



Alfacionada

Alfa Romeo Owners
of
Southern California

P.O. Box 61

A DRIVING CLUB

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A DRIVING CLUB- HA!

For most of our club members this motto has not been anything that they could be proud of. A few, and I do mean few, have gone out and tried very hard to make this motto stand for our club, and to some extent they have begun to succeed. However, it is still a case of a few doing for many, and in a club of over 100 members this is completely ridiculous. We all own a high performance car noted for its driving qualities, yet it seems very few of our members care enough to bother doing more than drive back and forth to work, or over to aunt Minnie's over the weekend. In the past a few members have gone to sports car events, mostly at the urging of one of the so far rare active people, and have had a ball. All it took was just going to the event, if only to watch, or just give support to those that are out there running.

To further support our motto, Double Trouble Two was designed as an event to challenge the driver for once, and not on how well he can find half hidden signs or interpret tricky instructions, but how well he can handle his vehicle. For too long events in this area have teased the eyeballs, not the reflexes. This does not mean this will be a race- a majority of the speeds will be in the thirtys on good well paved roads. It does mean this will be an ALFA rally, set up for an ALFA, by an ALFA, at ALFA speeds, over ALFA roads, by an ALFA club!

On September 29 the club held a checkout rally over most of the course of Double Trouble Two. Our club was well represented by 9 (nine) cars. Best time was recorded by Jim Kubota (driving solo too) of just over 4 minutes. Running a close second was Dan and Bev Ross. General consensus was this was a drivers rally.

HISTORY OF ALFA ROMEO: Courtesy of George O. Eickhoff

In 1906, in a place called "Portello" at the outskirts of Milan, the pioneer Alessandro Darracq founded a modest automotive shop. In 1909 his shop was taken over by the Company "Anomia Lombarda Fabbrica Automobili", called A.L.F.A., in 1918 Ing. Nicola Romeo, who had meanwhile become the owner, called the company "S.A. Italiana Ing. Nicola Romeo and C." In 1930 the name of the firm was changed to "S.A. Alfa Romeo" while in 1948 it became definitely "Alfa Romeo S.p.A.". In 1925, the firm enlarged its production, and its name became more popular, not only for the technical perfection and originality of construction, but also because in 1923 Alfa Romeo had begun to sponsor motor-races, which made its name well renowned in all the world. In the Champions Album we find first the name of Ugo Sivocci, who died driving the "P.1"; in 1924 we find the names of Antonio Ascari, Campari, Minoia, Wagner, driving the "P.2", and finally in 1925 Brilli Peri won the first worlds championship with the "P.2"...In the period from 1928 to 1935 appeared new names which soon became very popular: Campari, Borzacchini, Fagioli, Moll, Ferrari, Guidotti; from abroad came Caracciola and Chiron, and above all dominated two champions who will remain famous for a long time; Achille Varzi and Tazio Nuvolari who entered motor-racing from the motor-cycle school and encountered the favor of the public with their different skills and drive...In 1936 the Alfa cars grouped together under the name of Scuderia Ferrari and new drivers were trained in the old school: Trossi, Brivio, Tadini, Zehender, Farina, Villorresi. Meanwhile, the "Tipo 312" was built in 1936, and in 1938 the "158" made its debut. From and industrial point of view, the problems of Alfa from 1926 on were to consolidate and improve the automobile department today through Finmeccanica....In the years preceding World War II, the plants of Portello were enlarged with the construction of new modern plants for aeronautical production at Pomigliano d'Arco (Napoli). The plant in Milan was badly damaged by the aerial bombing, that destroyed almost half of the plant and equipment. Sub-assembly plants and supplier firms were more or less destroyed. At the end of the war two big problems were to be faced: the rebuilding of plant and equipment; and reconversion to peace-time production, which required three years for completion. Alfa Romeo returned triumphly to the motor-races, but in 1948 three of its most famous champions died tragically: Archille Varzi, Carlo Felice Trossi e Jean Wimille...After a brief pause for retooling, 1950, the record, the ALFETTE took part in eleven Grand Prix, winning all of them and obtaining the first three places in the classification of World Champions; 1. Nino Farina, 2. Juan Manuel Fangio, 3. Luigi Fagioli, while Bonetto, Taruffi, Sanesi, Bornigia, Cornaggia Medici, Daetwyler and others won important trophies...In 1951, after having reached with Juan Manuel Fangio the same success that previous year, Alfa Romeo renounced racing in order to devote their efforts to the new industrial production: production which represents the result of so many sports experiences and which is now well known and appreciated all over the world.

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