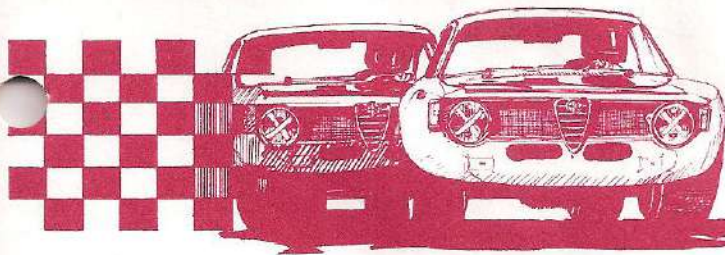


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 13, No. 5 MAY 1974

P.O. Box 261, Los Alamitos, Ca. 90702

PRESIDENTIAL PROSE

- By Bill Kohl

RIVERSIDE TIME TRIAL

SPONSORED BY ECONO AUTO CENTER,
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GOODYEAR TIRE AND RUBBER CO.

The greatest event in AROSC history is coming, June 1st at the Riverside International Raceway. It's the second AROSC Time Trial.

The track will open at 7:00 am. Tech inspection will start at 8:00 am, Driver's Meeting at 8:45 am, and the first car on the track at 9:00 am. The morning will be devoted to practice and instruction, and afternoon will be devoted to timed runs.

All classes will be run according to the new AROSC Competition Code. Class run order will be determined at the driver's meeting.

PLEASE NOTE: A minimum of 20 entries must be received by May 17th, the night of the general meeting. If not, the event will be cancelled!!

I would like to thank Allan Gott for putting on a very safe and well run Time Trial at Pomona on April 20th. For those of you who did not participate, you missed one of the best Time Trials the Club has had. Allan, thank you for a job well done. See all of you at Riverside on June 1st.

CONTINUED ON PAGE 2

MAY MEETING

SPEAKER:

For our May meeting, we have a speaker, Mike Knepper, Feature Editor for Road and Track Magazine, who will be talking on "Competition." His talk will be complete with visual aids (slides, etc.).

Mike is well acquainted with publications of automobile interest, having come to R & T from "Autoweek and Competition Press" based in Reno, Nevada.

Those who attended "Alfa Aspen," the National Meeting for AROC, 1973, have already had the pleasure of meeting Mike and his driving skills. He was responsible for the excellent article on our National Meeting in the November, 1973 issue of Road and Track (Page 100, "Meeting in the Mountains").

He owns a 1963 Alfa Romeo Giulia Sprint and is presently at work on it.

TROPHIES:

Alan Sparkes, General Manager for Peter Satori, Ltd., will be with us to present the Time Trials awards.

FILM:

Bob Doss recorded the Pomona event on movie film and will have the edited version for us at the end of the meeting.



PRESIDENTIAL PROSE - CONTINUED

CALIFORNIA LEGISLATION TO AFFECT RACERS

New legislation which affects all off-road vehicles including race cars takes force of law on July 1 and more has been proposed by the author of the original bill, California Assemblyman Eugene Chappie (R-Cool).

The first bill (AB1421-Chappie 1973) which has been passed and signed into law requires that all off-road vehicles must be registered. The measure includes vehicles operated off the highways in organized racing or competitive events upon a closed course and off-road vehicles which are being transported.

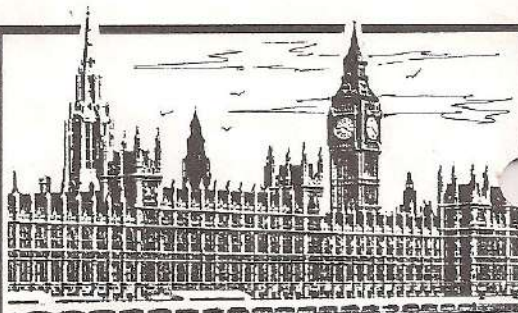
It means that every competition or recreation vehicle, regardless of whether it is being ridden or towed, must have a registration sticker attached. Engine changes must also be reported to the California Department of Motor Vehicles.

