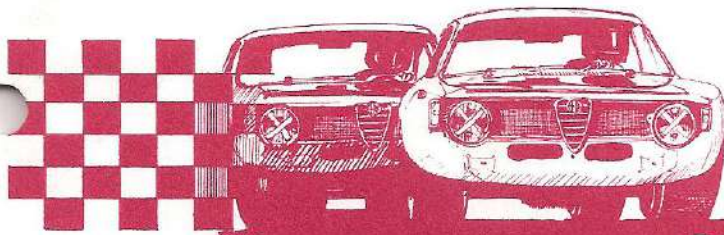


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 13, No. 4 APRIL 1974 P.O. Box 261, Los Alamitos, Ca. 90702

PRESIDENTIAL PROSE

- By Bill Kohl

In my January column, you had a chance to read about your new Board of Directors. Now I would like to acquaint you with two gentlemen from Alfa Romeo Incorporated who have always given the club their loyal support and have been a key factor in the success of our club.

Marco A. Messi was appointed Director of Alfa Romeo, Inc., Western Division, El Segundo, California in June of 1973. A new graduate from the University of Turin, Italy, Messi, 44, began his career in the automotive industry with FIAT in 1955. He joined Alfa Romeo in 1972 and headed this Company's operations in South Africa from 1964 to 1969 and Australia from 1969 to 1973.

He is married to the former Flora Adamian of Teheran. They have two children; Elena, 12 and Filippo, 10. Family hobbies include tennis, swimming, and traveling. The Messi's make their home in the Brentwood Hills, West Los Angeles.

Luciano Morra was appointed Sales Promotion and Public Relations Manager of Alfa Romeo Inc., Western Division, El Segundo, California in January, 1969. A native of Italy and a 14 year resident of Southern California, Morra, 43, had been associated with the Italian Trade Commissioner in Los Angeles as a Trade Analyst, Public Relations Officer and Assistant Trade Commissioner since 1960. Prior to his arrival

APRIL MEETING

We have tentatively arranged for a prominent individual from the automobile field to speak. Since our speaker is not definitely confirmed, we will have a 16mm sound film from Alfa as alternative entertainment.

POMONA TIME TRIAL

Sponsored by Peter Satori, Ltd.

The 1974 AROSC/SATORI Time Trial plans will be completed by the time this issue reaches the membership. To be held at LA County Fairgrounds on Saturday, April 20, the event offers the first club opportunity of the year for road course driving.

As was announced last month, the driver's meeting will be held at 8:00 am. A strong effort will be made to maximize morning practice run time, and the goal is to allow three timed runs per driver starting immediately after lunch.

Note that this year AROSC will change the award procedure, and present trophies at the first general membership meeting following the event. There are several reasons for this step, one of the more important being improved sponsor recognition.

PLEASE SIGN THE WORK SHEETS POSTED AT THE APRIL GENERAL MEETING!!!

COMPETITION REPORT

By Allan H. Gott

First off, AROSC will co-sponsor "SLALOM OF THE PACIFIC" with Pacific Sports Car Club at the Big "O" on Sunday, April 28, 1974. As most of you know, we have to co-sponsor a minimum of one championship event per year, or we lose points and kind of get grumped at by all the other clubs--it really does take work to stage an event! We need to have about 10 course workers to do a good job--please see A. Gott for details. AROSC course worker party after the event Sunday-1604 Lynoak Dr., Claremont.

Otherwise, all kinds of interesting things have begun to happen as the year begins to really get moving. One of the items of current interest is that the gas shortage and odd-even buying has not seemed to diminish participation in either (SCCSCC) Slalom or Solo I events. The Solo I crowd will get some more data though when the upcoming Willow Springs Solo I Championship is run off on April 6th and 7th. There will be a report on AROSC attendance and general level of participation at our April, General Meeting.

