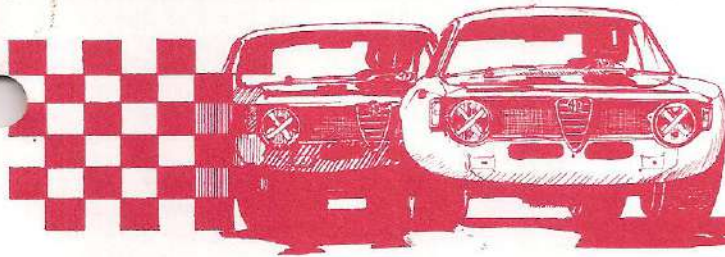


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 13 No.10, NOVEMBER 1974 P.O. Box 261, Los Alamitos, Ca. 90720



COMPETITION REPORT

- Allan H. Gott

"Competition" this month refers to several different kinds of competition: (1) Competition to stay alive in British and several European kinds of traffic, particularly Italian, (2) Alfa Romeo Competition cars in the Alfa Romeo museum at Milano, (3) Competition on the Formula I Grand Prix circuit at Monte Carlo, and (4) a rather different (and sobering) kind of Competition in New Delhi. As you may have gathered, I was on a protracted trip - and one of the nicer things I found out was that most people who have Alfa's like to talk about them.

Sunday morning, October 13th, I landed at Heathrow, and after the usual formalities, found myself in London. Other than a personal trip to services at Westminster Cathedral, the day was mostly a casual one (except for almost getting run down twice) - I only saw one Alfa, a 2 liter GTV (silver). The most memorable event of the day happened as I was taking a cab to the Amsterdam boat train: The cab driver, among other things, said "For a foreigner, you speak pretty good English".

After an overnight trip, I spent the next two days in Amsterdam on business. A fair amount of the time was spent walking from the hotel to the University, and there are great numbers of Alfa's gracing the streets: lots of older ones, but most surprising, a lot of new 2 liter GTV's and Berlina's, and also Alfasud's and Alfetta's. I talked to several owners, the most interesting of which were a Steel Works Director (2 liter GTV), and a Yoga (Alfasud). The Yoga had about 10,000 km on his Alfasud, and had nothing but the best kind of praise for the car.

An enjoyable train ride (Tee) put me in Paris for Tuesday evening overnight. The stay was short, but there was one truly memorable moment. While walking on the Boulevard St. Germain about midnight, a red GTV came over the Pont Neuf from the Place de la Concorde, and made a singing left hand turn on to "Le Boulevard". There aren't that many Alfa's in Paris,

CONTINUED ON PAGE 2

COMPETITION REPORT -

and it was a complete pleasure to see one driven with such artistry.

The next day, and part of the night, was spent taking Le Mistral (Tee train) down to Nice and connecting to Monaco. That evening (Wednesday) I went to the Cafe du Paris and won enough on the slots for a couple of hours of beer drinking. But the real primitive emotional experience came the next day when I walked the Grand Prix circuit - it's awesome! The beauty of Monaco, the rise and fall of the circuit, the contrast between the town and harbor sections, and most of all, the blind turns, left me totally saturated at the end of the day. The thought of having to learn that course, and drive it at Formula I speeds, setting up for almost every turn before you can see more than the entrance, was the most powerful experience I have had in 30 some years of going to races of one kind or another. One light note: as I was walking back to the hotel, I went by the Casino and noticed a bellman from a hotel, and the Casino doorman having an argument by a silver Montreal. The doorman was having a violent scene about the way the bellman had parked the Montreal, and was demanding the keys. And, after five minutes of backing and filling, the doorman left the Montreal not more than 15 cm from where it had been originally!

