

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 13, No. 7 JULY 1974 P.O. Box 261, Los Alamitos, Ca. 90702

PRESIDENTIAL PROSE COMPETITION REPORT

- By Bill Kohl

FRANCO TARANTINO A MAN WITH EXPERIENCE

Those of you who attended our June 29th tour and Dyno Session at Econo Auto Center in Riverside will remember Franco Tarantino. I thought you might enjoy reading about his background and automotive experience.

If you combined the expertise of the finest in mechanical training and experience with the mastery of five languages and the skill of a third degree Black Belt in Jujitsu, Judo and Aikudo, you would have the extraordinary talents of Franco Tarantino, Shop Foreman, of Econo Auto Center, Inc., the Alfa Romeo dealer in Riverside, California.

Franco was brought to America through the determined efforts of Mr. Joe Vittone, owner of the Econo Auto Center complex, who met Franco nine years ago while in Italy, and decided that this highly skilled technician would be a valuable asset to Econo.

Beautiful Florence, Italy was Franco's birthplace on February 20, 1939.

Education is of prime concern to Franco, as he has the equivalent schooling of a four year university degree. Normal schooling in Italy consists of school in the morning for education and a trade school course in the afternoon. Franco chose the field of mechanics and gained

CONTINUED ON PAGE 2

COMPETITION REPORT - Allan H. Gott

This column is being written in Friday Harbor, Washington. There are no Alfa's here on San Juan Island, but I did see a lonely Fiat two days ago--'s mostly a motly assortment of whatever kind of Detroit Iron that can be loaded on a ferry in Annacortes.

Dick Harmon was to have represented AROSC at the June SCCSCC meeting, so presumably he will have some hot news at the July general meeting. Otherwise, the tail end of June was a little on the slow side. About the only items of interest come under the heading of changes: (1) A revision in the points awarded for the Pomona Time Trials, and (2) Some changes in the dates for the last two AROSC Time Trials dates. The point boo-boo was due to some slippery arithmetic by your Competition Director, and the corrected versions are published elsewhere. There are a variety of factors that contribute to the changes in locations for the last two Time Trials, but they are now ORANGE COUNTY on Sunday, August 4, and RIVERSIDE II on Sunday, October 19. We hope to continue the fine turnout from the first two events, and support ROMERO (Orange County) and MEYER (Riverside). There will be more on these Time Trials at the July general meeting, so plan to attend for last minute details.

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REVISED POMONA TIME TRIALS RESULTS

Place	Driver	Car	Best Lap	Points
Class B2				
1 Trophy	J. Samson	1750 GTV	134.44	100
2 Trophy	W. Ahl	1750 GTV	136.00	88.7
3	R. Smith	1300 Spyder	138.19	74.8
4	N. Mahoney	1600 Super	142.67	42.3
5	M. Kaplan	1750 GTV	DNR	--
Class Y				
1 Trophy	S. Kohl	1300 Spyder	130.24	100
2	B. Barlow	1600 GTV	131.81	88.1
3	R. Barlow	1600 GTV	DNR	--
Class X				
1 Trophy	C. Theriot	1600 GTA	128.88	100
2	R. Romero	2000 GTV	129.73	93.4
3	A. Gott	2000 GTV	140.04	22.0

PRESIDENTIAL PROSE - CONTINUED

his early experience from his country's trade schools.

Franco began his career in mechanics in 1953, at the age of fourteen, when he went to work for the distributor for the region of Tuscany, of which Florence is the capitol. He first worked on a Fiat Topolino and a Fiat 1.100 Balilla. While employed there, he also had the experience of working with more than 40 different models of Fiat automobiles. Racing is also an important part of Florence's life style, and Franco has raced with the best.

In 1957, Franco went to work in Bologna for the general importer of Volkswagen and Porsche. Franco began his employment as a mechanic, advanced to service adviser, and finally became shop foreman. The importer sponsored Franco for additional specialized training at both the Volkswagen factory at Wolfsburg, Germany and the Porsche plant at Stuttgart, Germany. While living there, he learned fluent German. He speaks French and Spanish as well. He supervised the training of men in Germany for a year, and then returned to Italy to work as service manager for the German branch importing VW's and Porsches.