The pending California legislation will require the California Highway Patrol to prepare legislation which will govern the operation of off-road vehicles of all types (motorcycles and race cars are included). The provisions of the legislation to be prepared will include, but need not be limited to safety rules, equipment requirements and registration requirements. Several sanctioning bodies are concerned that the new legislation (AB3506-Chappie 1974) will contain provisions in the areas of safety and equipment which will contradict their racing formulae. It is conceivable that such regulations might outlaw all uses of aluminum or magnesium in race cars, or require safety devices different from those specified by the sanctioning bodies.

I urge you to write to California Assemblyman Eugene Chappie (R-Cool) expressing your dissatisfaction with his present bill and indicate to him your personal views regarding the inappropriate nature of his pending legislation. Your support is needed!



ALFACIONADA



LONDON REPORT

EDITOR'S NOTE:

Tom Sponsler is a current member of AROSC presently involved in advanced law studies in London, England.

While in Southern California, Tom, with his GTV "Prodifited" Alfa, was one of the top drivers in this region's Slaloms and Alfa Time Trials.

The letter following, written to Dr. John Samson of AROSC, is a good example of Tom's "tongue-in-cheek" humor.

FLASH

9 March - Brands Hatch, England

Today intrepid driver T. Sponsler of SCCSC Slalom and AROSC Time Trial fame made his final appearance at this world famous track. Motor Racing Stables does not forecast a bright future for this would-be hero who tested his feeble skills around the 1.24 mile club circuit in less than ideal weather conditions. Temperatures hovered around the freezing mark while a mixture of rain and sleet made visibility uncertain. Mr. Sponsler's driving matched the conditions, and he was seen wiping his foreplate of snow on the front straight on at least two occasions.

The initial driving analysis was capably performed by new instructor, I. Ashley, F5000 Lola-Chevrolet T330, No. 1 driver for 1974 Shell Sport Luxembourg (see Autosport, profile 21 February 1974, pp. 27-28, 49). Mr. Ashley endured three laps with Sponsler at the wheel of a new 1974 Vauxhall Firenza 2.3 before showing the sloppy ex-slalom driver the proper path

POMONA TIME TRIALS - APRIL 20

Place	Driver	Car	Best Lap	Points
Class B2				
1 Trophy	J. Samson	1750 GTV	134.44	100
2	W. Ahl	1750 GTV	136.00	83.8
3	N. Mahoney	1600 Super	142.67	19.8
4	M. Kaplan	1750 GTV	DNR	--
Class A1/C2				
1 Trophy	R. Smith	1300 Spyder	138.19	100
2	A. Gott	2000 GTV	140.04	81.5
Class Y				
1 Trophy	S. Kohl	1300 Spyder	130.24	100
2	B. Barlow	1600 GTV	131.81	82.9
3	R. Barlow	1600 GTV	DNR	--
Class X				
1 Trophy	C. Theriot	1600 GTA	128.88	100
2	R. Romero	2000 GTV	129.73	90.5

around the course. Ashley's analysis of Sponsler's faults will sound familiar to those who have watched him perform in Southern California: unsympathetic gear change, braking jerky and violent, unable to double de-clutch (sic), unable to "heel and toe," insufficient braking before gear change, incorrect hand positions whilst cornering, failure to accelerate progressively out of corner, in too early, in too late, approach on too tight a line, no clipping point, and holding too tight a line on exit. For all of this, Ashley gave the novice a score of 71 and diplomatically remarked, "A little vague as to the correct position of car on road--generally imprecise."

While this may have inhibited lesser men, Sponsler was undeterred from getting his hands on one of the school's Lotus FF's. With the words of a famous IMSA Alfa pilot ringing in his ears, "brighteyed, bushy-tailed and unafraid," Sponsler drove the FF onto the wet track while the senior instructors in the control tower held their breath and crossed their fingers. He made it successfully through the first corner Paddock Bend, and drove toward the hairpin, druids, which was very slick because of the weather and varying tarmac surfaces. Somehow he made his way down the bottom straight and into Clearways. At this point, the tower had seen enough and ordered the red flag unfurled. Fortunately, the Californian knew what a red flag meant and he came to a surprised stop on the front straight where he was told to immediately

report to the tower. There the top men informed Sponsler that he was stopped because from all their years of experience, they knew he was going to lose it. He was told that he was on the gas too much/too soon/too often in the corners and that they didn't know how he made it through Clearways without the back tires losing adhesion. It was said that he probably drove pretty fast on the street, but this was different. Sponsler could only mutter that he was just feeling the car out and the throttle seemed to be sticking, by way of rebuttle. He was told to go take his final four laps and be extremely careful.

