

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



Volume 12, No. 10 October 1973

P.O. Box 261 Los Alamitos, CA 90720

PRESIDENTIAL PROSE

By John Samson

As 1974 approaches we must look ahead to the election of Board members. Nine positions need be filled with members who are willing to work, innovate and develop the already existing programs. It is very important for the members to be present at the November meeting so the vote is truly representative of the club as a whole. Those members currently on the Board who will not run for position next year are Hoppy Hopkins, Joe Cannone, Tom Neuman, Lisa Boles, and myself. From my position this year it is easy to pick those members who were not on the Board but gave unselfishly of their time, and thus would be good candidates for the '74 Board. Bill Kohl, Bob Doss, Rueben Romero, Tammy Watanabe, Tom Hines, Blake Morris, Chris Boles, Emerson Barlow, and Bob Barlow. This list plus the incumbents obviously add up to more than nine, but the purpose of this article is only to point out that the four incumbents plus the eight names mentioned are all good considerations to form the Board, and I feel would keep the club vital and moving ahead. So please, be there and vote with thought.

CHRISTMAS PARTY!!!!!!

Our annual Christmas Party is scheduled for Saturday, December 15, hopefully 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!

The organization of the National Alfa Owners Club might be interesting to review as I am sure many members are not aware of it.

National EXECUTIVE Committee
(5 members)

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National Board of Directors

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Local Chapter Board of Directors

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General Membership

The five members of the National Executive Committee are nominated from National Board Members and elected by the Board of Directors at the Annual National Meeting. The National Board of Directors are composed of one representative from each local chapter (which for our chapter is the president) plus five directors-at-large whom are elected by a mail vote from the National General Membership. AROSC has excellent representation this year as Dale Jones is a Director-at-Large and I was elected to the Executive Committee of the National Board. I hope we represent our local chapter in a fashion that will benefit both AROSC and the National Club. With this in mind, as you vote, remember one of the nine Board Members will represent you at the National level and may even be elected to the Executive Committee.

For the 1974 season, Solo I representation by Alfas is shaping up to be excellent. Bill Kohl will be there with his 1750 Spider, Bob Barlow is currently preparing a 1600 GTV

for B sedan class, Jim Neuman is working on financing plans for his effort, Neil Meyer is seriously negotiating for the purchase of a 1300 Spider, a current Porsche Owner is planning to procure a 1300 Spider, join AROSC and run in our Time Trials and Solo I, and if all holds together we will be back with our 2000 GTV. 1974 should be a fun year for Alfanauts in the SCCA Solo I events. Anyone interested in more Solo I information should contact Rueben Romero, Bill Kohl, or myself.

We are currently working on the 1974 Alfa Time Trial Code so the code will be available to the members by January 1974. Four events are planned for next year utilizing Riverside, Pomona, Willow Springs and hopefully Ontario. Start preparing your cars for 1974 now so you will not miss a single event.

See you at the November meeting; that will be your chance to express your will.

WHITE TURKEY SALE!!!!!!!!!!

Start cleaning out your garage now for the annual white turkey sale at the November meeting. Bring all your used or unused Alfa parts that you no longer need and see them auctioned off with a small percentage going to the club to help with the Christmas Party financing. Bring your checkbook or green cash and pick up on good deals on engines, gearboxes, pistons, tires, wheels, etc. Don't forget, reserve November 16th for the annual white turkey sale at our regular club meeting place in Santa Fe Springs.

Slalom Column

By Jim Neuman

In the latest team point standings released by SCCSCC, AROSC has slipped from a 1st place tie into 2nd place. However, the gap between 1st and 2nd is small, so we still have a decent chance to win the championship. This is the best team showing that AROSC has made in quite a few years, and I would like to congratulate my fellow team members: Dick Harmon, Rueben Romero, John Samson, Tom Sponsler, Bob McQuigg, Rich Payne, Neil Meyer, Joe Cannone, Susie Harmon, Martha Franke, Bob Barlow, Dave Meredyth, Bill Franke, and Doug Harmon.

On November 4th, the latest championship slalom of 1973 will take place. This event is being co-sponsored by AROSC and Pacific Sports Car Club. As I have mentioned before, it is most important that all the slalomists work the event. If you don't, SCCSCC will impose a penalty on your year-end points total. For those of you who don't slalom, but are curious about the sport, this would be a good chance for you to come out and get a first-hand look at a well-run slalom, and also to meet some new friends, both in AROSC and in Pacific Sports Car Club, which is the all-time points leader in Southern California slaloming. The event will be at Famosa Raceway, near Bakersfield. If you put your name and phone no. on the sign-up sheet at the last AROSC meeting, I'll be contacting you with info as to time and place for the workers to meet. If you didn't sign up, but would like more info, or want to volunteer, call me at (213) 481-3225 days or (213) 374-3929 evenings. If you want to spend

the weekend in Bakersfield (a number of people will be doing this), there will also be a slalom at Famosa on Saturday, November 3rd. The Saturday slalom has no class run order.