That night, another Tee train ride to Milano, with a midnight arrival. Up early the next morning, and a ride (in the deskman's Fiat) out to Arese through Milano morning rush hour traffic. Luciano told me that it kind of scared him to drive in Milano traffic; scared - WOW!!! Those kinds of drivers could give Kamikaze's lessons. At any rate, we arrived at Arese, managed to convince the gate house that we weren't from Fiat, and drove up to the NEW home offices of ALFA ROMEO, Milano. Armed with a letter of introduction from Dr. Messi, I presented myself to the public relations office, and met Franco Valerio Perugia, "servizio stampa e relazione pubbliche". Perugia was my escort for the day, and no one could be a better ambassador for Alfa. We spent an hour in the offices and then spent the rest of the morning touring the museum. The museum was more emotional saturation: such a plethora of historic cars, and then to

stand next to the very same machinery that Nuvolari and Fangio drove, and listen to the Italian and then get the translation of "These are the cars that won the most glorious victories for Alfa ---", 'twas incredible. We finished the tour with the latest 33's, except for the flat 12's which were at Autodelta. (As a side note, the overall museum is nothing short of splendid. It covers everything Alfa has ever done, including airplane power plants. If you ever get a chance, see it - you won't be sorry).

Perugia then took me to lunch in the Alfa Romeo cafeteria, where "Everyone from the sweepers to the President eat". The food was unbelievable - they actually stagger the admission times for groups of departments, so that every group can have totally fresh pasta! After a plate of pasta, another plate of sausage and vegetables, and hard rolls, salad and red wine, we were off to the factory.

This was several km of walking, because Perugia started at where the raw stock enters, and covered everything between there and the storage garage which buffers overseas deliveries. I saw Berlina's, GTV's, and Alfetta's going down respective lines. But, I should make that more clear - I mean I saw them going together from raw stock, all the way through to the end. The heavy presses and die casting department were as much to be felt as to be seen; seeing a room full of Alfa engines being run for one hour each was astounding; the building of the integral body-frame-chassis from stock was spellbinding; and, watching it all come together on the assembly lines was almost nerve wracking - but the lines just keep on going. The seats arrive, everything else gets there, and at the end of the line, they put in a little gasoline, the car starts, and away goes a new Alfa! One sweet sound after another.

By this time, Perugia and I were both glad to get back to his office and rest for a while. Not too long after that I thanked Perugia for the day, we made a friendly farewell, and a new company car (Berlina with cloth upholstery) took me back to the station in Milano.

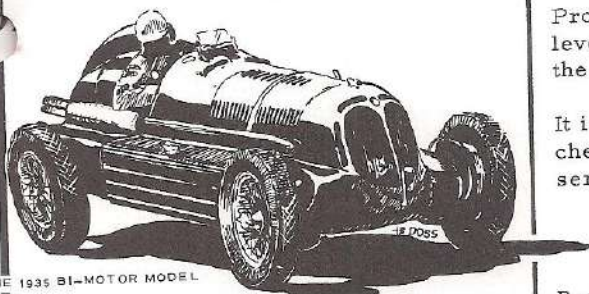
As a final note on Alfa matters, the visit was well documented photographically.

Hopefully, after some time for editing, all of the preceding can be shared with the rest of AROSC at a general meeting some night. It would be more than an appropriate way to repay the courtesy of Dr. Messi for his letter of introduction, and Alfa Romeo, Milano for their incredible hospitality.

Through an airline botch, I spent 36 hours in Roma - that's another story for another time. But one quick note - many of the fuzz drive Alfa products, mostly Guilia Super kinds.

One sobering note about a different kind of Competition - for life itself. I spent the next week at a meeting in New Delhi, and was living in old Delhi. Many of you have heard it before from other sources - but those of us who are fortunate enough to live in the United States have much to be thankful and grateful for. We live in the kind of luxury that only we know about - and it is profoundly moving to see an intimate comparison to the way many others only exist.

See you at the meeting.



THE 1935 BI-MOTOR MODEL



ALFA ROMEO

1974 California Model Service Information

Service procedures for the 1974 GTV and Spider models sold in California are unchanged from the instructions printed in publication 2105 and 2106 (Fuel Injection Manual and Tech Specs Manual) with these exceptions:

The ignition timing mark at 5000 RPM (M) now corresponds to 25-31° BTDC.