So far this year, the AROSC Slalom team has been represented by Dick, Doug, and Sue Harmon, and Chris and Lisa Boles. From what Dick says, some more help would be welcome--and he's right. For those of you that are new, slaloms are fun, and they are a good, inexpensive way to learn more about how to drive your Alfa.

One item of side interest; The writer remembers Dale Jones once saying in front of a General Meeting that few Alfa owners have ever had the distinction of having had the rear end come around on dry pavement. For whatever it is worth, this can be accomplished by running all four wheels at 35 psi, and driving too fast on a Slalom course--worked twice in a row at the same hairpin!



ALFACIONADA

PRESIDENTIAL PROSE - CONTINUED

in the United States, he had served for five years with the U.S. Information Agency in Naples, Italy as an Information Specialist.

Luciano and his wife, Patricia, make their home in Pacific Palisades with their three children; Lorendana, 15, Bob, 13 and Mirella, 10. Family hobbies include all sorts of sports, music, cooking, and--- participation in the AROSC meetings.



CASOC INLAND CENTER CAR CLUB CHAMPIONSHIP SLALOM

On March 17th, the AROSC Slalom Team made the long journey from Thousand Oaks and Fillmore to the Pomona Fairgrounds for the first Championship Slalom of the 1974 season. Class K was moderate in size and we were up against a Mazda, a Mustang, Fiat 124's, Camero's, Corvairs, and Datsun 1600's. The course was long and fast, but it had several 1st gear turns. Dick went out first and after his second run he had gotten his time down to 86.36 from a 88.10, but it wasn't good enough to catch Patrick Pearson who consistently got 84's in his Camero. Doug Harmon went out to try his luck and got down to an 88.91. Chris Boles got a very good 89.21, considering this was his first SCCSCC slalom. I went out for my first run and got a very surprising 85.95. It must have been beginner's luck all over again because my second and third runs were very slow! Sue Harmon had a good time of 92.74, good

CONTINUED ON PAGE 8



GIULIA SUPER

AROSC CLUB RALLY

On Saturday, March 16th, thirty Alfa enthusiasts gathered at the Little Lake Park in Santa Fe Springs for another of Hoppy's "easy" rallies. It started off to be easy until we got to the point where the streets began changing names and we missed one street and drove two miles before we discovered our error. We finally got back on course and found it's hard to make up time when your speedometer fluctuates within a ten mile-per-hour span and you don't know how fast you're going. After finding our way through Whittier, we finally came to the "T" intersection at Beverly Blvd. where we turned right and continued onto Turnbull Canyon Road. Turnbull Canyon seemed like it would have been fun to drive at night had my driver been able to see; we have the crummy American headlights on our Spider and for a while we barely missed oncoming cars and retaining walls. I was never so glad to get to a checkpoint. I was handed our control card with our out time on it and then I discovered that neither of us had remembered to bring along a watch. So we guessed at our out time and continued on our way.

Everything went pretty smooth until we drove down Diamond Bar Blvd. and were looking for a street sign on the left that said "Gold Rush." Everytime we came to a street on the left, my driver would slow down and I would whip out my flashlight to see the street sign. We got bunched up with two other rally cars and whatever the first car would do (Tom Suter's Berlina), the rest would follow. "Gold Rush" turned out to be a brand new street in a tract with no houses as of yet. Hoppy had warned us about the sand in the street, but that didn't seem to be much of a problem. We left the tract and wandered into another (this one had houses in it) and finally came back to "Gold Rush," turning right at the first OPP (first opportunity on the right) and drove around the corner into the checkpoint and the end of the rally.

I think the part I enjoyed the most was watching all the other teams try and find the last checkpoint. We could see Diamond Bar Blvd. from the end of the rally and every time someone on the boulevard would make a wrong turn or see the "AROSC NO" goof sign, we'd all laugh hysterically. Even the Gott Rally Team made it to the end without missing a checkpoint. We all caravaned over to the Kohl's house, Alfa following Alfa and roaring around corners, each driver trying to outdo the next and the navigators hanging on for dear life! We wound up as a traffic jam at the Kohl's house which is located in a cul-de-sac. Everyone headed for the beer and food and the results were announced. One of our newest members, Sel Ramsey, put us all to shame by taking first place on his very first rally ever with help from Pat Suter who graciously volunteered to be his navigator (he can thank Tom Suter for that!).

