

# ALFACIÓNADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



**VOLUME 15 No. 6, JUNE 1976 P.O. Box 261, Los Alamitos, Ca. 90720**

## WRIGHT ON

By: Jerry Wright

We are going to have a busy schedule in June. The 19th of June Craig Lindsey and Bob Meadows will be putting on an AROSC Rally at 7 PM. The rally will begin at a parking lot at the intersection of Knott Ave. and Ball Ave. in the city of Cypress. Don't forget it starts at 7 PM sharp so get there early!!! Also in June, we will have the AROSC 3rd Time Trial sponsored by Jim Gray Imports. As usual the Time Trial will be held at Riverside with activities beginning at 7:30 AM. This is an excellent opportunity to meet club members and their cars, whether you are a participant in the timed event or just out for a day of fun. Bring your own lunch and have a super day of flagging or just watching. This activity is in constant need of additional workers. Learn to flag a corner, time the cars, operate the ear phones, operate the safety equipment and get involved with our club.

Hal Croulet and his committee have been busy at work planning the AROSC Concours which will be held at the Puente Hills Mall on September 12, 1976. The groundwork has been set but now the committee is in need of members to help with the set up, registration, calculations and general organization of the event. This event is scheduled to be a car show of Alfas. I know that I hope to have my SS ready for the event. So start now and get your car cleaned up and give Hal a call with your support. His number is (714) 595-0829.

The board of Directors will be in the process of selecting a committee for the 1977 nominations. If you are interested in helping on the nomination committee let me or any member of the board know as soon as possible. By starting early to think about the next year's board, maybe additional events and activities may be planned for the coming year.

Good show for Dan Fein and his navigator in winning the first rally of the year. Come on out for the June rally and see how you can do?? Sorry to hear that SAMKO did not make it to the final race of the Camel GT Race due to a broken throwout bearing. The car was running beautifully and was giving a good show in the early morning race. I'm sure we will see a good finish from their car in the rest of the races this year.

I would like once more for those who are interested to know that NORCAL Car Club will be sponsoring a driving school at Laguna Seca on August 22 at 8AM for \$35.00. For further information call Bob Berta (415) 665-0976.

As you can see our June schedule and the months thereafter will be busy ones for AROSC members. I hope you can find an event that you can become involved in either as participant and/or worker. Always keep in mind that a club cannot grow without the support of its members. See you at the Clubhouse on June 18.





## JUNE MEETING

June 18, 1976

8:00 PM

everything you wanted to know  
about ----- RALLYING!!!

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## BEWARE OF LOOSE THREADS

by Tom Suter

A question was asked at our last general meeting which might be of interest to the members who were not there, particularly in view of the remarks in the last issue of the National Newsletter. Our Tech chairman was asked his opinion about the best sparkplugs for late model Alfas. Blake stated that he prefers the NGK B7ES or BP7ES plugs.

He agrees with the National article about the shortcomings of the Lodge plugs, but has reservations about the Champion plugs recommended in the "Alfa Owner". In Blake's experience the Champions tend to seize in the Alfa heads, leading to an increased chance of stripping threads in the head when removing the plugs.

Blake said that the heat range on the recommended Champion plugs seems to be correct so, if you have a reason to use them rather than NGK plugs, the performance should be satisfactory if you meticulously apply a good quality anti-seize compound to the plug threads before installation. This is, of course, recommended practice regardless of the brand of sparkplug you use.

## Update to Obsolete Parts for Alfa Romeo

by Hal Croulet

I have received additional sources for parts for those older Alfas if you cannot obtain them through your local dealer or ARI.

The names and addresses have been untried by me but if you try them, let Tom Suter and myself know your results. They were supplied to me by Alfa Romeo in Milan and not from Santa Anita or Hollywood Park, so the information is the next best thing to a burning bush.