The remaining events for the year are listed in the Calendar of Events section. Note that some changes have been made since last month.

Calendar of Events

10/14	Pico Rivera Ford Plant (O) HJKLABCDEFGMNS
10/13-14	Can-Am at Laguna Seca
10/20	AROSC Time Trial at Willow Springs
10/21	Riverside Raceway (C) GHJSDEFBMLKAN
10/27-28	Can-Am and Penske Race of Champions at Riverside Raceway
10/28	Jungleland (O)
11/3	Famosa Raceway (O)
11/4	Famosa Raceway (C) AROSC and Pacific Sports Car Club
11/11	(O)
11/18	(O)
11/24-25	Riverside Raceway Solo I
12/8-9	Ontario-Solo I

THE SEPTEMBER GIMMICK RALLY

A PERSONAL VIEW

By A. H. Gott

Even the oldrallywinner Hoppy missed two out of a possible thirty-nine sightings. Rally master Chris Boles had put together an intriguing recipe of mixed driving conditions which contained mundane to exquisite urban and country roads, and a passel of interesting sights--most of them timed to help driver and navigator miss a not-so-obvious clue.

Our own participation started almost half an hour late--I said from a traffic jam caused by a transformer fire on a pole in Claremont. My navigator said from my not being able to find the parking lot where the rally master was starting cars. After all, there seemed to be at least a dozen parking lots in the immediate vicinity of the Sepulveda Dam. There had to be something about AROSC in the neighborhood, though, 'cause I recognized three Alfas heading for the Ventura Freeway.

After making amends to Chris and Lisa, and thanking them for waiting so long, we carefully read the rally sheet before leaving the parking lot (by the tennis courts). And, promptly missed the warning sign at the freeway entrance which contained the exact legend of what is prohibited on the freeway(?). An exhilarating discussion about who should have really noticed that one almost led to passing an obvious exit sign named after an automobile (De Soto). Some time after returning to surface streets and travelling up to the Simi Valley Freeway, we knew that the end of the first leg was

approaching as we tried to figure out what had really been on the no longer visible down side of the water tower at the start of 118.

With true religious charity, the rally sheets allowed as to how we could, if really interested, begin the second leg as we exited the west end of "the Simi". Fine. Once again, while cleverly anticipating how not to miss anything, we caught the \$308,632.73 going down the new flood control drain (as we went by--and had to walk back). And immediately almost missed a tiny auto scrubber sign which would have been lost entirely if there hadn't been alot of previous discussion about "what in the world is an auto scrubber likely to be, anyway?"

As we slowly moved into the higher back country, we sighted one other rally Alfa, moving much faster than we deemed prudent, while loudly proclaiming who was going to pay for the divorce lawyer we were adamant about finding when we got to Fillmore. The rest of the roads and sights were so attention-getting, that it all seemed part of a diabolical plan to aid and abet dropped sightings.

There was one last treat in store. The last sighting on entering Fillmore turned out to be virtual--the bridge over the river had no name plate, and a few lucky souls (with prior rally experience) knew enough to stop in at a gas station and ASK.

As the seven (pity) teams unwound, relaxed, and argued about whether it was "Tri-Valley TV Service" or "Tri Valley Antenna Service", we all "rollypollyized" ourselves on Lisa's magnificent meal. Those of you who have never been invited, don't turn down an invitation if you ever get one--words don't do justice at all.

Oct 1973

Results:

1st-Oldrallywinner and wife, Ann, won a trophy donated by Tom Sponsler,

2nd-Roger and Carol Sampson won a bottle of wine donated by Samero Racing Enterprises,

3rd-Allan Gott Racing Team won a bottle of wine donated by Chris and Lisa Boles.

For Sale

2 bucket seats, \$100 each; cloth top including all metal frame, \$200; top boot cover, \$25; 2 sun visors, \$5 each; 1 Ansa exhaust system, \$50; seat belts, \$10; radio, \$50; heater, \$40; hubcaps, \$10 (2 sets); front bumpers, \$50; rear bumpers (2 sets, \$50 each; cent console, \$15; windshield wash pump, \$5; rubber floor mats, \$10. All these items are from a 1750 Spider. Contact Bill Wohl, 329 Holly Leaf Way, Diamond Bar, Calif. (213) 683-7294 work; (714) 595-2422 home.