I would like to thank Roger and Linda Sampson (they're the Sampson's with one kid; not ten!) and Bob Ritz for working the first checkpoint and for Hoppy and Anne for giving us such an enjoyable rally. I would also like to thank the Kohl's for providing their house for the party and all the delicious food. Roger and Linda have donated some rally signs to the club so that gives us a real good excuse to put on alot more rallies. See you at the next AROSC rally!

Chris Boles



SQUIRT-SQUIRT

From the number of questions received it is quite apparent that cleaning the windshield on older ALFAs is a fascinating subject to many owners, particularly when it can be accomplished by pushing the pedal provided on the driver's side firewall. Unfortunately, due to age, poor design, etc., the following failures occur:

- a. the squirt is inadequate;
- b. there is no squirt;
- c. the windshield wipers don't turn on.

ALFA has provided a solution! Buy a new 2000 and you too can have a motorized pump squirter and ALFA joins the ranks of the lesser machines, many of which have had them all along. Seriously, the solution is available without trading in your older Precious Jewel, since there are a variety of motorized squirters available including the very one installed on the newest 2000s.

ALFA has even provided a Service Bulletin telling how the job may be done using the existing foot switch on the '72 and '73 models. They don't provide instructions for earlier models since the power circuit differs somewhat on these. (Group 10, No. 25.)

On the earlier 2000s, one can buy (price unstated) as a kit Part No. WW712.

Once the kit is in hand, the pump motor may be:

- a. installed without bracket under the flap on the washer bag (Berlina, GTV);
- b. bolted to firewall with bracket (Spider);
- c. grounded with wire to chassis by means of a nearby bolt or sheet metal screw (all models).

The supply tube from the bag or plastic tank is plugged onto the pump inlet with the tube being cut in some cases and that portion leading to the foot switch installed on the pump outlet.

The next step in the installation is to pull the AMP connector off the foot switch, pull the solid blue or grey wire from this block, tape it off and replace it with a female AMP terminal attached to the Plus wire from the pump motor. When the connector is replaced on the switch the pump will operate whenever the foot switch is depressed. One disadvantage: the wipers only work when the regular toggle switch is operated. (On the Berlina the bag must be raised so the motor will clear the air cleaner--use two 10500.61.144.02 clips to do this.)

The foregoing is all well and good, but I happen to like the wipers working with the foot switch. On the 2000s therefore I suggest that either the blue or grey wire be connected to the output side of a headlight relay (J.C. Whitney Cat. No. 42-279 for example) with the switch side of the relay connected or spliced to the wire from the pump motor. The battery supply "hot" or plus side of the relay should be connected or spliced to any convenient source of plus battery including that at the foot switch connector. Without the relay, merely splicing the wiper motor lead into the hot lead from the pump motor would result in pumping all the washer fluid out every time the wiper switch is operated plus possibly burning out the pump motor.

On the 1750s and earlier models, the wiper motor is wired hot or to the ungrounded side of the battery and the wiper switch grounds the motor. The foot switch does the same thing as the wiper switch and one of the terminals on it instead of being plus battery is ground.

CONTINUED ON PAGE 9

TECH TALK

Well, owners, you either have encountered this problem or you will. **WET ELECTRICAL SYSTEM!** What do you do? The problem occurs in several areas. There could be grounded wires, corroded fuses, wet points, or wet ignition wires.

Most common to us here in Southern California is fog condensation. As a hot engine cools in moist weather, it tends to pull in the cold moist air as the various components contract. The most common source is the distributor. It is enclosed and traps this moisture. So, when you start your car in the morning, either the points are wet or the distributor cap contacts are wet and won't pass the electricity. Disconnect the cap and with a dry rag wipe the inside of the cap dry. This will allow you to wipe down the contacts on your points if they should be wet.