While working as a director of service for the distributorship, he had the opportunity to modify a Porsche Carrera for racing. Racing in Italy is a national pastime. Narrow crooked streets of the villages are blocked off for several days at a time, and races are conducted in and through the towns while everyone is present to cheer their favorite. The race in Italy that compares with our Indy 500 is Monza. When asked if he had won the Monza race, Franco modestly admitted that he was the mechanic of the winning cars. During his racing career, Franco had the chance to meet Edgido Taruffi, Da Taraschi, Lorenzo Bandini, and Phil Hill, the American champion. He also met Enzo Ferrari, who invited him to tour the Ferrari facilities at Maranello. It was Ferrari himself who was impressed enough to encourage Franco by saying, "You have a racer's 'stoffa'." A rare compliment meaning championship material.

Dan Gurney was responsible for the meeting of Franco and Joe Vittone. Dan drove for Joe Vittone in 1956, and later went to Europe to race. In 1961, Dan was scheduled to race in Sicily's Grand Prix. He phoned Germany for a special-

ized mechanic. The German office told him that there was no need to send someone since Franco Tarantino was already there. Gurney listened. After enlisting Franco's help, he won first place in the race, and asked Franco to be his indispensable mechanic while in Italy.

Dan corresponded frequently with Joe Vittone, and while in Italy in 1964, Joe met Franco. Franco, at that time, had opened a garage for the repair of VW, Fiat, Alfa Romeo, Ford, Porsche, and Ferrari. He had located in the tourist town of Piombino. Realizing the ability and potential of Franco, Joe discussed with him the possibility of immigrating to America. Because of legal and bureaucratic red tape, it took nine long years of Joe Vittone's determination to succeed in bringing Franco to America.

Before coming to the United States, Franco attended a fifteen day course in the Alfa Romeo headquarters at Milano to gain experience in the repair of the models made for American export. He also spent twenty one days at the Piat factories in Torino. In addition, he devoted another fourteen days at the Spica center (fuel injection systems) in Livorno and at the Weber carburetor offices in Bologna.

On October 28, 1973, Franco, his wife, Gina and two sons, Danielle and Marco arrived in New York.

Franco's interest in the art of self defense has made him an expert in Judo, Jujitsu and Aikudo. Degrees of belts earned in these arts depend not only on skill, but also on achieving formal schooling. With ten years experience in these arts and four years of equivalent college courses, Franco has earned the highest degree of competency, the enivable 3rd Degree Black Belt. In 1963, he was the Champion of Italy.

Mechanics and the Oriental arts of self defense consume most of Franco's time, but he has a little time left to indulge in his other hobbies, puttering in his garden at home and indulging his intellectual interest in Philosophy.

America has been called the "Land of Opportunity." For this fascinating man with his ability and potential, the door of success is beginning to swing open. When you talk of the epitome of automotive skill and technique, you are indeed talking about Franco Tarantino. Salute Franco!



COMPETITION REPORT - CONTINUED

As a matter of interest, the reason for this column being typed in Friday Harbor is that your Competition Director is spending two weeks studying marine biology at the University of Washington Marine Biology Laboratories. Investigators from all over the world spend the summer months here--and some of them know quite a bit about automobiles. One researcher from Stockholm has been quite surprised to see Volvo and Saab here at the Lab parking lot. He also tells some hairy stories about starting his own Volvo in the Stockholm winter. Another researcher from Tokyo-Nagasaki learned about our aggressive American deer--one ran into the side of his car one night. The deer expired without knowing that it had done about \$300 damage in body damage.

See you all in July.



Alfa Romeo has named "Performance Parts Dealers," the first by the Italian firm in the U.S. Bobcor Comparts of Buffalo and Otto Zipper Alfa of Santa Monica will handle original Alfa Romeo performance parts, Autodelta-made racing options and accessories, technical information and special catalogs. Both are actively involved in racing, and will campaign Autodelta prepared automobiles this season.





