

# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



Volume 12, No. 11 November 1973 P.O. Box 261 Los Alamitos, Ca 90720

## PRESIDENTIAL PROSE

By John Samson

This is a good time to compile the results of the questionnaire which you returned several months ago. Rather than give you a list of statistics I thought a summary of comments might be more representative.

To the question, "How could the meetings be improved?", the answers were as follows:

1. (The most common response) **LESS NOISE!** Many members would like the private conversations deleted.
2. More tech. sessions.
3. Start the meetings on time.
4. More news from Alfa in Europe.
5. Seminars to increase driving skill.
6. One member wants the meetings to be held in a Pizza Parlor!
7. One Alfanaut wants "X" rated movies for entertainment.

Those comments which were constructive will be used to make the meetings better. I'll let you be the judge as to which are constructive!

## Party

### CHRISTMAS PARTY!!!!!!!

Our annual Christmas Party is scheduled for Saturday, December 15, at the home of Tom and Pat Suter. The price will be \$3 for one, \$5 for two consenting adults. Food (lots of it!) will be provided as will be lots of prizes! Plan to attend and bring your own booze! Mix will be provided!

### DUES DUE!!

The time of the year is approaching when we have to ask for renewals in your dues. Dues for 1974 will be \$15 per person (including your spouse) and we will accept renewals through January. The February newsletter will be your last if you don't renew your membership. For your \$15 you get your local newsletter (12 issues if we have your correct address) and 12 issues of ALFA OWNER (put out by the National Club). You also get membership in the local and national clubs. Events are planned for your enjoyment and to help you appreciate your Alfa all the better. Join in 1974 and show other clubs that the Alfas we own are really something special!



At the time of final tabulation, the following figures were noted:

- 60% wanted more time trials
- 60% wanted more tours (this is surprising from past attendance)
- 40% wanted more parties
- 30% wanted more rallies(?)
- 20% wanted more slaloms

Could the newsletter be improved?

Here are the comments of note:

- (1) Tech Tips by Cannone and Romero would be a good regular feature
- (2) Letters from members
- (3) Better proof reading to eliminate errors (ouch!)
- (4) Pictures of events, etc., and
- (5) The majority stated "Keep up the good work".

The last question asked why you belong to AROSC. The majority who responded stated the events and comradship with fellow Alfaauts.

The Board has and will continue to use the comments in making the club better for all of its members. Thank you for taking the time to fill out the forms.

I am sure most of you have heard that one of our members "totaled" his GTV at the Willow Springs Event. He sustained no injury except to his pride and his pocketbook. From careful investigation of the accident and the effect it had on the car, the 1974 Code will have taken steps in the form of minimum safety requirements. These were developed after hours of deliberation so that the usual over-reaction of stiff rules would not occur. The code is currently under final stages of development and I can assure you any safety requirements imposed will be kept to a minimum but will allow you

to compete in greater safety. The Time Trial program will be composed of four events next year, sans Orange Raceway. Make your plans now to join in these events with your fellow members.

Lastly, for those of you who were at the Time Trial and wondered what malady beset the Samero 2000 GTV, it was a spiral fracture of the crankshaft. We will be ready to go by the next Solo I at Riverside at the end of this month.

Do not forget the elections at the November meeting.

#### ACROSS THE WIDE ATLANTIC

By Tom Sponsler

"Earls Court:

You can now believe everything you have heard about that big dingy barn. It is dark, dirty and unpleasant. The show itself was interesting because of the wide variety of cars--many of which are not available in the U.S. Not many new models were shown. The Boxer was there, looking like a shark in dark blue. Very nice but hard to identify with at £15,000+. I liked the new Dino, more my style. It is much more angular than the 2.4 Dino, and not as "sexy". We liked very much the Range Rover. Gin (Virginia) said she wouldn't mind driving it and I thought it would make a great tow vehicle. We tried to get info (about \$5500 here), but alas it is not exported to North America. Gin was very impressed with the Fiat 130 (Fiat-Dino V-6) as the fanciest Fiat she had ever seen. Not many are sold here, however, at over \$10,000 a copy! There are many "baby cars", small tube frame, fiberglass body cars made in England; all are technically interesting and quite cute. They include Ginetta, TVR, Gilburn, Clan and Scorpion and are all based on production car engines--