Duetto's, Supers, T.I.'s, 2600's, and early 2000's have the fuse boxes outside the engine compartment. The source of the problem here is corroded fuses and contacts. Occasionally, clean the contacts with a small wire brush and the ends of the fuses. Before replacing the fuses, check the connections on the fuse block for tightness and corrosion. Clean as necessary. Push the fuse contact points towards the center to provide a tight contact when you replace your fuses. Your local VW dealer will sell you (for a small fee) a set of eight (8) fuses in a packet. This is good insurance because not all places carry pointed fuses for foreign cars. Silicone or ignition sealer works well to seal the contacts from moisture.

Old wires or poor connections are common sources of problems if your system should get wet. Make sure all electrical connections are clean. Dry and tighten. One good way to really find out how good your system is when you clean your engine at a quarter car wash. Usually, the cap and points are wet. Dry those first; if that doesn't work, look elsewhere.

Pass along any hints to me, if you have any. They will be included in future articles.

Chris Boles

ALFACIONADA

GENERATIONS

The 750 - The early Giulietta ('56 thru '59) is commonly referred to as the "750 series," although the part numbers begin with "1315." The later Giuliettas are referred to as the "101" series, & parts for these cars accordingly begin with "101." (except where they continue to use the earlier series, "1315." parts. Ever wonder where the 750 designation came from? I have. My best guess is that, during the fifties, 750 kg was a popular weight for small GT cars, & thus the appellation "750 series". The 705 series spider is 2 inches shorter than the later 101 spider, & is also about 200 lbs. lighter, (experience in working on both series tends to confirm this), so the earlier 750 body would be highly desirable as a sprint car (with 101 series suspension updates, of course.) The increase in length of the 101

CONTINUED ON PAGE 6

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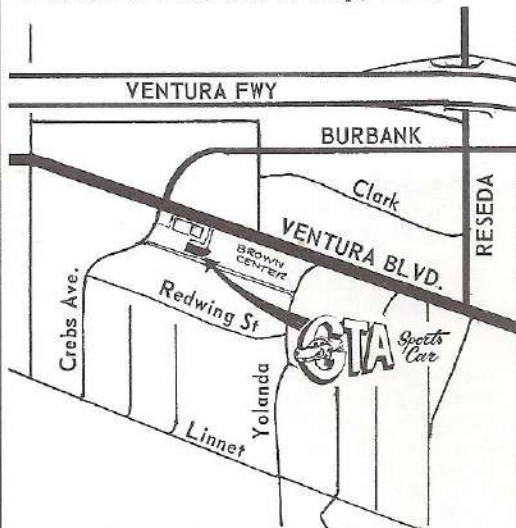
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YOU CAN READ THE AUTO WORLD
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Joe Cannone's "GTA Sports Car" is completing a new building at a different location. The walls are up and the interior is finished, awaiting the installation of overhead doors, electrical, and office facilities. The new service facility will be located at 18734 Ventura Blvd. (rear) between Crebs and Yolanda Streets in Tarzana. Joe expects to move in some time in May, 1974.



GENERATIONS CONTINUED

series is in the mid section of the car. Thus, for example, 750 series doors, tops & top frames, etc., would not fit a 101 series car due to the stretched chassis on the 101. In the power plant, the 101 engine has larger main bearing journals, but the con rod journals are the same size, so 750 con rods will fit a 101 engine. The 101 head is beefier but will fit a 750 block, except that 101 & 750 cam covers are not interchangeable, the 750 cam cover being narrower. Valves, valve seats, valve springs, & valve shims are also larger in the 101 series. 750 & 101 oil pans are interchangeable (but Veloce oil pans require the Veloce pump pickup.) Due to differences in the track width, 750 bucket seats are not interchangeable with 101 seats (nor are left & right seats interchangeable, as you will find out if you try to fold the seat forward with the door closed), 750 & 101 drive shafts are identical except for the section immediately behind the gearbox, which is shorter on the 750. 750 & 101 oil pumps are not swappable, because the 101 pump has an eccentric on the distributor drive cog; this eccentric actuates the fuel pump plunger. 750 & 101 front covers are not