The ignition timing mark at idle (F) now corresponds to 8° ATDC.

Please note these changes, APPLICABLE TO 1974 CALIFORNIA MODELS ONLY.

2000 USA Models

Complaints of excessive pressure required to depress the accelerator pedal may be due to misalignment between the accelerator lever and the cable.

Proper alignment is made by bending the lever so that the inner cable exits from the outer cable in a straight line.

It is suggested that this alignment be checked during PD 1 and also on cars in service.

Reprinted from Overheard Cams, July 1974.



ALFA WINS AT O.M.S.

J. Samson

Once again an Alfa run by an AROSC member found its way into the winners circle. Joe Cannone masterfully drove the 1750 Spyder of Jim Neuman ahead of stiff competition to a 1st place in E Production at the OMS Solo I event. Not only was there a duel between Alfas, Datsuns, Opels, Porsches and Fiats, but the most challenging was the one between the racers and the setting sun. Fortunately we all got our runs although touring OMS at dusk proved very demanding.

In E Production, a silver Porsche did everything it could but still came out second best to Joe. Jim Neuman missed second by only a hair and finished 3rd. Bill Kohl's 1750 Spyder made his timed runs with a #1 cylinder sucking water. Despite the imbibing cylinder he placed a solid 4th ahead of MGB's and a Porsche. The Opel GT, that has been driving the E P Alfas nuts, took an unplanned trip into the "waste lands" and thus ended his charge for 1st.

B Sedan reopened the Alfa-Datsun war; this time the Datsun 510 of T. O'Conner bested yours truly, because my effort suffered from "cockpit failure". The 2000 GTV ran strong but I have to gain more experience before I can consistently drive it to potential. (NOTE: It sure is fun learning, never-the-less). Terry Tellander and Tom O'Conner took 1st and 2nd leaving 3rd for me. Take heart, a Mazda "Hummmmmmer" fully prepared was 5 seconds a lap slower than the GTV.

The Fiat X 19 dealt a blow to the 1300 Spyder of Steve Kohl. The well prepared light green screamer was well driven by two drivers who relegated Steve to 3rd.

The Barlow Boys were fighting an over heating problem which finally led to pieces of bearing metal showing themselves on the magnetic drain plug of the twin plug headed 1600 power-plant.

All-in-all it was an exciting weekend of fast driving and close competition.

The next and last Solo I event of '74 will be Riverside on November 30 and December 1. Plan to come our Saturday and join us in the pits. It is fun and best of all free.

Congratulations Joe, for the Alfa win.



... Technical Ramblings...

or How far can you get on a Dyno?

The following is produced out of some data supplied by agencies of our Federal Government in news release form. The E. P. A., presumably smarting over Mazda USA's counterclaim following their fuel mileage statements earlier this year, ran a re-test on several selected Domestic and Imported small cars, including a lot of Mazdas, a Saab, one each automatic and manual Vega, one Gremlin, and what? a Ford Torino. Results of the test were roughly the same, with the RX4 Mazda coming out on the low end of the small car scale, roughly equaling the Torino in mileage.

Now comes the joker. It seems that all of this testing was done "under laboratory conditions." The cars are "driven" on a chassis dyno according to a pre-planned strip chart program, and loaded according to car weight by an inertia weight in the dynamometer assembly. Consumption is measured by the carbon balance method, where all the carbon compounds coming from the tailpipe are measured and assuming the fuel as the only source of carbon in the exhaust, consumption is figured. Another virtue of their test according to the E. P. A. is lack of climatic variables such as temperature, humidity and wind to distort results.

The fly in all this bureaucratic ointment is precisely that the tests are about as far removed from operating reality as Alice in Wonderland.

AROSC 1974 Point Standings

SLALOM

Dick Harmon	88
Lisa Boles	73
Chris Boles	37
Doug Harmon	36
Kermit Theis	21
John Samson	18
Allan Gott	3

AROSC T.T.