A chastened driver climbed back into the Lotus. He had thoroughly enjoyed that first lap and felt he was driving well within his limits. As he cautiously picked his way around the circuit, he laughed to himself while imagining what the old women in the tower would think of an AROSC Time Trial. The remaining laps were completed slowly and more smoothly with the driver having to speed up to get to the 4,000 rpm limit imposed by tell-tale tachometer. Upon reporting to the tower after the run, Sponsler was told that he had done "better."

Sponsler has signed up for the next step, personal instruction, which consists of his driving for 30 minutes around the course with an instructor in one of the Firenze's. He is scheduled for 22 March and it is rumored that the instructors will draw straws to see who gets stuck with the

CONTINUED ON PAGE 4

LONDON REPORT- CONTINUED

unenviable task of being locked up with Sponsler at the wheel for a full half hour. It is said that only Britian's poor balance of payments situation makes it necessary to endure aliens such as Sponsler in MRS.



DOES ALFIE HAVE CANCER?

The regular Alfisti is usually an automotive zealot. He washes his car at least once a week. He judiciously checks his oil levels regularly, and only uses the manufacturers specified lubricants. The interior of the vehicle is functional and uncluttered. The Alfisti treats his machine to more attention than his woman.

"I love my car," says the Alfisti...the question is DOES HE?

How many times have you removed your door trims to clear the inside of the door frames and clear the drain holes of obstruction; re; leaves, matches, pine needles and road grime. Have you heard gurgling sounds on acceleration or deceleration? If you answer "yes"--check it out!

If the inside of the door is clear, rust free and dry upon inspection, it would be in your interest to coat the inside of the door skin and frame with an undercoat. There are many types on the market, but the most convenient to use by the aficionado is the 3M Spray Bomb. Pricey, but worth it. Remember after undercoating to make sure the drains still drain.

Much has been made of the dreaded "Sill Rot," (not to be confused with hanging by ones fingers peering in at your neighbors wife changing!). Unfortunately, Alfie has a definite problem in this area. Inherent design properties not only give the car an extremely strong longitudinal member, but a highly refined water (rust) trap. A practical solution is the use of B.M.W. Sill Plugs which require an approximate 1/2" hole in which you insert the plug, which is in effect a one way valve allowing drainage but admitting nothing. Which

reminds me of the time Joey Bishop's wife... back to reality and the Quarter Panel and Dog Leg.

I notice many slightly green complexions! Take a Bromo and read on--salvation is at hand.

The Alfa is built in Italy where they don't need much seam sealing. We drive in Canada. Italy is sunny and dry, but Canada is not, so support your seam seal manufacturer. So as not to indulge in aerodynamics, suffice it to say a cavitation effect about the rear wheel opening of all cars causes water spray to be literally sucked through the body seam of unit construction vehicles, where it lays, silently gnawing at Alfie's inner panels.

The cure is long and involved, even if caught in the early stages. Remove the trim panels and leave doors, windows and truck lid open in a dry draughty place, allowing all moisture to dissipate. Force drying may be done with a hair blower, providing it does not generate too much heat which could cause paint discoloration. When dry, liberally spray (to flooding condition) the inside panels with an inhibiting primer and pay special attention to the joint between the wheel well and panel. When you are sure the primer is quite dry, pour in the undercoat.

When you next service your jewel, check the underseal while the vehicle is up on the hoist. Lifting edges or bare spots mean trouble. Chip off the loose sealer around the area affected and reseal with your trusty spray bomb.

CHECK THE SILLS!!!

