I saw your Alfa and thought I would follow you and ask if you belonged to the local Alfa Club."

"No, no, not yet, but I did find one of your cards on my window," was the reply from Mr. Mild Alfa Driver. (After an hour of having this guy talk Mr. Mild Alfa Driver's arm off about suspension mods, engines, etc., he goes in inside to relax. Guess what greets him in the mail?).

"They sure are out to get new members. Here's one of their newsletters--probably one of those xerox jobs that somebody writes

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SERVICE BULLETIN

GROUP 10	NO. 25
SUBJECT ELECTRIC WASHERS	
ISSUE 1	April 1973
(Page 1 of 2)	

ACCESSORY ELECTRIC WINDSHIELD WASHER CONVERSION

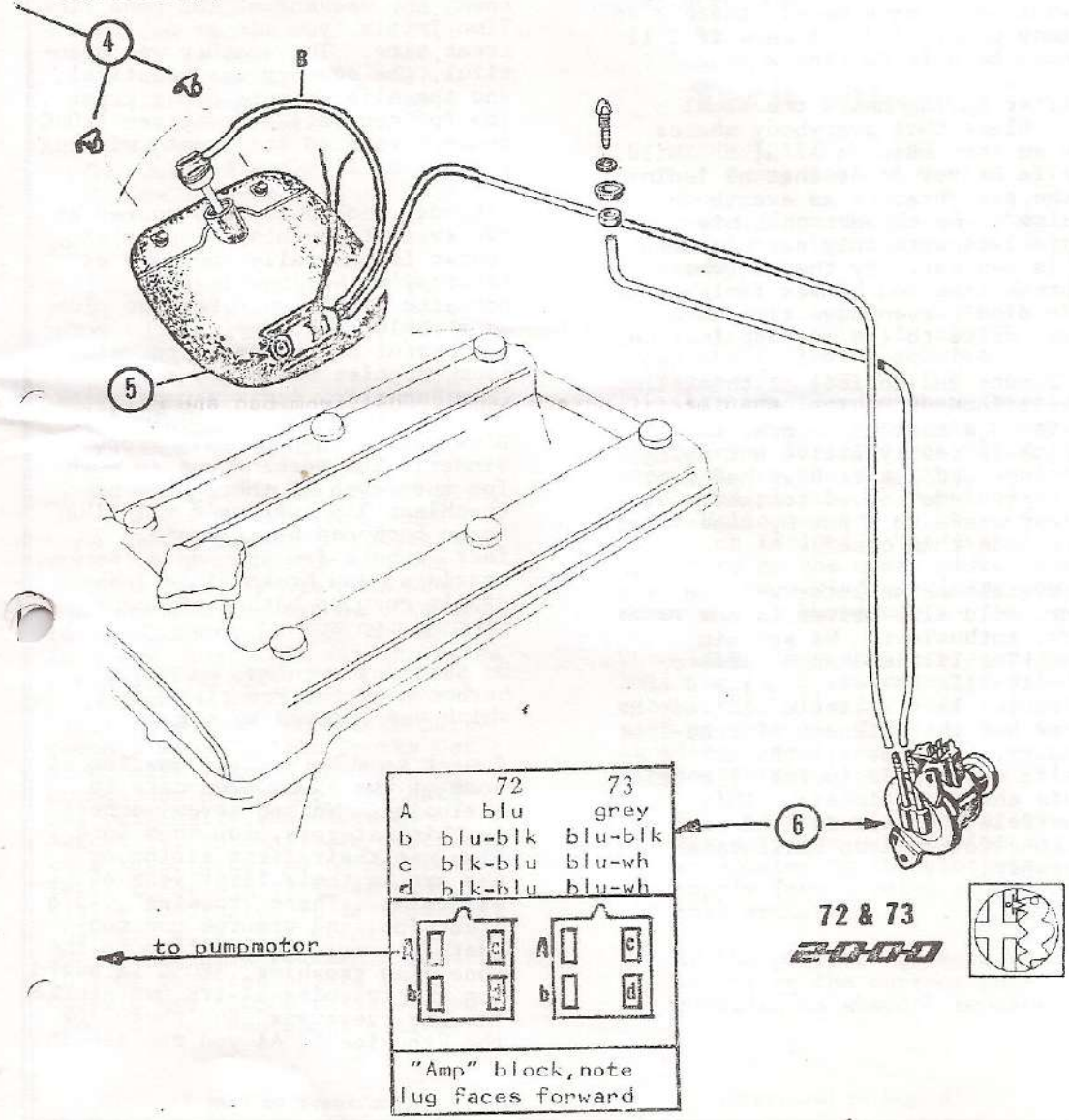
1972 & 73 "2000" USA Models

An electric washer conversion kit is available from our Parts Distribution Centers under part number WW712. 1972 and 1973 "2000" models are originally fitted with foot pumps, however the reservoir bags do have a flap to carry an electric pump. To install this kit:

1. For Berlina & GTV, remove mounting bracket from pump motor and insert pump motor into the flap on the washer bag. For Spiders with rigid plastic water tank, leave bracket on motor and bolt pump motor to firewall next to tank.
2. For bags with supply hose out of filler cap as shown at "B", cut supply hose and attach cut end to pump motor inlet. The other cut end is then put on pump motor outlet. If bag has outlet at bottom, then merely detach supply hose from bag and connect to pump motor outlet. Inlet on pump motor is pushed directly onto stub tube at bottom of bag. There are no hoses to cut or add with the latter type.
3. Pump motor ground wire must be grounded under a nearby chassis bolt.
4. Pump motor positive wire "+" is run inside car to foot pump. Pull "6" plastic "amp" connector OFF footpump. At terminal "A" you will find a blue wire (72) or a grey wire (73). Remove this wire from the connector block, tape the terminal, and put the wire out of the way - it is no longer used. Now connect your pump motor "+" wire terminal into "A" of the "amp" block. Push "amp" block back onto foot pump. Now the washer will work as before, except the wiper switch must be turned on manually. The system is not automatic!
5. On Berlinas, relocate the bag higher to the edge of the hood shut flange using 2 clips 10500.61.144.02 shown at "4". These are the same bag hangers used on 2000 GTV and previous Giulia 1600's. This will keep the pump motor clear of the air cleaner.

Fig 2, S.B. Grp 10 No. 25
 washer conversion
 1972 & 73 "2000" USA models

bag hanger, Berlina
 10500.61.144.02



(Continued from Page 3)

out by hand. By gosh, this is really good! Someone really took some time to lay this out and have it printed. They must have money people in that club to pay for a newsletter like this. I guess I'll go to one of their meetings."

(Later at the meeting). "Well, what do we have here? There's so many people I don't know if I'll even be able to find a seat."

After having heard the local problems that everybody shares when they have an Alfa, Mr. Mild Alfa Driver feels that he is in the same bracket as everybody else as he thought that his problems were only peculiar to his own car. By then it was break time and he was famished as he didn't even have time to eat and drive to the meeting in time.

"Donuts and coffee! I think I will load up as it looks like everyone else is. Gosh, this club is really active and doing things and I sure have had alot of problems solved tonight. Say, just where do I put my money down to join this club?"

Several months later we find Mr. Mild Alfa Driver is now Mr. Enthusiast. We see him putting little orange cards on every Alfa he sees. Instead of driving like a little old lady he now has the nickname of Lead-foot Halry. He does all the things Alfa drivers do including getting his share of tickets. This article sure sounds like some of the Alfa Southern California members!

Slalom Column

by Jim Neuman

What did you do on the weekend of May 19th and 20th? If you didn't spend the weekend at the Lone Pine Time Trials, you missed out on a great time. The weather was beautiful, the scenery was beautiful, and the Alfa drivers did a great job (of course!). Seventeen AROSC members entered the event, winning a total of five trophies.

Saturday and Sunday are scored as two separate events. Sunday's course is basically the same as Saturday's, but run in the opposite direction. For the club as a whole, Saturday was the more successful of the two days, with four trophies being won (Tom Sponsler, Susie Harmon, Dick Harmon, Jim Neuman). On Sunday, Dick Harmon was our only trophy winner. The weekend was so much fun that even if there were no trophies, I'm sure we'd all like to go back and do it again. In fact, even a few spin outs, broken bearings, and brake fluid leaks didn't seem to bother their victims too much.

On Saturday evening, we had a barbecue at the Frontier Motel, which was enjoyed by all.

I want to make special mention of some of the AROSC newcomers to slaloming. We had seven members in this category, for whom Lone Pine was their first slalom or who are in their first year of slaloming. These "rookies" did a great job, and deserve our congratulations. In addition to the Lone Pine trophies, AROSC is awarding six trophies of its own--three for the "veterans" and three for the "rookies". As you can see in

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the standings below, some of the newcomers did better than the so-called experts. Points are based on SCCSCC method, 200 points maximum for both days.