AROSC TIME TRIALS



IT'S ORANGE COUNTY INTERNATIONAL RACEWAY AUGUST 4TH

NOTE: THIS IS A NEW DATE AS THE SEPTEMBER 28TH DATE
AT RIVERSIDE HAS BEEN CANCELLED!!!

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA
TIME TRIAL AND DRIVER TRAINING SESSION

SUNDAY AUGUST 4, 1974

ENTRY \$15.00 or \$25.00 mixed couple

PRE-ENTRY ONLY!!!

A MINIMUM OF 15 ENTRIES MUST BE RECEIVED BY JULY 19TH
THE NIGHT OF THE GENERAL MEETING, OR THE EVENT WILL
BE CANCELLED.

MAKE CHECKS PAYABLE TO AROSC AND MAIL TO: RUEBEN ROMERO
651 E. 46th Street
Long Beach, CA 90807

ENTRY FORM



ORANGE COUNTY INTERNATIONAL RACEWAY

AUGUST 4, 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 _____
(according to AROSC 1974 code)

Date: _____ Signature: _____

ALFA ROMEO 1750 SPIDER PARTS FOR SALE **** ALL PRICES SUBJECT TO BEST OFFER

<u>ITEMS</u>	<u>PRICE</u>
Two bucket seats	\$100 each
One top boot cover	25
Two sun visors	5 each
Two standard seat belt sets	10
Boman solid state AM radio including speaker and aerial	50
Heater	40
Rear bumpers	50
Air cleaner assembly	40
Windshield washer pump	5
Stock header (cyl. 2 @ 3 only)	12
Front windshield	40
Windshield wiper arms	5
One front bumper turn signal assembly (right side)	20
Side door glass	20 each
Gear shift knob	2
Windshield wiper motor and mechanism (Motor only \$25)	50
Head light rim covers	20
Head light socket assembly	12 each
Steering wheel turn signal and light assembly	20
Emergency brake and cable assembly	15
Oil pressure gauge	10
Fan	5
Stock cams	15 each
Fuel injection system:	
Injection pump	200
Injection manifold (including injectors and actuator)	60
	<u>\$983.00 Total price</u>

SPECIAL OFFER ON ENTIRE PARTS LIST, 20% OFF TOTAL PRICE
YOUR PRICE AT 20% OFF - \$775.00

Contact: Bill Kohl
Phone - Work 213-683-7294
Home 714-595-2422

CALENDAR OF EVENTS

July

- 6-7 SCCSOC - Slalom
Golden State Grand Prix -
Santa Maria
- 14 SCCSOC - Slalom Inland Center
open practice
- 20 AROSC Rally - Chris Boles
Chairman
- 21 SCCSOC - Slalom El Conjo/Otto
Kross - Open - Jungland
- 28 SCCSOC Slalom College/Cavallier
Championship - Pomona

August

- 4 SCCSOC Slalom - Saddleback -
Open
- 4 AROSC time trial Orange County
- 10-11 SCCSOC-SCCA - Solo - II Champion
ship - Riverside Int. Raceway
- 17 Pre-Christmas Party - Las
Vegas Night
- 31 Sept. 1 Solo - I Laguna Seca