mostly Ford and Imp. There were a large number of accessory and component stands. Champion had a spark plug changing contest that my mechanic wanted to enter, but then didn't because she was afraid to perform in front of a crowd. Alfa had an impressive display with cross section models of both Alfetta and Sud as well as the cars. Biggest disappointment was the Montreal. It's lines are too busy--it looks old fashioned and much worse than the pictures. The Sud was neat and quite advanced. It is very expensive, however,

costing as much as an English 2 litre saloon and more than most French cars which are popular here. The best Alfa by far was the Alfetta--neat looking, sophisticated and practical.

#### Brands Hatch:

Went on Oct. 21 and saw F 5000, FF and GP races. Two litre Escorts very fast--too fast for Samero I am afraid. Neat course--hills, interesting bends and corners--nice day. Investigating driving school at course. Hilly and green grass right up to track!....."

#### PAN-AMERICAN XIV

By Anne Hopkins

The "Pan-Am" is an annual rally running from Los Angeles to Ensenada, B. C., Mexico, presented by ISCARA (International Sports Car and Racing Association) This is different from the usual rally in that locations of check points and correct times of arrival are given.

The rally started from the South Bay Shopping Center, with the first car out at 12:01 a.m., Saturday, October 13. We were car #68 so our out time was 1:08 a.m. Surprising how wide awake one is at that time when something exciting is happening.

We arrived at the start two hours before our out time and received our packet containing rally instructions, Automobile Club of Southern California maps for Los Angeles and Vicinity, Riverside County, Imperial County and Baja California, two jacket patches, control card and a card with number "68" on it to fasten on the windscreen. We like to arrive early to give ourselves time to study the route, mark our maps, visit with friends we haven't seen for a long time and check out whether it looks like there will be enough Alfas running to have a chance for a club award. The only other member we saw at the start was Sid Keely.

Instructions are written thus:

"Leg 1: TRUE TIME-48.20 minutes from the start.

MILEAGE-39.1

L. A. MAP-H-10

Checkpoint No. 1 is located on Valencia Blvd, north of the intersection of that street with Imperial Blvd. Enter the checkpoint traveling North."

The true time and mileage for each leg are given from the start so if a car goofs on one leg, it could be very difficult to make good time on subsequent legs.

We started off brilliantly as usual with errors on the first two legs of .01 and .03. About 2½ hours out we came to Course Control No. 1 at Hemet Plaza, which was also a gasoline stop with coffee and donuts supplied by ISCARA for the contestants. How nice to see familiar and friendly faces at 3:30 a.m.! Julie and Bob Doss and Karen and Joe Cannone were the control crew. The moon was full and not a cloud in the sky, a beautiful night to drive through the desert. We were driving along the west side of Salton Sea at sunrise. I had



never been there before and, believe me, that is the time of day everyone should see Salton Sea for the first time. We had breakfast in El Centro and entered Mexico at Mexicali where we made a wrong turn and spent some time exploring the back streets. Wouldn't you think people so close to the border would understand, "Which way to highway 2?"

The rally fee of \$38.00 included room reservations, a margarita party and Mexican style dinner. Our room was ready when we arrived about noon on Saturday and very nice it was. We found Frank Principe with his uncle, Wally Murphy, to be the only other AROSC member on the rally.

The overall winner was Larry Bennett with a total error of .08 for the 10 hour, 52.61 minute, 434.8 mile rally. No trophy winner had an error of more than one minute. "How did AROSC do?" you ask. Well, our total error was 4.07 minutes and neither Frank nor Sid have confessed.