1967 Alfa Romeo GTV 1600. Webers, one owner, red. 30,000 original miles, consistant concours winner in 3 years of Southern California concours circuit. Two Best of Show awards plus many others. Much chrome in engine compartment. Koni's, Pirelli 185 x 15 VR 70's, 1750 rear anti-sway bar. 6" wide chrome stock wheels. Q.I. driving and fog lamps. New plush scarlet carpet by professional. Too many other extras and features to list. Perfect mechanical condition, the rest is magnificent. Must be the finest Alfa in the country. Never raced, never wrecked, never dinged. Paul Ebeyer 8619 E. Valley View Road, Scottsdale, Arizona. 85253 (602) 946-3987 evenings or (602) 947-4201 days. Call or write for full details.

WANTED: 101 series 1300 Veloce intake manifold. Cash or trade 1300 engine or transmission parts. Joe Richardson (213) 442-2331 after 7:00 p.m.

1600 GTA racing crankshaft, forged, nitrated, and balanced, no longer available from Alfa Romeo. Original cost \$400, asking \$175. Also 1600 heavy duty rods, GTA street pistons and liners. Many more Alfa parts. Hector Vazquez 17632 Horace Street, Granada Hills, Calif. 91344 (213) 989-4070 or 360-0737.

ACROSS THE WIDE ATLANTIC

By Tom Sponsler
AROSC London Correspondent

"...The first impression of the cars here is that they are all small, our Volvo is a large vehicle here. There are all kinds of cars no longer imported in the U.S. and many never seen on our streets. Alfas are fairly rare; have seen all models but Supers are in greatest evidence. All 2000 models are sold here as well as the Montreal, GT Jr. (1600), Super, Alfetta and Alfasud. The Alfasud was recently road tested by Auto Car and Motor. The 1186 cc engine develops 63 bhp (DIN) at 6000 rpm and 62 ft. lbs. torque at 3500 rpm. They got an average top speed of 92 mph; 0-60 mph in about 14.5 sec; 1/4 mile is about 19.5 sec. at 69 mph. Estimated overall mileage was about 30 mpg. Performance for size of engine said to be very good, but only average for price of car. They both said it has excellent handling (best of all was front wheel drive) and roadholding and liked rach and pinion steering.

Both said engine can and probably will go to 1600 cc before too long. Ride was comfortable, very roomy for size, quiet and refined. They said it had sluggish top gear acceleration (owing to close 1 to 3 and .966 4th and lack of torque). Trim and equipment said to be sparse for Alfa and price. Both suggested including optional carpets and brake servo. Basic price sans taxes is \$2925 with \$38 and servo and \$44 for carpets additional. Total price in U.K. is about \$100 less than Fiat 128 Coupe. The Alfetta (1779 cc) sells for about \$125 less than 2000 Sedan. Montreal sells for about double price of 2000 Sedan. Escort RS 1600 (0-60 in 8.5 sec.) sells for about \$1750 less than Berlina and Dolomite Sprint (16 valves, 0-60 in 8.5 sec.) about \$1550 less than Berlina.

RAC II for Group 2 Saloons was held last Sunday. BMW-Alpina won with Capri 2nd and another BMW 3rd. Escort RS 1600's were 4th and 5th. First Alfa was Facetti in GTA in 6th. Alfa has piston problems and recently homologated Alfetta did not show. We plan to attend F5000 and British Saloon races at Brands Hatch on October 21 and Earl's Court Motorshow in mid-October. I will report on them next month. Set of four Minilete road wheels (13" x 5") sells for \$87.00 here; how does that compare?"

TECH TIPS

Last month my article was on oil filters. Here is something for those of you who own the new 2 liters. A Fiat 124 spin-on oil filter from 1968 up will fit perfectly. So put that info in a safe place if you get out in the sticks. Also, the Fram CH993BPL will fit all the Alfas except the 2 liters.

For those of you who have the early 1750's and Duetto's, now is the time to clean those fuse boxes under the hood. Clean all the fuses and terminals with a soft wire brush. Push the terminals in so they make good connection and then use a light spray of ignition sealer after the fuses are in and everything works.

Wet weather is coming so check your wiper blades if you haven't already replaced them.

Clean the terminals on your battery periodically. With the cold and wet weather you'll need all the cranking power your battery can provide. While you're at it, have your specific gravity of the acid checked to see if your battery needs replacing.