How's your trunk? Mine is always taking currant buns and cookies. I really should feed the attached elephant, I guess. Seriously though, all trunks "sweat" to a certain degree. Pull out the mat and remove the spare. Notice the interesting brown splotches against the coloring of paint. If you like it, leave it, if not... remove the neoprene plugs in the bottom of the well and check the edges for rust blisters or paint break up. Allow the area to dry out and spray or brush a rust inhibitor after removing rust and loose

surface with a stiff wire brush or #100 grit sandpaper.

A reasonable color match may be obtained by checking the local accessory store which usually carries a rack of Dupli-Color spray bombs, or your nearest (don't recoil in horror) V.W. dealer who carries a large selection of lacquer spray bombs, covering most V.W., Porsche and Audi colors. They cover lots of shades, so you should have little trouble selecting a color, however, a small bomb costs \$3.00 so don't go beserk, many light coats cover best.

You really thought you were doing Alfie a favour by putting him in that heated garage after the run in the snow--didn't you? Well you may as well have dribbled acid all over him. Obviously everybody knows the corrosive action of salt on metals. Our rudimentary science taught us that chemical action increases in almost all cases with temperature. Therefore, the kindest thing to do is leave the vehicle in the cold until you are able to sluice off the whole underside. Which brings us to the front fenders.

The designers of the Veloce, GTV and Berlina; Signori Ghia, Bertone and Uglissimo did their appointed tasks admirably. Unfortunately, the unethically minded engineering staff incorporated splash shields in their simple-minded practical way. Their efforts were on a par with their mental strivings, and the sum total of their collective endeavours are those cute little domes that spit when you press them. The rust bubble or boil is the result, finally viewed after the disease has had its way with Alfie. Finally, insidiously and not without a trace of malice, the little darling has let you know the party is over. Either you can flog the hulk to some unsuspecting idiot, (Oh...I'm sorry, did you get caught that way?), or start buying lunches or procuring in an effort to sway your friendly body shop owner to "do it properly--but cheap."

One final word, when the disease has struck don't expect your poor working-class bodyman to be any more successful in his field of endeavour than our eminently qualified and educated medical fraternity have been in their search for a cheap, fast and permanent solution to cancer. Unless a lot of time, money, care and cutting are done...IT'S TERMINAL BABE!

So take the hose and shove it into all those hard to get at places that mud couldn't get to, but does! The more difficult the spot to get at usually means the more satisfying the result, especially at resale time, and besides I get heart-burn from the free lunches I get at McDonalds.

TO SAVE YOUR DREAM***KEEP IT CLEAN

Adrian Ratcliff

Reprinted from the April issue of AROC of British Columbia.



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.

AROSC-SCCSCC CALENDAR OF EVENTS

1974

- May 18, 19 Lone Pine Time Trials -
Manzanar Air Strip
- May 26 Safari SCCA Open -
No location
- June 2 SCOCNH Pacific Coast
Championship O.M.S.
- June 9 G.S.G.P. Practice Day
O.M.S.
- June 16 BMW ACA Championship
Long Beach
- June 22, 23 Solo I Championship Big
Bucks, O.M.S.
- June 30 Arrowhead SCC Open, Adam's
Go-Kart Track
- July 6, 7 Golden State Grand Prix,
Santa Maria
- July 28 College Championship -
No location



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TIME TRIALS

RIVERSIDE INTERNATIONAL RACEWAY

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TIME TRIAL AND DRIVER TRAINING SESSION

SATURDAY June 1, 1974

ENTRY - \$15

PRE-ENTRY ONLY!

A MINIMUM OF 20 ENTRIES MUST BE RECEIVED BY MAY 17,
THE NIGHT OF THE GENERAL MEETING, OR THE EVENT WILL
BE CANCELLED.

Make checks payable to AROSC and mail to: W. H. Kohl
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ENTRY FORM

RIVERSIDE, CALIFORNIA

June 1, 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: _____

PAGE 'A'

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Automobile Quarterly, Volume 11, No. 4, Alfa Romeo and the legendary Targa Florio	6.95	6.25
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Intereurope Alfa Romeo 1959-1969 Workshop Manual	6.95	6.25
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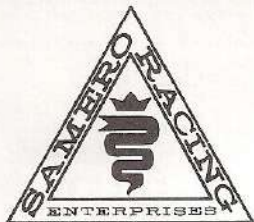
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