September

- 8 SCCSOC - Slalom - Mestizo
Open
- 21 AROSC - Concourse - Dana Point

October

- 19 AROSC time trial - Riverside

ALFACIONADA

INSERT A

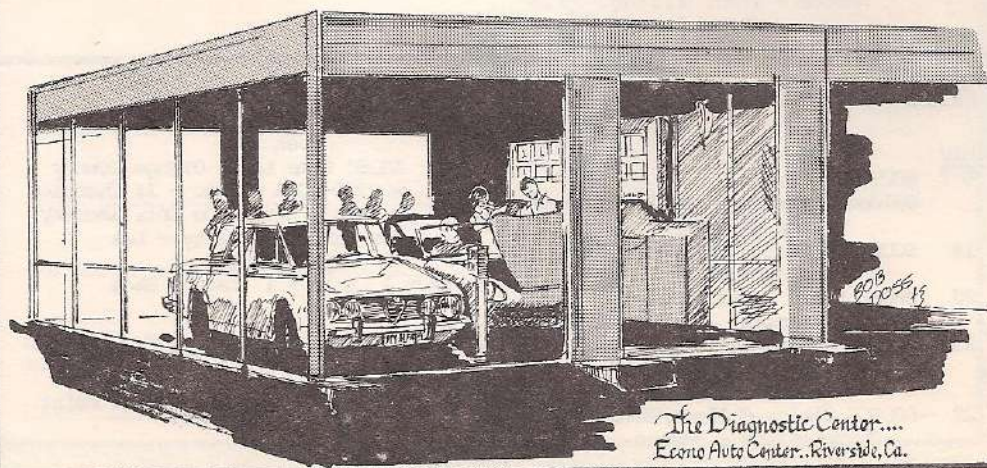
ECONO AUTO CENTER - JUNE 28TH DYNO SESSION

SPONSORED BY J. C. VITTONI

<u>Name</u>	<u>Car</u>	<u>R.P.M.</u>	<u>Horsepower Reading</u>
Rick Clemente	1967 Spider 1750	6500	125
Charlie Thieriot	1966 GTV 1600	6300	120
Sam Absher	1973 Spider 2000	6000	82
James Liu	1967 Spider 1600	4500	89
Harold Croulet	1973 GTV 2000	6000	92
Fred Rognsvoog	1963 Sprint Coupe 1600	6000	90
Don Bartholomew	1969 Berlina 1750	5000	85
Ian Evans	1967 GTV 1600	5000	75
Julie Doss	1969 Berlina 1750	5000	77
Mary Alice Cline	1973 Spider 2000	5000	85
Bill Biggs	1969 Spider 1750	5000	80

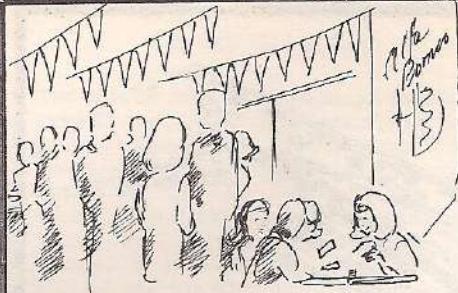
On behalf of the Alfa Club and its Board of Directors, I would like to thank Joe Vittone, President of Econo Auto Center in Riverside for sponsoring our June 28th Dyno Session. This was a very successful event with a great deal of important data received on many aspects of the cars. The areas which we covered were 1) A dynamic alignment check 2) Individual brake

effort and efficiency 3) Carbon monoxide reading 4) Hydro carbon reading 5) General Engine condition. Plugs, points, condenser and 6) Horsepower reading. Besides Joe Vittone, I would like to thank the following people from Econo Auto Center, who devoted the day toward making this a very successful event. Mary Alice Cline, Ed Leatherman, Franco Tarantino, Tom Ellard and Chuck Jones.



The Diagnostic Center...
Econo Auto Center, Riverside, Ca.

