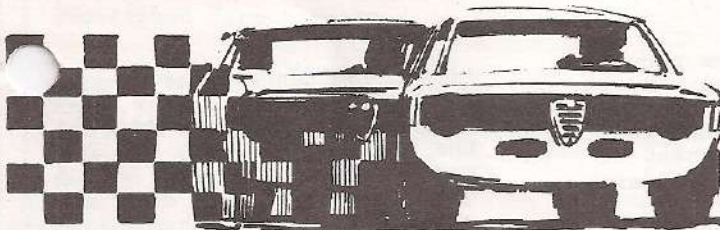


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 12, NO. 3 MARCH, 1973

P. O. BOX 261, LOS ALAMITOS, CALIFORNIA 90720

PRESIDENTIAL PROSE

by John Samson

In the last edition, I am sure you noticed the 1973 schedule of events AROSC will conduct. The Board has tried to cover as many interests as possible. Parties, slaloms, tours and rallies are in the offing. If a particular type of activity is absent from the schedule and of interest to the general membership, please let one of us on the Board know. We must have "feedback" so we can be responsive to the Club's desires.

March 17, the Club is holding a practice rally followed by an informal party. The entry fee of \$2.00 is to help defray the cost of the refreshments. The rally will be a navigational type, lasting approximately 1 1/2 hours and ending close to its start. We hope this type of event will be popular as we can use more than 2 parties per year.

The 1973 Time Trial/Slalom program makes AROSC unique among auto clubs. Only the Porsche Clubs offer a similar program in Southern California. I'm sure there are many Alfa Owners who would like to participate in

(Continued on page 2)

DUES DUE

If your dues are not paid by now, this will be your last newsletter.

CHAMPIONSHIP RALLY

Don't miss the exciting and challenging Santa Monica Sports Car Club Rally on April 6. This is the first AROSC Championship Rally, so don't be left out! For further information, see the Pitstops in the Los Angeles Times Classified section.

Slalom Column

by Jim Neuman

ALFA SWEEPS SCCSCC OPENER

On February 25th, the first SCCSCC sanctioned slalom of 1973 took place. If this first event is any indication of what will be happening during the rest of the season, then AROSC is going to be among the "teams to beat" this year. This was one of the strongest ALFA performances ever, with 9 AROSC members

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these events if they knew about them. Further, potential sports car owners could be swayed to buy Alfas if they knew such an opportunity was open to them. Let your friends know that owning an Alfa gives you a chance to run Riverside, Willow Springs, etc. Most sports car owners like to drive "briskly" and with verve. The place to do this is a raceway, not a freeway. Now that our Time Trial program is well established, a Porsche owner has only one thing on an Alfa owner, his car cost almost twice as much! As an AROSC member you have the chance many other drivers would like to have; let people know what an Alfa and an AROSC membership allows you to do.

See you at the March 17 rally!

little influence on transverse weight shift in a corner, but the distance from the axis to the CENTER OF GRAVITY has a major influence on roll angle. Roll angle in turn does have a small effect on transverse weight transfer due to the displacement of gravity).

To Add Understeer

1. Add weight to front.
2. Reduce weight at rear.
3. Reduce front tire pressure.
4. Increase rear tire pressure.
5. Use larger tires at rear.
6. Use radial tires at rear.
7. Use parallel front steering.
8. Lower front roll center.
9. Increase positive front camber.
10. Remove rear anti-roll bar.
11. Add (or stiffen) front anti roll bar.

CAR PREPARATION TIPS

by Joe Richardson

Since each new year brings new drivers to road race and slalom courses (myself included), the following condensation of car preparation tips that originally appeared in the May 1958 issue of Road & Track may be of some interest.

Racing tires can be used in place of radials where mentioned.

Roll Center

The geometric roll centers of the front and rear suspension systems determine the ROLL AXIS of a given car. The roll axis has

To Add Oversteer

1. Reduce weight at front.
2. Add weight to rear.
3. Increase front tire pressure.
4. Reduce rear tire pressure.
5. Use larger tires on front.
6. Use radial tires on front.
7. Use non-parallel front steering (toe-in).
8. Raise front roll center.
9. Lower rear roll center.
10. Decrease positive front camber.
11. Add (or stiffen) rear anti-roll bar.
12. Remove front anti-roll bar.

It is advisable to do only one of the above operations at a time in order to evaluate it, otherwise you will never know which of the above is the best solution for your requirements. Good Luck!