Righini Mario  
Via Emilia, 49  
Anzola Emilio  
Bologna, Italy

SVAM  
Via Monteceneri, 58  
Milano, Italy



TYPE 2C-35 WINNER OF THE 1936 DONINGTON GRAND PRIX

## DO IT BY THE NUMBERS

by Tom Suter

Many Alfa owners have wondered how the Alfa part numbering system works, particularly if they are looking at second-hand parts and trying to figure out if that immaculate looking hardware which is a "great buy" will really fit their car. The Capital Chapter published a very handy guide to the Alfa part numbering system which we have plagiarized on the next page. Of course the best course is still a parts manual, but this pocket guide might help you avoid picking up some Guiletta Normal Cams at a swap meet to soup up your 2000 GTV.

HERE IS AN EXAMPLE OF HOW THE ALFA PART NUMBERING SYSTEM WOULD CATALOG AN IMAGINARY REAR AXLE PART FOR A GIULIA GT.

**105.02    17    069    00    104**

SPECIFIC PART IN GROUP		EXECUTION OF PART	
097-Camshafts 102-Crankshafts 130- Pistons and so forth		00-As originally designed 01-First modification/size change 02-Second " " and so forth "	
BASIC MODEL AND BODY TYPE	PARTS GROUPS	PART OF MAIN PART	
101.02 Giulietta Sprint	01 Engine block and head	Pieces of main parts sold separately as well as in assembled form. These numbers are not assigned in cases in which the complete part has no separate parts, ie: crankshafts, etc.	
101.03 Giulietta Spider	02 Crank		
101.06 Giulietta Sprint Veloce	03 Valve gear		
101.07 Giulietta Spider Veloce	04 Fuel system		
101.12 Giulia Sprint	05 Engine electrics		
101.18 Giulia Spider Veloce	06 Lubrication system		
101.20 Giulietta Sprint Speciale	07 Cooling system		
101.21 Giulia Sprint Speciale	08 Air filter system		
101.23 Giulia Spider	12 Clutch		
101.26 Giulietta Sprint Zagato	13 Gearbox		
101.28 Giulietta Berlina	15 Drive line		
101.29 Giulietta TI	17 Rear axle		
102.00 2-Liter Sedan	21 Front suspension		
102.04 2-Liter Spider	22 Front brakes		
102.05 2-Liter Sprint	23 Steering gear		
105.02 Giulia GT	24 Steering linkages		
105.03 Giulia Spider (Duetto)	25 Rear suspension		
105.06 Giulia 1300	26 Rear brakes		
105.08 Giulia TI (Floor Shift)	28 Wheels		
105.12 2000 Berlina	30 Exhaust		
105.14 Giulia TI (Column Shift)	31 Radiator		
105.21 2000 GT Veloce	40 Controls		
105.24 2000 Spider Veloce	42 Hand brake controls		
105.25 Giulia GTC	44 Foot brake controls		
105.26 Giulia Super	45 Brake hardware		
105.30 Giulia GT Junior	50 Front chassis members		
105.32 Giulia GTA	51 Center chassis members		
105.34 Giulia GTA (RHD)	52 Rear chassis members		
105.36 Giulia GTV	53 Top and side members		
105.39 Giulia 1300 TI	54 Body front panels		
105.44 1750 GTV	55 Doors		
105.41-48 1750 Berlina	56 Body hardware		
105.51 1750 GTV (USA)	57 Heater		
105.57 1750 Spider Veloce	58 Seats		
105.62 1750 Spider Veloce (USA)	59 Plated trim		
105.71 1750 Berlina (USA)	61 Glass and hardware		
106.00 2600 Sedan	62 Carpets and mats		
106.01 2600 Spider	63 Instrument panel		
106.02 2600 Sprint	64 Instruments		
115.00 2000 Berlina (USA)	65 Body electrics		
115.01 2000 GT Veloce (USA)	80 Tools		
115.02 2000 Spider Veloce (USA)			



