

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 15 No. 10 OCTOBER 1976 P.O. Box 261, Los Alamitos, Ca. 90720

WRIGHT ON

by Jerry Wright

Well, I did go on my vacation last month and I would like to thank Tom Suter for his article in the paper. It was very busy in September with our super concours-car display at the Puente Hills Mall on the 12th. Hal Croulet, who spent many many hours, deserves a great big thanks from all of us. If you did show a car or just came out to see the cars, you know how successful it was. Charlie Camp and Bob Doss took some great color slides that they showed at the general club meeting. Thanks to both of you. "Bear" Rick Clemente had a little problem, the speaker was unable to make the meeting last month, but "Bear" got a Radial Challenge Racing Movie. It was very interesting-even if there were too many commercials!! ??

In my opening line, I said; "My vacation" which in part was spent at Monterey and the Antique car race. The highlight to me was the Disco Volante Alfa Romeo made in 1953 and one of only three cars produced. The car was driven by Juan Fangio. It finished 2nd overall in the 1953 Mille Miglia with only one wheel steering.

Nominations of officers are coming up, so let the Board Members know who you would like to see run for the Board and maybe you would like to run. It can be a very rewarding experience to be a Board member and help the club grow even more.

The Las Vegas night party will be on the 16th of October at 8:00 PM at Hal and Esther Croulet's home in Walnut. I hope to see you at the party and the last AROSC Time Trial this year on the 23rd of Oct. at the Riverside Race Track.

October Meeting



Friday, October 15
8:00 PM

COMPETITION REPORT

by Tom Suter

The news item of greatest consequence this month is the change in the date of the next AROSC Time Trial. Due to a request from Riverside Raceway, we have moved the Time Trial forward one week. It is now scheduled for Saturday Oct. 23rd.

As long as I'm on the subject of the Time Trial, I'll say a few words about the AROSC points system which we use to handicap the cars. Since the intent of this system is to provide for competitive classes in which every Alfa can run re-

CONTINUED ON PAGE 2

ardless of the amount of "go-fast" dollars which have been spent on it, the AROSC Competition Committee meets each winter to consider modifications to our code. Any modifications which are made arise from a recognition of a need for clarification of wording, inclusion of something left out due to oversight, a revised assesment of the value of a particular modification in the light of greater experience, etc.

Those people who are considering making changes to their cars over the winter may be interested in knowing about some of the changes which will be discussed at the next meeting of the Competition Committee. I would like to emphasize that the changes below will not necessarily be implemented, but will be considered; so anyone having strong feelings about any of these changes is invited to let me know--preferably in writing. Although other changes may also be discussed, the following items will definitely be brought up: a requirement for roll bars in closed cars, increasing the points for non-stock springs to 3 points for each end of the car, changing the wording of "adjustable shocks" to "non-stock shocks", assessing points for removal of fan blades, assessing points for a non-functioning air pump, and defining the cam points system using the Alfa Part Number to avoid confusion. If you are thinking of spending some money to move your car right up to the top points limit for a class, it might be wise to wait a little while.

Since I assume the Hal Croulet will have a lengthy article on the AROSC Concours, I'll treat it lightly here. One aspect of the Concours which I found interesting was the tremendous number of people who passed through the mall and looked over the cars. Holding the event on Sunday the 12th put us in the mall the day before school started, and things were really hopping. According to the Puente Hills

Mall - and having been there I can believe them - approximately 42,000 people came through their doors that day. When combined with the radio and newspaper advertising of the event by the mall, it was really outstanding publicity for both AROSC and Alfa Romeo.

The racing scene was busy on three fronts this month for AROSC members. Bill Kohl and John Samson took their wives and the Samko GTV on a trek to the IMSA race at Mid-Ohio and were rewarded with a class win. Alfa now leads the Touring Under 2.5 IMSA Manufacturers Championship. John and Bill say that their pit crew, which came from the AROC Ohio Valley Chapter, did an absolutely outstanding job. It was made up of Dave Landsiedel, Joe Caladro, Pancho Noggler, and Steve Schwartz-the crew chief. The GTV ran flawlessly for the whole race, which is more than can be said for John's Chevy Suburban on the trip back.