ELBOW GREASE-WORKS

By Chris Boles

After four months of slow prep of getting a car ready for a concours event, it finally paid off. Only to my dismay of not being 100-point perfect because of a busted headlight, a cracked windshield and a stitched seat w/ the wrong color of thread were only temporary setbacks. A quick switch with a Q.I. from my Spider cured the headlight. Three days at the glass shop cured the cracked windshield, only to have some curious jerk open the hood while the windshield was out. The result was devastating. The Sylmar earthquake was mild compared to how I shook with rage when I found out that the result was a wiper blade through my dash. The

parts I ordered to bring the car up to new standards were all "on back order", so some things were not up to new standards. I called Jim Stephens to check on the gas and weather in the Bay area. Plenty of both. Good weather all weekend. So, I cleaned and painted like crazy 'till 2 a.m. the day before we were to drive up.

We headed out towards Interstate 5 only to pass a 2 liter GTV who looked like we were some kind of nuts waving and flashing headlights. That was the only Alfa seen the rest of the day. On Interstate 5 the wind was blowing dust something awful and that wiped out all the cleaning I had done the night before. Just as we hit San Francisco the rain came dripping down.

It rained all night! So, we pushed off towards the appointed area with thoughts of no one being there as they probably were washed out to see via the Golden Gate Bridge. As we meandered over the curves through a beautiful wet Alfa-road, I was skeptical of the turn-out for the event. We found our way over some rather large speed bumps to find two Alfas having previously arrived. Easy win in our class! As the day wore on more and more Alfa's showed up. Food and beer came in the trunks!

While we jawed and argued the judges were crawling in and out of cars (comparing one car to another) holding open their umbrellas! That's a feat to be seen! As a bribe to the judges I thought I saw thicker than usual hamburgers and lots of beer flowing in their direction. With words catching in my ears, "But I've already had 6 burgers and 3 beers!"

So when it was all over they gave out some hand-made trophies which were just beautiful! You don't hang these in your bathroom for storing used toothbrushes! I cleaned house in our category and took the class for the cleanest Alfa that was driven the farthest to the event.

We had a great time and hope to come back again. The enthusiasm of NORCAL is great and so are the people! Thanks again for a good time! (You people missed it!).

INTERCHANGEABLE PARTS
(Reprinted from the Alfa Romeo
Owners Club of San Diego Romeo
and Giulietta)

For the members who occasionally venture miles away from their friendly neighborhood Alfa dealer, or for those who would like to take trips in their Alfa, but are afraid of being stranded in Aardvark Hair, North Dakota, here are some American type equivalent part numbers that may help to ease that fear.

BEARINGS

Driveshaft support	30x62x24mm
Federal	fs88506
New Departure	xd88506
SKF	88506/CB
General Motors	GM#954176
Chrysler	201038

30x62x16mm	
Federal	1206RR
New Departure	99506
SKF	6206/2RS

Front Wheel Inner	
Timken	30206

Front Wheel Outer	
Timken	32303

<u>Rear Wheel</u>	<u>Giulietta</u>	<u>Giulia</u>
Federal	FS88136	FS88507
New Departure	88136	88507
SKF	88136	88507
General Motors	GM95425	

Water Pump (Giulietta Only)

Federal	1202RR
New Departure	99502
SKF	6202RS
Fafnir	202FF

Shock Absorbers

Front-Gabriel #63191-B or Extra heavy duty adjustable E Koni #80C-1039

Rear-Gabriel #45138-/B or Heavy duty adjustable Koni #80-1193

NOTE: Gabriel shocks are sold through Napa dealers under the trade name "BRIGGS".

Ignition Switch

Delco 1116563 (GM)

For 1300 and 1600 Normals, a 1953 through 1960 Chevrolet or any Pontiac thermostat fits good.

The good type "O" rings between the block and the head are General Motors P/N GH3835333. They are neoprene, have a square cross section, and are thicker than the standard Alfa "O" rings. These are available at any Chevy dealer.

A Dawtsoon Fairylady (?) lower timing chain will fit if four links are removed and a master link is used.

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LOOK FOR OUR 2,000 GTV AT THE SOLO EVENTS

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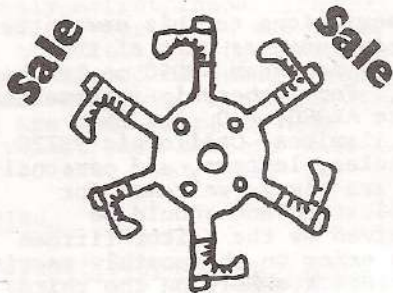
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