ENTRY FORM FOR A.R.O.S.C. TIME TRIAL # 3

DATE : 6-26-76

TRACK : RIVERSIDE INTERNATIONAL RACEWAY

SCHEDULE : TRACK OPENS 7 am  
TECH. INSPECTION 7:30 to 9:00 am  
MANDATORY DRIVER'S MEETING 8:30 am  
TRACK ORIENTATION FOR NOVICES 8:45 to 9:15 am  
TRACK OPEN FOR PRACTICE 9:30 am  
LUNCH noon to 1 pm  
TRACK OPENS FOR PRACTICE AND TIMED RUNS 1:00 pm  
AWARDS PRESENTATION 5:00 pm

FEE: PRE ENTRY BY MIDNIGHT 6-18-76 :

SINGLE \$17.50

MIXED COUPLE \$30.00

ENTRY AFTER 6-18-76 OR TRACKSIDE :

SINGLE \$22.50

MIXED COUPLE \$35.00

BRING: GAS, FOOD, CHAIRS AND DRINK.  
NO ALCOHOLIC DRINK ON  
TRACK PREMESIS.

EACH DRIVER MUST HAVE A VALID STATE  
DRIVERS LICENSE WITH HIM OR HER,  
NO EXCEPTIONS FOR ANYONE.

DRIVER # 1 ; \_\_\_\_\_

ADDRESS : \_\_\_\_\_

PHONE : \_\_\_\_\_

DRIVER # 2 : \_\_\_\_\_

ADDRESS : \_\_\_\_\_

PHONE : \_\_\_\_\_

MODEL AND YEAR OF ALFA \_\_\_\_\_ DISP. \_\_\_\_\_ C.C.

AROSC CLASS \_\_\_\_\_ AROSC CLASS POINTS \_\_\_\_\_

I MUST FILE A NEW CLASS SHEET BECAUSE I HAVE MADE MODIFICATIONS TO THE CAR SINCE  
COMPLETING THE LAST FORM. YES ( ) NO ( )

I UNDERSTAND MY ENTRY FEE IS NOT REFUNDABLE AND I WILL ABIDE BY THE RULES OF  
THE A.R.O.S.C. COMPETITION CODE.

DRIVER # 1 ; \_\_\_\_\_ DATE \_\_\_\_\_

DRIVER # 2 : \_\_\_\_\_ DATE \_\_\_\_\_

PLEASE RETURN THIS FORM WITH THE ENTRY FEE. MAKE CHECK PAYABLE TO  
A.R.O.S.C. TIME TRIAL FUND. FORWARD FORM AND CHECK TO: AROSC T.T. PROGRAM

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\*\*\*\*\*

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AROSC/JHS/2-18-76

## COMPETITION REPORT

by Tom Sutter

I would like to start off this month's column by calling your attention to some of our upcoming events. On Saturday, June 19th we will be running the next AROSC rally. Rallymasters, Craig Lindsey and Bob Meadows, have promised a low-pressure fun rally of about two hours duration, followed by a casual party--so let's see a big turnout.

The third AROSC Time Trial of the year will be run at Riverside Raceway on June 26th over a course which I suspect none of you has seen used by anyone. The reaction of our drivers to "Samson's Folly" should be interesting. If nothing else, we can be sure that a number of class lap records will be set this time!

Somewhat further in the future, but worth starting now to prepare for, is the AROSC Concours on September 12th. Our Chief Concours Honcho, Hal Croulet, is planning a program which will permit anyone to enter. He intends to use class breakdowns which will keep a street Alfa from having to compete against a trailered professional Concours car. He also plans a class for race-prepared Alfas, so this particular Concours should be something special. We have already had indications of interest from several owners of pre-war Alfas, including one from San Fran. As with all AROSC events, our Concours is intended to be a low-pressure event which everyone can enter, so get started on making your Alfa as immaculate as possible.