## Slalom Column

By Jim Neuman

Turns 6, 7, and 8 at Riverside was the location of the most recent championship slalom. The course was an excellent one, and provided everyone with alot of fun. Unfortunately, most of the AROSC drivers did not perform up to their potential--maybe we were still tired from the previous day's Willow Springs Time Trials (that may not be a good excuse, but it's the only one I can think of!).

If you ever felt that a scatter shield isn't necessary on your Alfa, maybe you'd better talk to Joe Cannone. While approaching the finish line on his 2nd run, his flywheel decided to scatter itself all over countryside. One piece of metal came

through the floor and grazed Joe's arm, while another one punctured the gas tank. I don't know about you, but I am now a firm believer in scatter shields!

Now that the season is drawing to a close, only a few events remain to be run. These are listed in the Calendar of Events section.

## Calendar of Events

- 11/4 AROSC/PSCC (C)  
 11/11 SCCSCC (O)  
 11/18 AFCC (O)  
 Irwindale Raceway  
 SDBCAGEFLNMKJH  
 11/24&25 Solo I at Riverside  
 12/8&9 Solo I at Ontario

### WILLOW, ROUND 2

By Jim Neuman

On October 20th, AROSC staged the 2nd running of its Willow Springs Time Trials. The event was held in near-perfect weather, if you don't mind driving in a hurricane! Actually, the wind wasn't really that bad, but it did raise a lot of dust.

The Cannones and the Harmons must have set a new record for the earliest arrival at an event--they got to the track one day early, and spent the night in their campers.

As the sun came up and the people began to arrive, Tom Hines teched the cars and Sue Harmon performed the most important task--collecting the entry fees.

After a short(?) drivers meeting, the first group went out on the course for practice. The 26 entrants were divided into 3 groups, each group receiving 2 practice sessions of 30 minutes



each. For the most part, the practice sessions went very smoothly. The only exceptions were a broken crankshaft in John Samson's and Rueben Romero's ex-Kwech GTV and a broken bolt in your author's front suspension. Obviously, nothing could be done about the crankshaft, but my suspension bolt was replaced with one from the Barlow's Berlina, which was not entered in the event. The Berlina's bolt was later replaced with a spare from John Wakamatsu. John and Rueben elected to run John's SCCSCC Stock GTV.

After a 30-minute lunch break, everyone was ready to go out on the course for their timed runs. Since 2 of the 4 counters on the electronic timer weren't working, we could only run 2 cars at a time, so each entrant was limited to 2, rather than 3, timed runs. Even if the timer had been working properly, it is questionable if time would have been available for 3 runs. Each run consisted of 2 consecutive laps, from a standing start. After about one-third of the timed runs were completed, the timer decided to operate on 1 channel only, so we had to time everyone else on stop-watches.

During the 2nd group of timed runs, Neil Meyer had an unfortunate incident in which he totalled his 1600 GTV. The car dropped a wheel into the dirt on the left side exiting turn 9, spun back across to the right side of the road, and rolled anywhere from 3 to 5 times. Everyone breathed a big sigh of relief when Neil very quickly jumped out of the car, uninjured. AROSC has run 6 time trials, and this was the first serious accident. Compare this to the Porsche Club, which has at least 1 or 2 roll-overs in every event!

When all the timed runs were finished, Hector Vasquez and his GTA Jr. had top time of day, narrowly beating out Charlie Thieriot's street GTA by 0.4 sec.

I would like to thank everyone who worked so hard to make the event a success--especially those who weren't competing in the event but still came out and worked all day long.

As you can see from the results below, there were close duels in almost every class.