Ward & Dean Racing took their 2000 Spider to the SCCA Nationals at LaJunta, Colorado and Phoenix, Arizona. In Colorado Alan finished first in class and first overall. At Phoenix he was fifth on the grid (In a A, B, C, D, AS, BS Race!) and was running first in class and third overall when he had to drop out due to a flat tire.

At the SCCA Regionals at Riverside on the 18th & 19th, Alfa was represented by Dale Jones' 1600 Spider and Mike Pratt in Bob Green's 1600 Spider, both running in Class F. Mike won the race and Dale finished fourth after starting last due to a broken transmission in practice.



GIULIA SUPER

FUEL PUMPS FOREVER!!!

by Tom Suter

Upon receiving my copy of last month's issue of *Alfacionada*, I was disgusted (but not suprised) to notice that I had made a typographical error in the AROSC Get-You-Home Guide. I thought that I had proof-read it thoroughly before turning it in, but obviously I'm not as alert at 3 AM as I should be. I suggest that you mark your copy to read correctly. In step (9) it should read: If YES go to #10. If NO go to #8.

As long as I'm on the subject of typographical errors, I'd like to mention that what looked like a pun at the expense of the fuel injection system in the beginning of the article was a typo which occurred between my handwritten copy and the printer. I happen to be a strong supporter of the Alfa injection system, as I feel that it is superior to carbs, particularly on any car driven over the wide range of altitudes which are commonly experienced around here.

At last month's meeting I had a conversation with Paul Micco, whose letter on the subject of the Spica fuel pump motor appeared in the June "Alfa Owner". As he mentioned in his letter, he found the available voltage at his fuel pump to be lower than desirable, resulting in a low current draw (amperage) and a low fuel pressure. After normal remedial measures failed, he installed a relay which is actuated by the standard wiring. The relay switches current in a line between the battery and the pump motor, resulting in higher voltage at the motor and higher fuel pressure.

Although Paul's installation was particularly simple since his battery is in the trunk, the same approach could be used on any car which persists in a low voltage at the pump by using a 16 gauge or larger line running from the pump motor to the relay and from the relay to

the alternator terminal which is connected to the battery positive terminal. A fuse in the line close to the alternator is a good precaution, and the relay should be mounted in a protected location. Don't forget to ground both the relay and the pump motor!

One item which I do not feel can be over-emphasized is the need for careful workmanship when doing anything on your car. Whenever a wire is run through a hole, the opening should be grommeted; and anytime a wire is near a metal edge it should be clamped to make sure no possibility of abrasion exists. Also, I suggest a maximum distance of 36 inches between support clamps, as vibration can move a wire around through a suprising distance. As always, the first thing you should do is disconnect the battery before starting to work.



WANTED

Any *Alfacionada* before 1970 will buy or trade.

Chris Boles

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ENTRY FORM FOR A.R.O.S.C. TIME TRIAL # 5 PARKINSON VOLKSWAGEN / ALFA ROMEO

DATE : October 23 1976 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 10/15/76 :
SINGLE \$17.50
MIXED COUPLE \$30.00
ENTRY AFTER 10/15/76 OR TRACKSIDE :
SINGLE \$22.50
MIXED COUPLE \$35.00

BRING: GAS, FOOD, CHAIRS AND DRINK.
NO ALCOHOLIC DRINK ON TRACK
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EACH DRIVER MUST HAVE A VALID STATE
DRIVERS LICENSE WITH HIM OR HER, NO
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ADDRESS : _____

PHONE : _____

DRIVER # 2 : _____

ADDRESS : _____

PHONE : _____

MODEL AND YEAR OF ALFA _____ DISP. _____ C.G.

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
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AROSC/JHS/2-18-76

ALFACIONADA

The election of a new Board of Directors will be coming up soon. The nomination committee has been working hard to find nominees for next years Board. These people have all agreed to give you their best and to work very hard for you and AROSC next year.

Tom Suter	for pres.
Rick "Bear" Clemente	" "
Sid Keely	" "
Blake Morris	
Charlie Theriot	
Dan Bernstein	
Dave Vegher	
Sally French	
Rick Hamil	
Joe Richardson	
Dan Fein	
Jeff Larder	
Craig Lindsey	
Gary Tewinkle	
Mark Parkinson	
Phil Giural	
Bob St. John	
Ray Smith	
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MEMBERSHIP NEWS by Hal Croulet

Membership for the first 9 months of this year, 1976 has rocketed up to 428 dues paying members. Congratulations to all. This is an AROSC all time record.