As I mentioned in last month's column, Lisa Boles represented AROSC in the BMW Super Slalom, run in conjunction with the IMSA Ontario Races. Lisa finished 19th in a field of 40+ entrants consisting of the best slalom driver from each club in the area, which is an excellent finish considering the disadvantage with

which she started. The slalom was run using a couple of supposedly identical BMW 2002 sedans, and Lisa's run was one of the last to be made. With a dozen and a half back to back flat-out runs preceding her, Lisa drove a car that had seen better days. One observer commented that by this time the BMW's were so hot that standing next to one was very uncomfortable

The IMSA Camel GT was a mixture of fun and frustration for the Alfa enthusiasts. In the 50 mile heat race Bill Kohl drove the SAMKO GTV and finished well in class after a nice dice with a BMW, qualifying the car for the 100 mile final. With no indications of any problems with the car, the SAMKO pit crew (California's answer to the Woods Brothers) covered the car and relaxed watching the radial challenge, Formula Atlantic race, and other events.

When John Samson hopped back in to warm up the car shortly before the final, a frozen clutch throwout bearing reared its ugly head. A valiant but vain effort was made to change the bearing in time for the race, so John and the GTV ended the day on a downbeat. Running without a clutch was considered but rejected since the SAMKO Team is pinching pennies to be able to go to Mid-Ohio in August, and any extra abuse to the car might have killed their budget-and plans.

Next month's column may be somewhat skinny, so I'll apologize in advance. I am going to be back East for about three weeks and will not return until the July issue has gone to press. Hopefully I'll have enough of a report on the National Meeting at Lime Rock, Conn. to make up for it in Aug.





## CONCOURS DEL ALFA ROMEO

by Hal Croulet

Get your wax and soap and start putting on those finishing touches on your Alfas. You don't have to hide them in the garage any longer. You can show off your effort before judges and the ever curious public and perhaps earn a trophy. Whether you win or not it's the satisfaction that your Alfa is the cleanest it has ever been since you owned it.

Concours del Alfa Romeo will be held at the Puente Hill Mall in the City of Industry on Sunday, September 12th, from 11:00AM to 5:00PM. Arrangements are being made by the Mall promotion director to provide each participant breakfast. No arrangement has been made to date for lunch. Several restaurants of varying price range and appetites are available. The Mall can accommodate 60 cars which is all indoors and air-conditioned for protection from late summer heat and smog. The Mall will also provide chain stands to help keep the public away from the cars. The best protection for the car is the eye of the owner. The owner will be required to provide a drip pan for the differential and engine. The material can be indoor-outdoor carpet or a simple sheet of plastic adequate to catch any dripping oil. This is to prevent oil from staining the decorative concrete floor.

The number of categories is to provide a greater opportunity to win a trophy. Trophies will be awarded to the first and second place winners in each category. The winner from each cat. will compete for the best of show. Trophies will be awarded to first and second place winners of the show. The categories are as follows:

1. Pre-War to 1939
2. Post-War 1900 & 2500 series
3. Giulietta series 750 - 101
4. Giulia series 101 - 105
5. 1750-2000 series 1969 to 1974

6. Alfetta series
7. Specials, Sprint Zagatos, TZ, Montreals, GTA, 1300 Juniors, GTC's
8. 2000 and 2600 series pre 1967
9. Race modified - not street legal.

In order to attract older and exotic Alfas the 1750, 2000, Giulias and Giuliettas are limited to 10 entries. Any of these entries over the 10 limit will be put on a waiting list and will be entered if the other categories have a small number of entries.

Entry fee is only \$5.00. Only one car per owner is allowed. Watch the July Alfacionada for entry forms. The event is guaranteed a sponsor and some judges have volunteered their services.

So Start making your plans now and save your \$5.00, add some elbow grease and we will see you with your pride and joy. You can even bring your wife or a friend.