CONTINUED ON PAGE 9





AROSC TIME TRIALS



Sponsored by **PETER SATORI Ltd.**

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TIME TRIAL AND DRIVER TRAINING SESSION

LOS ANGELES COUNTY FAIR GROUNDS

SATURDAY April 20, 1974

ENTRY - \$15

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ENTRY FORM



AROSC LA COUNTY FAIRGROUNDS TIME TRIAL April 20, 1974

Name: _____ Telephone: _____

Street: _____

City: _____ Zip Code: _____

Car Model and Year: _____ Disp: _____

Circle Class: A1 A2 A3 B1 B2 B3 C1 C2 C3 X Y Z _____

Date: _____ Signature: _____

CHAMPIONSHIP SLALOM CONTINUED

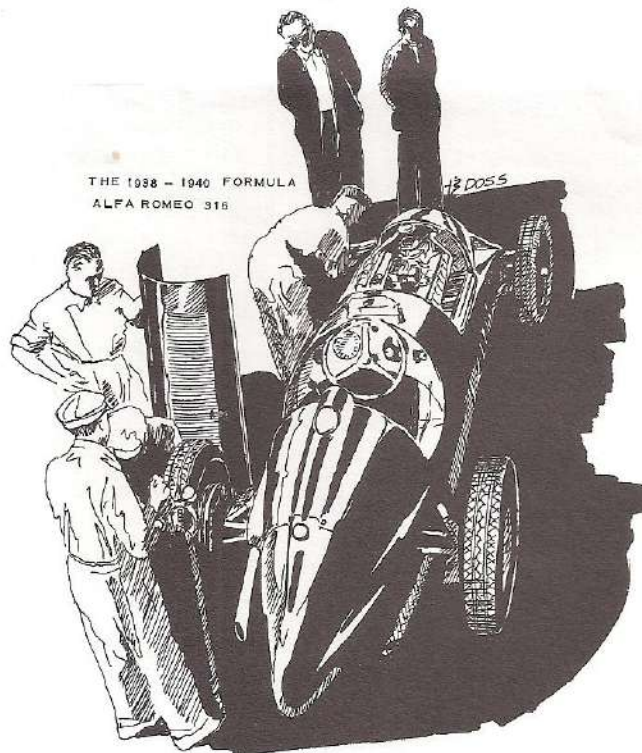
enough to put her in second place in the Women's Class K (Kw). Dick managed to get two or three reruns on his third run (I lost count!) and brought time down to 85.54 for second place overall in Class K.

A few Alfa people from the club did show up to watch us run and Chris flagged another Alfa at the event who isn't yet a member of AROSC.

The event was really well-organized and run the way we like to see a Championship Slalom run. It made me forget all the times in years past when we found ourselves running in the dark or not at all. In fact, CASOC worked so hard that they typed up official results at the slalom so the drivers could review them before going home.

Our Slalom Team needs all the support we can get if we are going to be competitive with the other teams. We would like to see you out at the slaloms even if you don't plan to run. It doesn't cost anything to be a spectator! Check the Calendar of Events Section in this newsletter and the Pitstops Section (in the Imported Car ads section of the L.A. Times). Pitstops is published two or three times a week and lists all kinds of car club events for Southern California.

Lisa Boles



SQUIRT-SQUIRT CONTINUED

Therefore, on these models a horn relay is used (J.C. Whitney Cat. No. 10-3696 or equivalent). The switch side of the horn relay is connected or spliced to the wiper motor lead with the output side of the relay going to the pump motor. As before, the battery supply to the relay is connected to some convenient point; in this case I suggest an accessory terminal on the fuse block.