INSERT B



Don't miss: AROSC's

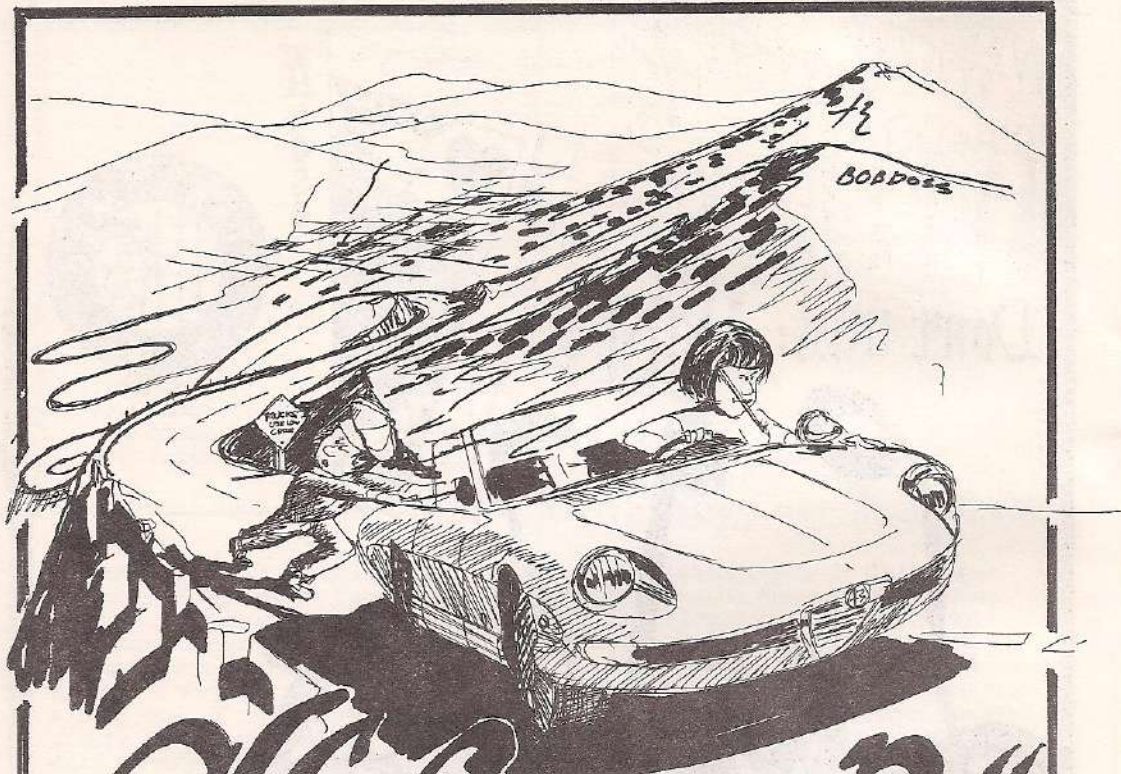
Las Vegas August 17th 1974 8:00 P.M. Night

Coming again!, Our Pre-Christmas Party/ Las Vegas Night. Our most successful event of the year! Here is the opportunity to learn and enjoy (for those of you who learned last year) the games of Las Vegas without the risk or loss of any funds. The dealers here can take the time to explain the fine points of the game, unlike their harried counterparts in Las Vegas.

Your cost is \$4.00 per person, \$7.50 per couple for dinner (mix provided) and the party. Prizes will be there for the lucky script winners.

The place is the Samson's home, 4419 California Avenue, Long Beach. 8:00 P.M., August 17th.

INSERT C



Alfa Economy Rally

ALFA-ECONOMY RUN

ALFA CLUB RALLY # 2

CRIS BOLES RALLYMASTER

Cost \$3.00/couple

RALLY JULY 20, 1974 AT 10 A.M.

Starts at Standard Gas Station at corner of Fletcher
and Riverside Drive, Glendale

Approximately 80 miles long - Easy rally! Beer, watermelon, soft drinks,
swimming, etc.

Classes - 1300, 1600, 1750, 2LTR, "Other Cars".

INSERT D

THE NEW 1974 ALFAS.

The Alfetta will be introduced to the U.S. market next year, the Alfasud can be expected during 1976, and a Targa-type roadster with Alfetta running gear may supercede the 2000 Spider Veloce if and when Federal roll-over standards lock the latter out of this market, Alfantics has learned in an exclusive report obtained at the International Imported Automobile Show in New York recently.

We were also told there is "no way" the Montreal will come to these shores in the foreseeable future.

The Alfetta will begin arriving sometime "during '75," our source says, and the Alfasud will probably come in "late in '76." On the spider he said that "we intend to bring this car in as long as we are able" but that there is an "Alfetta prototype with a Targa-type top" in existence to cover the possibility that ordinary convertibles will be prohibited.