#### Class B2

T	1.	Rueben Romero	244.0 sec
T	2.	John Samson	245.8
T	3.	Bob Barlow	246.4
	4.	Jim Neuman	247.4
	5.	Dave Meredyth	250.5
	6.	Allan Gott	252.8
	7.	Bob McQuigg	254.8
	8.	Emerson Barlow	282.5

#### Class C

TT	1.	Hector Vasquez	227.7
T	2.	Charlie Thieriot	228.1
	3.	Tom Hines	238.1
	4.	Joe Cannone	238.8

#### Class A1

T	1.	Jim Kubota	261.3
	2.	Gary Bartman	263.5
	3.	John Wakamatsu	283.2

#### Class A2

T	1.	Neil Meyer	245.4
	2.	Doug Harmon	249.0
	3.	Dick Harmon	249.2
	4.	Bill Ahl	256.1

#### Class B3

T	1.	Bill Kohl	245.6
	2.	Rick Clemente	245.8

#### Class W

T	1.	Karen Cannone	251.5
T	2.	Susie Harmon	255.4
	3.	Martha Franke	255.6
	4.	Juliana Meyer	271.5

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## Tech Talk

By Chris Boles

This months article is on the use of antifreeze. You say I don't need antifreeze in California. For all I know is that you might be talking through your hat. Well Alfa Owners if you think you don't need antifreeze in California I have some news for you. Yes You do. All Alfas when delivered have anti freeze in them. Alfa service scheaule recommends that the anti-freeze be changed at 18,000 mile intervals. Also the antifreeze is good year round in California as not only does it act as a preventive against a cracked block when you go to the snow it also raises the boiling point of the solution several degrees above the boiling point of just plain water. For those of you that don't know- ALFA BLOCKS DO NOT HAVE FREEZE PLUGS! If you go to an area where it freezes and you do not run antifreeze you will run the risk of a cracked block.

You ask "well smart guy since I need this stuff you talk about what kind should I get?" Shell makes a good antifreeze called Shellizone, Dupont makes an excellent fluid called Telar. It has an indicator built into the solution to show when it is old. It turns from a red to yellow. Prestone and Valvoline make an acceptable fluid Just stay away from those that have the antileak compound in them! To answer your question of how much you will add one gallon to an empty system and the rest with distilled water. If you don't have a lot of distilled water just plain old tap water is o.k. Be sure your hoses and water pump are in good condition or you will be wasting your time. If in doubt pressure check your system for leaks.

Not only will antifreeze do the above it will also prevent to a large degree your block from corroding out and your liners from forming a rust scale in your water jacket which will eventually plug up something.

## For Sale

1959 (?) Alfa Romeo "2000" Roadster, "in pieces", for sale. Had begun to restore the car, but divorce forces sale. I seek a prospective buyer who will complete the restoration of the car. A great deal of detail work has already been done on the engine, but alot of body work is needed to restore the car to its original condition. If interested, call (714) 599-1947 in the evenings for more information. Car is presently in San Dimas, California. Will accept best reasonable offer.

1750 Spider parts for sale:

- 2 bucket seats . . . . . \$100ea
- 1 top--clear plastic window (includes metal frame) . . . \$200
- 1 top boot cover . . . . . \$25
- 2 sun visors . . . . . \$5 ea
- 1 Ansa exhaust system . . . \$50
- 2 standard seat belts . . . \$10
- Radio (AM and speaker Boman solid state . . . . . \$50
- Heater . . . . . \$40
- 2 sets hub caps . . . . . \$10/st
- Front bumpers . . . . . \$50
- Rear bumpers-2 sets, 1 set includes back-up lights . . . \$50 ea
- Windshield washer pump . . . \$5
- Rubber floor mats with Alfa insignia . . . . . \$10
- Speedometer . . . . . \$25
- Front windshield . . . . . \$40
- Windshield wiper arms . . . \$5 ea
- Side wing windows (includes chrome frame . . . . . \$25 ea
- 1 front bumper turn signal assembly right side . . . \$20
- Door glass . . . . . \$20 ea
- Gear shift knob . . . . . \$2
- Gear shift boot cover . . . \$5
- Headlight rims . . . . . \$20
- Horns . . . . . \$3
- Headlight socket assembly \$12 ea
- Steering wheel, turn signal and light assembly . . . . \$20
- Rear view mirror . . . . . \$5
- Emergency brake and complete cable assembly . . . . . \$15
- Oil pressure gauge . . . . . \$10

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