A final word--the ALFA unit may be quite expensive. Therefore, why not use a washer unit off a wrecked Ford, or if one cannot be found, or, as an ALFA owner you wouldn't be found dead near a wrecking yard, try using J.C. Whitney Cat. No. 88-852 at \$8.98 plus shipping.

Happy Squirting!

Reprinted from "La Veloce Vita," newsletter of the Alfa Club of Colorado, March 1974.



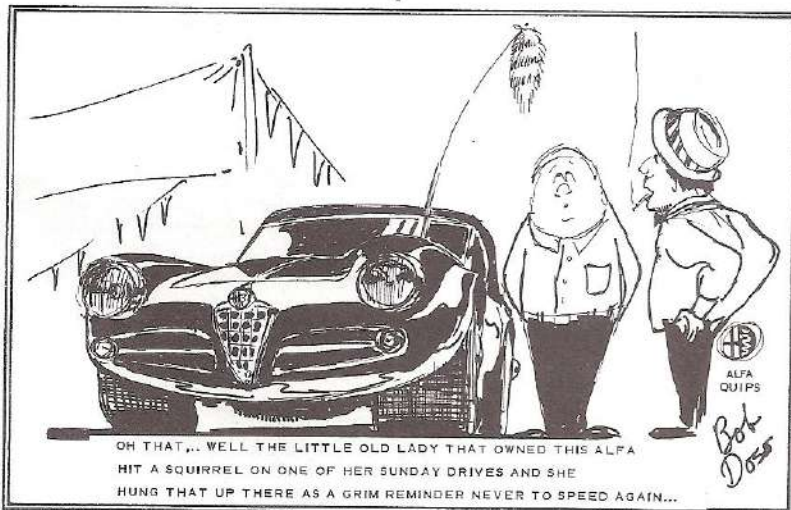
GENERATIONS CONTINUED

interchangeable because the 750 front covers lack the fuel pump bracket & plunger bore (but one could easily install an electric fuel pump.) All the other bits & pieces are pretty much interchangeable between the 750 & 101 series cars.

The 750 cars have a charming aire of antique fragility about them, a toylike character found in those cars which are also works of art, but belied by their performance. The 101 cars are heavier & stronger, but not quite as desirable to collector as a good 750 Veloce. Cars like the 750 would not survive for long in today's world, but then few good things do. These cars were built to be enjoyed, cared for, appreciated.....not consumed.

Thanks to - Len Parnell Alfa Mondo

Reprinted from the March 1974 issued of "Overheard Cams" of the Alfa Romeo Association, Hayward, Calif.



OH THAT... WELL THE LITTLE OLD LADY THAT OWNED THIS ALFA HIT A SQUIRREL ON ONE OF HER SUNDAY DRIVES AND SHE HUNG THAT UP THERE AS A GRIM REMINDER NEVER TO SPEED AGAIN...

AROSC-SCCSCC CALENDAR OF EVENTS

1974

April 20	Time Trial	AROSC - Gott Pomono Fairgrounds
April 21	Slalom	Cancelled
April 28	Slalom	Championship PSCC-AROSC Big "O"
May 5	Open Date	
May 11, 12	Solo I School	Riverside
May 18, 19	Time Trial	College & Corvette Sup. Sport Lone Pine Note: Pre-entry only, closes May 10
May 26	Slalom	Open Safari/FCCA Long Beach
June 1	Time Trial	AROSC - Kohl Riverside
June 2	Slalom	Championship SCOCNH Pomona Fairgrounds
Sept 28	Time Trial	AROSC - Romero Riverside
Oct	Time Trial	AROSC - Meyer Location open

EDITOR'S NOTE

Beginning with the July issue, our advertising rates will be:

- \$ 10.00 per 1/4 page ad per issue or \$100.00 per year.
- \$ 17.50 per 1/2 page ad per issue or \$175.00 per year.
- \$ 30.00 per full page ad per issue or \$300.00 per year.



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