Steven Kohl	300
Bob Barlow	278.4
John Samson	277.7
Rueben Romero	272.5
Chas. Theriot	252.0
Wm. Ahl	242.1
Ray Smith	182.48
R. Clemente	143.3
A. Gott	122.0
T. Spouster	100.0
K. Rice	100.0
H. Laborde	99.9
B. Mahoney	84.23
G. Fortner	82.6
D. Rice	80.4
D. Swears	74.2
R. Barlow	58.9
B. Biggs	58.7
J. Jungblut	49.7
T. Shubert	38.9
K. Herrick	-0-
M. Barnes	-0-
P. Smith	-0-

RACE/SOLO I

John Samson	68
Joe Cannone	45
Steve Kohl	44
Jim Neuman	25
Bill Kohl	20
Rueben Romeo	19
Bob Barlow	10
Dick Barlow	4

AROSC RALLY

results of 1st rally lost - please forward your finishing position to B. Kohl.

Results as of October 22, 1974.

Deadline for sending in results
December 2, 1974.

All postmarked later will be disqualified.
We need the time for the trophy prep.

John



GTA JUNIOR EUROPEAN CHAMPIONSHIP

GTA Junior won the European Tourism Championship also in 1972. It is the sixth time since 1966 that Alfa Romeo wins this Championship. In the nine competitions of the European Championship, GTA 1300 Junior has always arrives first in its division, obtaining the full score as well as the title rewarding the best tourism car. In the 24 Hours of Francorchamps, Alfa Romeo won the "Coupe du Roi" for the best team performance with its GTV 2000 which proved to be exceptionally regular. Alfa Romeo is the only car manufacturer who has won this Cup for three years in a row in 1970, 1971 and 1972.

Alfa Pacifica

by John Samson

The most important part of staging an event of this magnitude is programming the workers. We will need the help of most of you, but to gain the best effort from any worker, the person must be doing what he or she likes to do. There are enough activities to allow everyone to express their particular talents. In order for us to properly use your skills, please fill out the form below and forward it to:

Alfa Pacifica
4419 California Avenue
Long Beach, California 90807

NAME: _____

ADDRESS: _____

PHONE: _____

Please check the activities you would like to help us with:

- Registration and Welcoming
- Rally Checkpoint Crew
- Time Trial Safety Inspection
- Time Trial Registration
- Time Trial Flagman/Course Worker
- Time Trial Lunch Crew
- Banquet Decorations and Arrangements
- Concourse Worker
- Buffet Arrangements and Crew

You will be contacted by the appropriate Alfa Pacifica Committee Member when specific plans near formation.

AROSC's Christmas Party



December 7th
1974, 8:00 P.M.

\$4.00 Couples \$7.50
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Italian Dinner &
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At the home of Joan & Bill Kohl. (See map on Reverse)



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Presuming that the reciprocating piston engined cars are fairly oil tight, the Wankel engined Mazdas are at a tremendous disadvantage, as some oil is always lost to combustion in them. But the big discrepancy in the tests has to be the controlled climate. The small cars, especially the imports, have bodies designed to eliminate as much wind drag as possible within size and capacity parameters, where the Torino has a large engine specifically to haul its weight and drag around. That big engine incidentally was probably running on the dyno at about 60% of the throttle necessary

to achieve an equal speed on the road, in the highway section of the test.

From the overall test results, below, it might be thought that the small car drivers ought to wear long faces while the big car drivers are laughing all the way home. But it ain't so, folks, it just ain't so!

Preliminary tests with seven large 1973 American cars show that disconnecting some pollution controls improves gasoline mileage from 4 to 14%, but increases emissions by a much higher factor.

The Bureau of Mines just placed on open file the results of tests run at its Energy Research Center. After disconnecting the car's exhaust gas re-circulation systems, and making very minor ignition system changes, hydro-carbon emissions rose about 30%, and nitrogen oxide emissions rose about 96%. Carbon monoxide emissions, on the other hand, dropped about 2%.