Veterans

T	1.	Dick Harmon	200.0
T	2.	Tom Sponsler	180.1
T	3.	Susie Harmon	164.0
	4.	Joe Cannone	137.1
	5.	Jim Neuman	86.0
	6.	Rueben Romero	79.1
	7.	John Samson	66.3
	8.	Juliana Meyer	33.4
	9.	Neil Meyer	27.3

Rookies

T	1.	Martha Franke	91.3
T	2.	Wally Williams	59.6
T	3.	Bill Franke	51.6
	4.	Bill Kohl	20.7
	5.	Bob Barlow	14.2
	6.	Emerson Barlow	0
	7.	Carlos Brea	0
	8.	Dave Meredyth	0

If we had special awards to give, there would be two--the "Hard Luck" award to Dave Meredyth, whose car broke before he was able to complete his runs, and the "World's Loudest Alfa" award to Joe Cannone (if you think it's loud now, just wait till he takes the mufflers off!).

Later this year, AROSC, in partnership with Pacific Sports Car Club, will stage a SCCSCC Championship Slalom. The date was originally announced as August 26, but has been postponed to a later date, to be determined later. For all of those who slalom regularly, it is important that you work this event--if you don't, you will receive a penalty in your year-end points total, under a new SCCSCC ruling. For those of you who don't slalom,

come on out and join us anyway--it will give you a chance to watch some good competition and make some new friends. You don't need to be a slalom expert to participate as a worker.

For info on upcoming slalom events, see the Calendar of Events column elsewhere in this newsletter.

Tech Talk

. . . TECHNICAL RAMBLINGS. . .
or That Pesky Pump--A Cure?

(Reprinted from the May Edition of La Veloce Vita--Alfa Club of Colorado)

At last, after some four years of fuel injected Alfas in the U.S., comes the following Service Bulletin from ARI: SPICA electric supply pumps have been found to have damaged motors resulting from insufficient clearance between the pump gears and the cover plate. When the cover plate bolts are too tight, the clearance is lost. The drag of the gears on the cover plate over a prolonged period overloads the motor and it burns out.

When installing new motors, rebuilding pumps or for a general check, the following steps can be used as assembly routine, a precautionary measure, or a diagnostic technique:

1. Run the pump with a pressure gauge in the outlet pipe and an ammeter in the electrical supply (see drawing at end of this article).
2. If the pressure is more than 15 psi or the current consumption is above 4 amperes,

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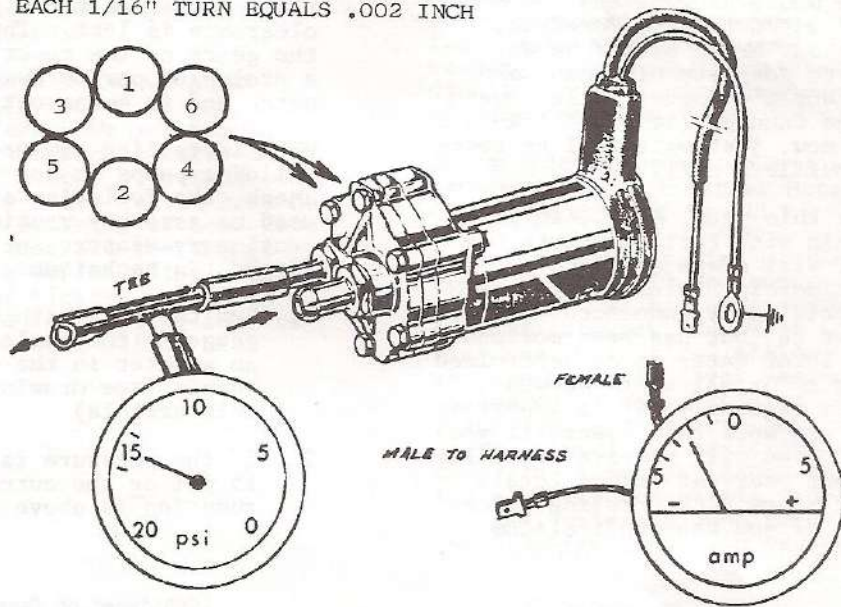
gradually and evenly loosen the 8mm cover plate screws until you reach these ideal readings:

- A. 2.0 to 2.5 amperes
- B. 14 to 15 psi

Since the cover plate is sealed by an "O" ring, the plate screws can be loosened considerably before fuel leakage occurs. As the cover plate screws are loosened, you should hear the motor's rpm increase as the electrical load drops.

Once this operation is performed the pump should last indefinitely. This technique has been successfully used by Alfa Romeo and has also been tried on many "defective" pumps returned by dealers. This is NOT a 100% cure-all for all pump problems. It will not help motors already damaged, but the results of this procedure are positive and quite dramatic.

NOTE: LOOSEN ALL SCREWS IN EVEN PATTERN!
EACH 1/16" TURN EQUALS .002 INCH



An ammeter can be prefitted as shown with two wires having a male and female "Amp" terminal. The pressure gauge should have a short section of hose to the tee and another short section of hose to the pump outlet nipple.