All members who have the AROSC invitation cards with the Business Reply Permits printed in the top right hand corner should know that the permit has been cancelled. The Post Office is now charging an annual fee of \$30.00 to use this permit. The Board of Directors rejected the motion to pay this fee. If you still have these cards mark out the section which says, "First Class, PAID Permit No. 64, Los Alamitos CA" and "BUSINESS REPLY MAIL". All cards will be returned to the sender unless the postage of 9¢ is on the card.

A reminder, dues statements will be sent to you in November. On the top of your statement will be a brief questionnaire. Please take the time to complete this section to update the membership roster.



CALENDAR OF EVENTS

- Oct. 15 AROSC General Meet.
Little Lake Park
- Oct. 16 AROSC Las Vegas Night
Party, 8:00 PM
Hal and Esther Croulets
- Oct. 23 AROSC Time Trial
Riverside Raceway
- Oct. 24 AROSC Board Meeting
Craig Lindsey's home
Costa Mesa 12:30 PM
- Nov. 19 AROSC General Meet.
Little Lake Park
- Nov. 20 AROSC "White Turkey
Auction" 1:00 PM
Little Lake Park
- Dec. 11 AROSC Christmas Party
Mark Parkinson's home
Costa Mesa 8:00 PM



Las Vegas Night

AROSC'S Las Vegas Night! The year's "Most Fun" party! Coming again Saturday, October 16, 8:00 P.M.

This is the chance to play the Las Vegas Casino Games for fun! No monies involved. It's a great way to learn the fundamentals of the games and yet not risk the rent money.

There are prizes! At midnight, the person with the largest total of script gets first choice at the prize table and so on down till the prizes are exhausted.

The same skilled, dealers from last year's party will staff the tables. Their pleasant help always makes the party an all out success.

The cost is \$3.75 per person or \$7.50 per couple. This includes a complete buffet dinner, mix (BYOB) and the try for the prizes.

Hal and Esther Croulet have volunteered their home for this year's fun. It is at 19806 E. Paseo Lucer, Walnut CA. (See Map)



HAL & ESTHER CROULET
 19806 E. PASEO LUCER
 WALNUT, CA. 91789
 714-595-0829

ANN



92

91

6

WALNUT

INDUSTRY

UNION

PACIFIC

BLVD

WALNUT

INDUSTRY

BLVD

Councours and Display Results

1900-2500 Series

N. Newman, Tarzana 6C-2500 - 1st Place
W. Biggs, San Diego-1900C Super Sprint- 2nd Place

Giulietta Series

R. Knoblach, Woodland Hills-1300 Sprint - 2nd Place^o
T. Higgins, Diamond Bar-1300 Spyder
E. Kopach, Hawthorne-1300 Spyder-1st Place
W. L. Sells, Oceanside--1300 Sryder
R. Gebhardt, Bellflower-1300 Sprint
G. Ochs, San Diego-1300 Sprint
W. Hammill, Anaheim-1300 Spyder

Giulia Series

P. Guiral, Cypress-1600 Spyder Vel
W. Varien, Fullerton-1600 Sprint GTV-1st Place and 2nd Best of Show
C. Lindsey, Costa Mesa-1600 Duetto-2nd Place
R. Doss, Pasadena- Giulia Super

1750- & 2000 Series

D. Busk, Hac. Hghts-2000 Spyder
V. Robinson, Garden Grove-2000 Spyder-3rd Place
M. Moore, Los Angeles-2000 Spyder-1st Place
R. Baron, La Jolla-1750 GTV (European)
H. Laborde, Hgtn Bch-1750 GTV
N. Borsoni, S. Francisco-2000 GTV-2nd Place
J. Wright, Whittier-2000 Berlina
M. Millikan, Long Beach-1750 GTV
S. Remsey, Anaheim-1750 Spyder

Alfetta Series

S. Hoagland, Simi-GT
W. McAllister, Canoga Prk-GT-2n Place
B. Morris, Costa Mesa-GT-1st Place

2000 & 2600 Series

B. Wolfson, Newport Bch-2600 Spyder-2nd Place
T. Aspell, Tustin-2600 Spyder-1st Place
S. Paden, Buena Park-2000 Spyder

Limited Series

T. Marino, Hac. Hghts-Giulia Sprint Speciale-2nd Place
M. Parkinson, Newport Bch-Giulietta Sprint Speciale-1st Place and Best of Show