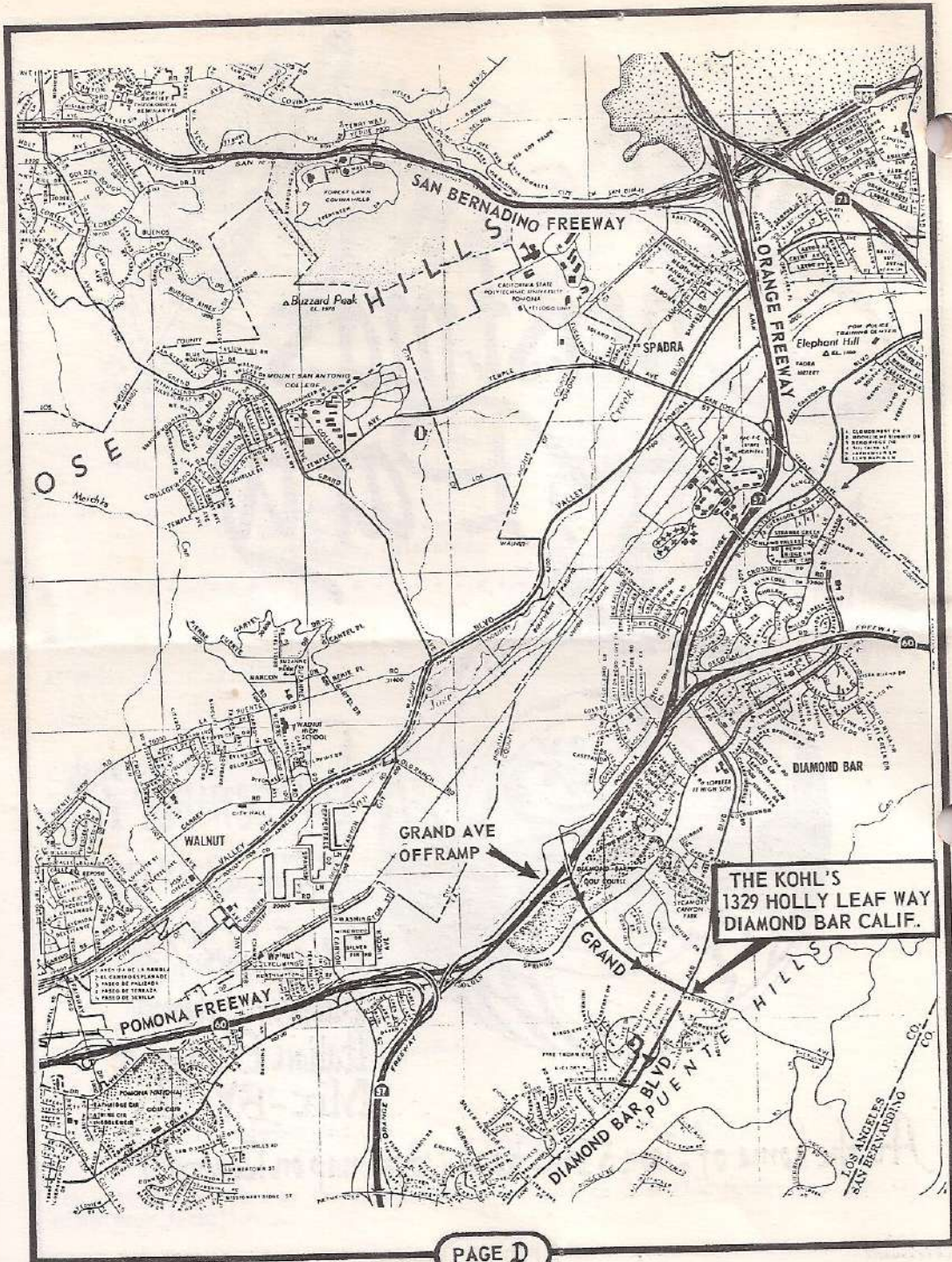
Test results were comparable to those obtained in a recent E. P. A. study that covered a much wider range of vehicle size.