Any Alfetta models that come here may have the 2000 engine and running gear instead of the 1750 now used in it, he added.

He did not say whether or not the prototype roadster is the same Pininfarina Alfetta Spider idea car that has been shown in Europe for more than a year.

The 1974 cars introduced at the show are up in price again but in one case there is an interesting new item of standard equipment to compensate for this fact. The 1974 Berlina will list for \$5,350 here (it was \$4,267 just two years ago); the roadster costs \$6,550 (it was \$4,961 in 1972); and the GTV will go for \$6,450 (it used to be \$5,262). Cast magnesium wheels are now standard on the Spider and cost \$195 on the other two models; air conditioning is available on the GTV and the sedan for \$595.

CONTINUED ON PAGE 6

TECHNICAL TIPS

FOURTEEN INCH WHEELS FOR YOUR EARLY DUETTO

Early Duetto owners might be interest in changing their 15 in. wheels for the current model 14 in. type. This can be done--at some cost in time, effort and dollars.

Advantages

Good looking; fancy hubcaps; lower; better selection of tires with broader tread; better resale value; better handling.

Disadvantages

Reduced ground clearance; requires a stud change on the LH wheel hubs; requires front wheel spacers; the original lug wrench won't fit. And of course, you'll need 5 new rims, tires--plus new hub caps, special nuts, studs and some machine work.

Step-by-step instructions for making this change will be presented in another issue. However, for now, I will briefly explain why an apparently simple wheel change entails so much work.

1. Wheel Studs. Alfa's up to and including 1967 use a combination of RH and LH threads on the wheel studs. Typically the RH (passenger) side of the car uses RH threads. The LH (driver's) side uses LH threads. Cars after 1967 switched to RH nuts all around. What's the problem then?

The cute little hubcaps which go with the 14 in. wheels are held on with special shouldered cap nuts. These are available in RH thread only. So if you want to do the job properly (the Alfa way), you'll have to change the studs on the LH side of the car. If you're an ex-British car owner you may be content to do without the cute little hub caps--. In that case, you can use the original LH - RH nuts.

CONTINUED ON PAGE 6



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Fourteen Inch Wheels for your Early Duetto

2. Front Wheel Clearance. Duetto's after '67 went from Dunlop to ATE brakes ('67 TI Super and '67 GTV have ATE). The front ATE brake housing is smaller and clears the 14 in. wheels. However, the Dunlop housing is larger and will not clear the inside surface on the 14 in. wheels. A spacer is required between the hub and the wheel, plus some minor work on the Dunlop housing.

The foregoing was not intended to discourage anyone from getting these sexy wheels, but to make you aware that you can't just bolt them on.

As mentioned earlier, step-by-step instructions for making this change will be given in another issue.

Reprinted from Alfa-bits, the newsletter of the Alfa Romeo Owners of Oregon.



ALFACIONADA



FOR SALE

FOR SALE

1963 Alfa Romeo Spider, 1300 cc, 59,000 original miles, needs minor cosmetic work. Reason for sale: New Alfa at the harbor. 270-4013 evenings.

'61 Sprint Speciale - \$800 complete, except front bumper. Runs good for every day but tired and rusty.

Call Tom Hillman
Evenings - 714-494-1563
Days - 714-639-2340

1750 elec. fuel pump motor - brand new. Still in original Alfa carton - \$25. Also complete fuel pump assembly - pump and motor - \$80.

Call Jim Neuman
Office - 213-481-3225
Home - 213-374-3929

NEW ALFAS- CONTINUED

Silver paint and a limited slip differential continue to be offered but are also up in price to \$145 each. The air conditioning price includes athermic tinted glass. All three cars come with a special "Tectyl" undercoating used for the first time this year.

Bumper standards compliance is accomplished through springy metal and rubber block systems under not-too-obtrusive stainless steel and rubber units. The system is most noticeable on the Berlina; least obvious on the GTV.

Printed from Alfantics, June 1974.

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LOOK FOR OUR 2,000 GTV AT THE SOLO EVENTS

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