●●●●●



●●●●●

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## CALENDAR OF EVENTS

- |                |  |
|----------------|--|
| June 12/<br>13 | Solo I Championship Event<br>Ontario Motor Speedway  |
| June 18        | AROSC General Meeting-8PM<br>Little Lake Park  |
| June 19        | AROSC Rally-7PM<br>Ball & Knott, Cypress   |
| June 25/<br>27 | AROC National Meeting<br>Southbury, Conn.  |
| June 26        | AROSC Time Trial<br>Riverside Raceway  |
| June 27        | SCCSCC Championship Slalom<br>Ontario Motor Speedway   |
| June 29        | AROSC Board Meeting-8PM<br>Henri Laborde's house<br>Huntington Beach                               |
| July 3/<br>5   | SCCA National Races<br>Riverside Raceway   |
| July 10/<br>11 | OCSCC Rally-Entry Closes<br>July 1. Contact Jeri Anderson<br>23311 Guinea, El Toro for<br>details. |
| July 16        | AROSC General Meeting-8PM<br>Little Lake Park  |
| Sept. 12       | AROSC Concours<br>Puente Hills Mall  |



ALFACIONADA

## OPEN 'ER UP!!!!

by Tom Suter

The following article first appeared in the Bobcor Alfa Club Newsletter, and our AROSC Tech Chairman confirms that the situation is as common here as in the east, even on well-maintained cars. Check your car and you just might find that Alfie has more pizazz than you thought.

You would be amazed at the number of Alfa's, both new and used, 1969 to 1975 fuel-injected that are not operating at full throttle. Simple solution, have someone sit in the car and depress the accelerator pedal all the way to the floor and hold it there. (motor no running) Then, with pedal depressed, take a look under the hood at the throttle linkage where the throttle cable connects to the mechanical linkage (right side of engine by the air cleaner). Now with pedal to the floor, see if you can depress the linkage further down in the accelerating action. If it moves further than 1/4 inch, you aren't getting full throttle.

The cable can be adjusted at the point near the fire-wall at the housing by loosening the locknut, pulling the cable tight, and relocking the nut, or by screwing the pedal stop on the floorboard under the accelerator pedal, further in. A simple check, but one that will make your car run better.







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## HELLO NORCAL!!!!!!!

by Tom Suter

This issue of "Alfacionada" is being specially addressed to the members of the Northern California Alfa Romeo Club, which terminated its affiliation with the National Alfa Romeo Owners Club early this year.

As a result of the conversations with a number of the NorCal members, we have become aware that some of them would like to have membership in an active affiliate of the National. Accordingly, the Board of Directors of AROSC has voted to offer membership in our Chapter to all of the members of the former NorCal Chapter. Obviously, we cannot offer the convenience of a local club but we feel that we may be of benefit to those people who wish to remain in the National.

In addition to the National Newsletter, AROSC members receive "Alfacionada"-our monthly newsletter-and have the opportunity to participate in the rest of our active program. This program includes such diverse activities as tours, teach sessions, and AROSC Rally Team for major rallies, parties, AROSC rallies, and five Time Trials at Riverside Raceway. Our Time Trial program uses a handicap system based upon our experience over several years, which permits all Alfas to run competitively regardless of how stock or modified the car may be. We have regular entrants from as far south as San Diego and as far north as Redding.

The AROSC annual dues are \$15, of which half is retained for our expenses and half is forwarded immediately to the National, so that new members will receive all of this year's issues of the National Newsletter as promptly as possible. Anyone wishing to join an Alfa club in California which is affiliated with the National should fill in the enclosed form and mail it with a check made out to AROSC.

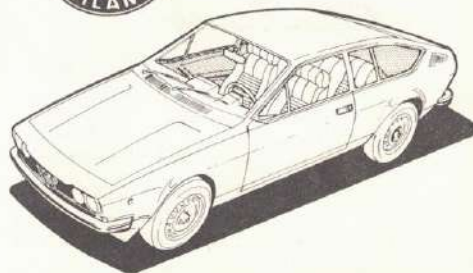
If you have already joined the National as an independent, just fill in the form. No additional dues will be required as we will receive a rebate from National for anyone joining our Chapter who is already a National member.



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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  
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