The Bureau warned that amateur mechanics should not attempt to increase their cars' gasoline mileage by trying to duplicate the modifications used in the tests. Aside from the increase in emissions that results, the changes must be made by skilled experts to avoid possible engine damage.

Reprinted from "La Veloce Vita" ACOG, June 1974.

<u>Vehicle</u>	<u>Vehicle Weight</u>	<u>City Fuel Economy</u>	<u>Hgwy. Fuel Economy</u>
Saab	2750	21.0	30.6
Vega Automatic	3000	18.7	27.7
Gremlin	3000	17.7	27.2
Vega Manual	3000	17.5	30.7
Mazda RX-2	2750	13.4	21.2
Mazda RX-3	2750	13.3	19.0
Mazda RX-4	3000	12.5	20.5
Ford Torino	4500	12.5	20.0

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SAMERO RACING ENTERPRIZES, due to unforeseen circumstances, will no longer offer competition preparation service, but will continue to supply auto equipment for the enthusiast at a price that is easy on the pocketbook. The policy of discount for A.R.O.S.C. members will still be in effect.

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X	R.Romero	2000 GTV
Y	S.Kohl	1300 Spider

We would like to thank all those drivers who entrusted the preparation of their cars to us, and hope they will remember S.R.E. is still available to supply equipment for their cars..

ALFACIONADA IS THE MONTHLY PUBLICATION OF THE ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA (AROSC)

SUBSCRIPTIONS TO THIS NEWS LETTER ARE INCLUDED AS PART OF THE \$15.00 PER YEAR AROSC MEMBERSHIP FEE. FOR MEMBERSHIP INFORMATION WRITE AROSC, P.O. BOX 261, LOS ALAMITOS, CALIFORNIA - 90720 ARTICLES, LETTERS, AND PERSONAL ADS ARE ALWAYS WELCOMED FOR PUBLICATION AND SHOULD BE RECEIVED BY THE EDITOR FIFTEEN DAYS PRIOR TO THE MONTHLY MEETING. MEETINGS ARE HELD ON THE THIRD FRIDAY OF EACH MONTH AT LITTLE LAKE PARK CLUBHOUSE, AT 10900 SO. PIONEER BLVD., SANTA FE SPRINGS, JUST NORTH AND EAST OF THE SANTA ANA FREEWAY, AT 8P.M. FOR FURTHER INFORMATION, CALL BILL KOHL (PRESIDENT) (213) 683-7294 OR TOM SUTER (MEMBERSHIP CHAIRMAN) 714-842-5824

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I spent several days at one of the Company's Northern plants. I had a couple of men to help complete a brochure. Surprise! One of them turned out to be the owner of a 1971 Duetto. I asked if he and his wife would like to have dinner with me at the Holiday Inn that evening. During the evening's conversation, points cropped up that I feel are very relevant to our own Chapter because they are a universal club problem.

Here was a real nice fellow, interested and knowledgeable in Alfas who had gone to several meetings of the local northern chapter of the AROC. He felt the club's members were "sort of snobbish" and they sort of gathered in groups of people they knew. At any rate, he never went back.

The people in that club or most any club are not really snobbish as such, but it is the easiest thing in the world for old members to talk with the familiar faces (that's what they are there for), and the result is new and prospective members are ignored and never show up again. It happened to me when I first approached AROSC in 1965.

The situation is not being ignored at AROSC. The Board has discussed this problem several times in the past, but the Board members, preoccupied with the business and running of the meeting cannot completely carry the ball when it comes to meeting and greeting new people. Help is needed from our general membership!

I would like to ask members at the meeting to note the new people who introduce themselves at the beginning of the meeting and make it a point to talk a bit with them at our famous "gorge on doughnuts" break. (You might find someone interested in Alfas!) We have a friendly Club. The only problem is to convey that idea to the people who come through the door cold.



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