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competing, and all running very well. In Class K, 4 ALFA'S entered, finishing 1st, 2nd, 3rd and 4th. In Class A, 2 ALFA'S entered, finishing 1st and 2nd. In Class KW, 1 ALFA entered, finishing 1st. In Class F, 2 ALFA's entered, finishing 4th and 5th. The details are listed below:

Rich Payne	1st Cl. A	66.24
Tom Sponsler	2nd Cl. A	67.75
Joe Cannone	4th Cl. F	70.19
Oscar DuFau	5th Cl. F	72.70
Dick Harmon	1st Cl. K	73.26
Jim Neuman	2nd Cl. K	73.84
Rueben Romero	3rd Cl. K	74.32
John Samson	4th Cl. K	75.27
Sue Harmon	1st Cl. KW	81.53

Many members who have expressed an interest in slaloming were not with us on the 25th, and we look forward to having you join us at most of the upcoming events. You will find a schedule of upcoming events at the end of this column.

Flyers and pre-entry forms for the Lone Pine Time Trials are included in this months newsletter. The event will take place on May 19-20. During May, the scenery around Lone Pine is among some of the most beautiful in the U.S. So, even if you don't plan to compete in the event, why not join us anyway-- wouldn't it be nice to get away from the crowded and smoggy city for a couple of days? Bring the whole family! Lone Pine is located on U.S. 395, about 200 miles north of Los Angeles.

Calendar of upcoming driving events:

3/11	open slalom	OMS
3/18	champ. slalom	OMS
3/24-25	solo 1	OMS

4/1	champ. slalom	OMS
4/7	AROSC driving	Pomona event
4/8	open slalom	Pico Rivera
4/15	champ. slalom	Pomona
5/19-20	Lone Pine	Time Trials
7/15	AROSC driving	OCIR event
8/4	AROSC driving	Riverside event
10/20	AROSC driving	Willow event

CONCOURS D'ELEGANCE

by Paul Ebeyer

The Concours d'Elegance is an assemblage of fine motor cars for the purpose of display. It provides a setting for proud owners to show their cars in competition with other cars, and to compete for prizes awarded for excellence in preservation, restoration and presentation.

The Concours d'Elegance originated in Europe before the days of the motor car. It was a social event of great importance; owners and their beautiful and costly horse-drawn carriages were assembled to be seen, compared, and admired. When the automobile was introduced it replaced the horse-drawn carriage at these events.

The Concours d'Elegance first began to attract the attention of Americans after World War II when imported cars becoming

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symbols of highly developed automotive appreciation, owners of fine European-built machines began to band together into sports car clubs. It was natural that these proud owners began to meet in pleasant outdoor surroundings to admire the automobiles owned by their friends and to present their own for the appreciation of others. The Automobile show as we know it was an outgrowth of these Concours d'Elegance.

In the United States in the 1930's, the great American cars Pierce Arrow, Packard, Cadillac, Lincoln, Franklin, Stutz, Auburn-Cord, Duesenberg, etc., were built. At this same time there was also an influx of fine European motor cars--Bugattis, Hispano-Suizas, Alfa Romeos, Rolls Royces, Mercedes Benz.

When the Concours d'Elegance was introduced in Los Angeles in the 1950's, the above mentioned cars had become classics and were eagerly bought by private collectors. Restoration became an art with authenticity it's highest goal. The owners were proud and anxious to show these cars to other owners and to the general public.

The wide variety of automobiles that may be categorized as "elegant" is surprising. What different people find most appealing about a particular make or model of automobile varies as widely as the preferences and prejudices of the people themselves. There are those who prefer the very old machine in which almost every bit and piece reflects the highly prized and greatly respected skill of the conscientious artisan. There are others who

hold that every automobile design is the solution to a particular transportation problem and that the value of the design is in the relative perfection achieved by the solution. There are others who view the automobile as an exercise in aesthetics and speak leanedly about the "purity" of a concept and the "execution" of a line.

There are many ways to "see" a Concours d'Elegance. An "entrant" will "see" the Concours much differently than the Judges, organizers or the general public. Part two of this series will deal with my personal experience in exhibiting my Alfa Romeo on the "Concours Circuit".

For Sale

Parts from wrecked 1963 Spider. I have all gauges, radio, top assembly, doors, truck lid, front suspension units (complete), steering box assembly, windshield, front and rear light assemblies drive shaft rear end complete, brake drums, 155-15 Pirelli tires mounted on wheels (set of four), bumpers front and rear, inside chrome and carpeting, etc., heater. All parts are in good condition, except top and bumpers. I also have all parts taken off the body and interior except the engine and trans. Joe Abrano 6822 Milwood Ave, Canoga Park, Calif. 91303 (213) 346-4825

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.

MAY MEETING

The May meeting will be held a week early on Friday, May 11th at the Briggs Cunningham Automotive Museum, 250 E. Baker, Costa Mesa, Calif.

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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) (213) 427-6761 or Lisa Renfro (Editor) (213) 481-3334 or (805) 524-0433.



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