

room to practice what we had learned, then to lunch, where we continued our education by sampling each others wines and cheeses. Mother nature was most kind in the weather department, and the wind didn't come up until we had finished eating.

## Racing Around

### Willow Springs

Chicago may be called "the Windy City," but if you've never been to Willow Springs on a cold day in March, you don't know what blowin' up a storm really is! But four brave AROSC (and two non-member Alfa types) turned up their Nomex collars, donned their hardhats, and pedalled their trusty Alfas upwind. Two, Alan Ward and Vic Provenzano, never reached the finish line (Alan ending his win streak at 3) while Fritz Taggart finished 2nd in F prod, Brit Wooten 2nd in G, and Phyllis Gaylard in C.

### Ontario

In a Saturday side show for the Questor Grand Prix, five spiders and Phyllis's GTZ competed in four classes of Regional races - concluding unanimously that OMS's road course is challenging indeed. Fritz Taggart placed a convincing second in class F; I was bestowed with a spinning Lotus Europa which took Dale Jones with it, leaving me second in E; and Phyllis was looking very good indeed - holding off a 911S in a good dice - when a piston burned, retiring the TZ.

## Letter to the Editor

Am writing you, as a club member, to tell of an interesting experience with my 69 Spider Veloce.

After a year and a half of problems resulting from factory missassembly and problems with the car that

never should have happened, I got somewhat irate and wrote a four page letter to El Segundo venting my wrath and demanding some kind of action. Well, they seemed surprised at the situation but invited me to come down and let them examine the car.

This was done on Lincoln's birthday, and for eight hours they worked on the car and brought it up to its exacting standards and performance, plus installed a new radiator (the original had holes in it from a shredded fan blade-result of a California road dip). Total Cost \$44.93!!! (for the radiator only)

Show me one car company that will do that for a customer with a car with 25,000 miles on it and I'll buy that company's car.

Needless to say, the car runs as an Alfa should, and the service extended by El Segundo and the price paid, I still can't believe it.

Just thought the club would like to know this good news.

Yours truly, Reed Kantor

## Cunningham Museum Tour

It's been nearly two years since we visited Briggs Cunningham's fine collection of unusual automobiles, and with many new members who have never been there, we've scheduled a tour as our April event. The day is Saturday, April 24th at 8PM. General Manager John Burgess will open the museum (which is normally closed on Saturday nights) especially for us...and he says he plans to fire up the Alfa 2.3 V8! If you've never been there- don't miss this opportunity.. \$2.00 men, \$1.50 women, \$.50 children under 12. See you there!

## Las Vegas Rallye

BY CHARLES STOUT

With two rallyes to my credit (no wins), and a navigator who only recently heard of the existence of such things, my enthusiasm at the sight of the starting point in the Huddle parking lot was based entirely on the prospect of taking an Alfa through lots of interesting country, with parties and shows at the end in Vegas. We spent an hour reading instructions, getting "DYS", "OPP", and "FWL" sorted out and locating what we could of the route on our maps. The weather got steadily worse, going from a light mist to a steady rain during this time. Our second leg on the freeway to Barstow found us in a convoy, moving cautiously through fog and rain at an anxious 30mph. The instructions read 63 mph for that section. Windows got a bit steamed up and one check point was almost missed. About that time we noted the blue emblem on a white field which marked the check point. This observation was very helpful throughout the remainder of the rallye.

Beyond Cajon Pass the weather cleared rapidly. We recognized a few of the fog convoy cars at breakfast in Barstow and again at coffee break in Baker. The section towards Death Valley from Baker was covered at dawn, with the rising sun lighting storm clouds from beneath and coloring the distant mountains. A picture post card scene. The last leg was part sign counting and speed changes, and part sight-seeing as we took a back route into Vegas. It took a few minutes at Circus Circus to complete our control card and pick up our room key, and then off to bed for some rest.

We toured Vegas and Boulder Dam that afternoon and got so involved that we missed the cocktail party that evening. We saw several friends Sunday morning between the breakfast hour and the awards presentation. The winning times were impressively low -- both I and my navigator have a new respect for the level of accomplishment expected. We headed home shortly after noon and spent much of the return trip deciding what we did wrong and how to improve. Just wait 'til next time!

## Alfa Top Stopper in U.S. Test

The National Highway Safety Bureau recently published a book of performance data for new cars and motorcycles. Included are stopping distances from 60 mph on standard dry pavement, and Alfa Romeo rates second best of all cars at 146-148 feet. Tops is the new Ford/DeTomaso Pantera. And interesting - but no big surprise - is the fact that no American car appears in the best 20 stoppers!

## Slalom-Good, Bad, and Exciting..

BY OSCAR DU FAU

Good news...  
Alfa started this season with two firsts, two seconds, and one third place finish in the first two events, with only two members in the first event and five members in the second.

Now the bad news...  
The next two events were disastrous for production class Alfas, as the highest finish was fifth place with four members participating. Stock class Alfas faired a little better with one first, one second, and one third place finish with three members participating.

Now the exciting part...  
If you would like to scare yourself half to death, come on out to the slalom on May 2 at Riverside International Raceway, as last year this event was the most exciting event of the year. The only requirements are a SCCSCC card (see me for that), seat belts, and your own good judgement.

## How to Enjoy your Alfa - Even in a Rainy Storm!

**\*\*BY JOE CANNONE\*\***

To convert your Alfa 750 or 101 series car (up to 1965) to a two speed windshield wiper system, you'll need to buy the following parts:

- A) one 2 speed Lucas wiper motor, part #75462B DR3A 12v.
- B) one Lucas toggle switch for the Lucas wiper motor.
- C) one 110 degree gear, part # 54713764 (if your Alfa is a 1600 101 series car, you may use the original gear in the original motor.).
- D) some 14 gauge automotive wire.

Before proceeding:

- A) disconnect battery
- B) remove glove box
- C) remove wiper blades and arms
- D) remove old motor and switch leaving wiring as is.

To install:

- A) Replace gear in two speed motor with the 110 deg. gear.
- B) install new motor into same position as the original motor, with original wiper cable hookup
- C) replace old switch and rewire as follows:
  - 1) Black to ground
  - 2) Red & light green to #1 on switch
  - 3) Brown & light green to #6 on switch
  - 4) green on motor to hot wire.
- D) hook up battery and test all connections.
- E) adjust parking position

- F) install arms and blades
- G) now TURN ON!

## Calendar of Events

- APR 16 AROSC meeting 8PM @ Little Lake Park.
- APR 18 Practice slalom at Mt. San Antonio College..Walnut near Covina (714)629-2392
- APR 24 Briggs Cunningham tour 8PM.
- APR 24 regional race at RIR
- APR 25 Continental champ at RIR
- May 2 Champ slalom at Riverside Raceway. run order: YZXWVGK HNBVCEDEMS (714)687-2244.
- MAY 9 Open slalom at Sunset Ford, 5440 Garden Grove Blvd, Westminster (213)949-2766eve OMWNZDXHSVEYKGCB
- MAY 16 Champ slalom @ L.A.Fairgrnd Pomona (see Pit Stops in L.A.Times for info).
- MAY 21 AROSC Meeting.

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