Race Modified

J. Richardson, Temple City-Giulietta Spyder-2nd Place
A. Gott, Claremont-2000 GTV-1st Place

ALFA' IN THEIR SUNDAY BEST
by Hal Croulet

Thirty two Alfa owners shined, polished and cleaned their Alfa Romeo's and presented them in a magnificent display at the Puente Hills Mall on Sunday, Sept. 12. The beautiful cars were complemented with the Mall's green landscape, special soft lighting and water fountain in the center court added to their luster and brilliance.

Many owners stood by their Alfas as 42,000 people stopped to view the interiors and exterior styling of the cars. There were moments when the public showed their enthusiasm in innocent ways which resulted in some anxious and humorous situations. Like the lady who complained to Nort Newman she couldn't steal the dashboard knobs from his 6C-2500. Or the gentleman laying on the floor and getting stepped on while looking under one of the cars. But the interest was very high and many people left the display wishing they owned an Alfa Romeo.

There can never be enough thanks to those who donated their time and money to make a success of this first concours and display. Tony Baumgartner for his generous support by providing the trophies, judging and displaying the Alfetta sedan and Alfetta GT. Jim Parkinson and Otto Zipper for coming from their homes on an early Sunday morning to judge the cars. Thank you to our old friend Luciano Morra of the Italian Trade Commission for judging and furnishing the Italian flags for added color. Alfa Romeo Inc. furnished banners, signs and the beautiful silver trays for the Best of Show awards. To all of you from the Concours Committee and AROSC a big thank you.

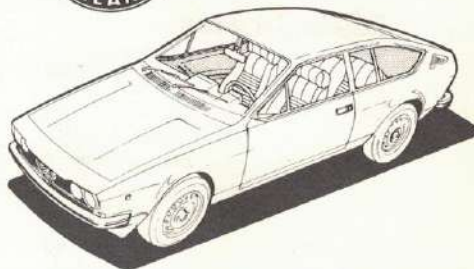
The Puente Hills Mall provided all the conveniences and media advertising. All this was due to the effort of Margaret Fleming the Promotion Director. The champagne brunch just couldn't be beat.

It was delicious and set everyone off with a satisfied feeling. By the way, did you hear or see the advertisements on KRLA or KIIS radio or the ads in the LA Times and the San Gabriel Valley Tribune. All the art work for the display was provided by R. J. Mikkelson which was just great.

This being our first public concours and display I am sure everyone who participated could contribute suggestions to make another one even greater. It is hoped these suggestions will be heard when a permanent committee can be formed to continue this kind of event. Many members and their cars were conspicuously absent and the committee missed them.



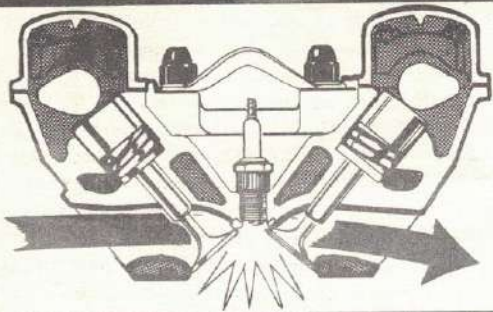
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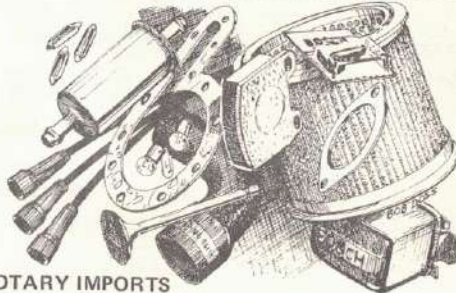


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FEE. FOR MEMBERSHIP INFORMATION
WRITE AROSC, P.O. BOX 261,
LOS ALAMITOS, CALIFORNIA - 90720
ARTICLES, LETTERS, AND PERSONAL
ADS ARE ALWAYS WELCOMED FOR
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MEETINGS ARE HELD ON THE THIRD
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