For Sale

1969 Spider Veloce. Red with brand new vinyl top. 50,000 miles In excellent condition inside and out. Pirelli Cinturatos all around. Car cover and some spare parts included. Must really be seen to be appreciated. Asking \$2400. Reed Kantor (213) 330-0235

For Sale or Trade-1961 Sprint Speciale. Dark blue exterior, blue/gray interior. Excellent condition. May consider trade for Duetto or Berlina. R. Hradecky 547-8216 (days) or (714) 897-6585 (evenings).

Wanted-1967 or later Duetto in excellent condition. Contact R. Hradecky 547-8216 (days) or (714) 897-6585 (evenings).

For Sale-\$800.00.n '61 Sprint Special, 1300 cc, 5-speed, runs good, needs work. Have extras. Call Tom Hillman in Laguna Beach. (714) 494-1563.

1967 GTV, dark blue outside with tan interior. Body and interior in very good condition. Engine and transmission completely rebuilt by Alan Ward and Don Deane 4,000 miles ago. Complete valve job by Shankle 4,000 miles ago. Four new Semperit steel radials and Blaupunkt radio. A well-loved car with all service records available. Leaving for England in August, must sell by then. Asking \$1700. Wally Williams (213) 788-3687 or 789-1892.

(Continued from Page 1)

a year of working the bugs out. Our hopes should be high for 1974.

In the same vain Alfa has bright hopes in the Trans Am series. Bobcor, with Bert Everet driving, is entering a race-prepared Montreal to compete against the Porsches, Camaros, Corvettes, Capris and Daytonas. The car allegedly develops 398 hp from its V-8 and weighs 2600 lbs. This calculates out to 6.5 lbs/hp, as compared to last year's Trans Am car's of 10.4 lbs/hp and a stock 2000 GTV's of 19 lbs/hp. The car's performance should be competitive, and with Bert Everett driving, it should be a hard-to-beat combo.

Long Pine was a great event, a fast course, lots of Alfas and beaucoup bench racing. AROSC drivers took four lsts in the two days of slaloming. More importantly, it was truly a club activity. For me personally it was frustrating and educational. Frustrating because I elected to enter Class M instead of Class S and, in so doing, ran against Lotus 7's instead of Datsun 510's. The results were poor finishes instead of a 2nd and a 3rd place in Class S. Also, anxiety provoked, because our right rear caliper cylinder shrank a leak leaving us sans brakes. Educational, because it taught me how to drive without brakes on Sunday. I would like to thank all the AROSC members who gave us a hand during our time of trouble. Especially Bill Kohl who chauffeured me around Lone Pine looking for parts and Dick Harmon who offered to cannibalize his car so we could use the parts.

Hope we meet on the way to Aspen and don't forget the Orange Raceway Time Trial in July.



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S.R.E. price: \$47.50
S.R.E. installation: \$10.00

COMPETITION STEERING WHEEL

This 14" leather covered wheel is patterned after the Racemark wheel but less expensive. It has a large circumference wheel for easier grip. Hub has horn button and an Alfa Romeo medallion.
Retail price: \$55.00
S.R.E. price: \$46.75
S.R.E. installation: \$7.50

COMPETITION SEAT

This fiberglass seat gives good lateral support and is light weight. Comes with vinyl insert upholstery. This is the seat we use in our 2000 GTV Solo I car. (the ex-Kweck car)
S.R.E. price: \$42.50 (with shoulder harness opening)
\$38.50 (without shoulder harness opening)
S.R.E. installation: \$10.00

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Giuliette series	\$90.00	\$76.50
101 series	\$90.00	\$76.50
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S.R.E. installation:		\$10.00

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These are beautiful wheels that not only improve the appearance of your car but significantly reduce the unsprung weight. Each wheel weighs only 4.9 Kg. (10.8 lbs.) To see a picture of the wheel refer to the national newsletter and the Conti ad. Wheel size: 14"x6", the offset is designed for Alfas and no spacers are needed.
Retail price: \$55.00
S.R.E. price: before July 1st. \$42.50
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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) (213) 427-6761 or Lisa Renfroe (Editor) (213) 481-3334 or (805) 524-0433.



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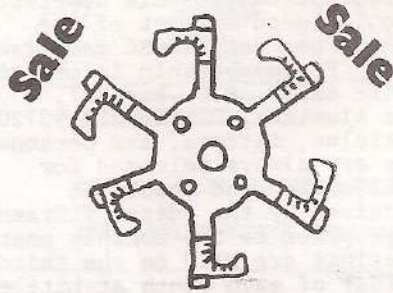
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