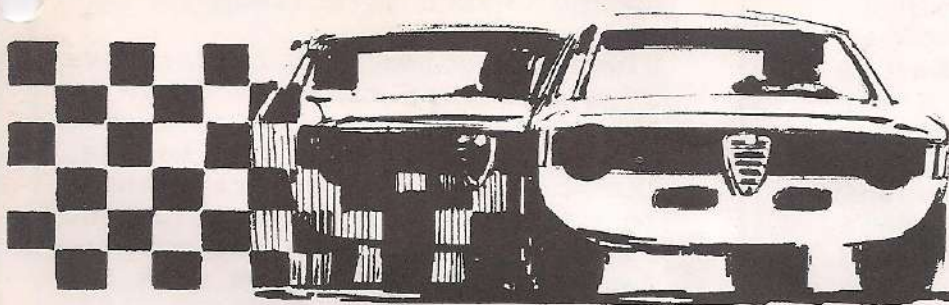


# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



APRIL 1970 VOL. 9 NO. 4

P.O. BOX 261 LOS ALAMITOS, CALIFORNIA

## THE TRAMWAY TRALOM

Sunday, April 5, a very beautiful sunny day, the fortunate members that participated in the "Palm Springs Caravan" were treated to a fun-filled day from start to finish. For the record, the caravan consisted of 13 Alfas of various vintage and 2 Dodge station wagons, carrying a total number of 33 enthusiasts of all ages. Some of the participants left from our usual meeting place and proceeded to Corona where we met the rest of the group for brunch at Alphy's Restaurant. We left Corona about noon and drove through the beautiful back roads in the middle of orange groves to Highway 395. We picked up Highway 74, winding through a very scenic drive before ending in Palm Desert where we continued on to Palm Springs to the famous "Tramway" at the top of San Jacinto Mountains. Fritz and I took movies of the caravan in various stages and we hope to show them at the June meeting to be held at the ARI facilities in El Segundo. Arriving at the Tramway Station, which incidentally required a drive up-hill of about four or five hundred feet above sea level, we got in line to board the tram for the ascent to the top of the mountain. The

by mark marcantoni

"Chicken of the Day" award went to Oscar DuFau for refusing to make the ascent. Once at the top of the snow covered mountain, one can enjoy an inspiring panorama, fine, clear air, no smog, a well furnished restaurant-bar and other facilities. When all those who took the trip (in the tram, that is) descended to earth again, we returned to Palm Springs to gas up before proceeding to Riverside to "Rocco's Italian Restaurant" for the most rewarding part of the day. It is not easy to accommodate thirty hungry people on a Sunday night, especially when we only made reservations for twenty. But, Mr. Rocco, like a true Italian, did not lose his cool, and no more than ten minutes later had us all seated at two long tables. We enjoyed a fine and filling dinner served in a typical Italian atmosphere of happiness. (Helped by several bottles of wine.) I even managed to con Mr. Rocco in serving a birthday cake, complete with candles to Fritz, even though it wasn't his birthday! Our thanks to Mr. and Mrs. Charlie Camp for having put the event together. One of the best so far, in attendance, organization and enjoyment by all.



## Las Vegas Rally by mark

The Las Vegas Reunion Rally has to be the most interesting of all the rallies available to the Southern California rally enthusiast. This year's event, the 14th edition, was in my opinion the best ever - from the standpoint of organization, choice of roads, and after-the-rally activities.

The sponsoring club, the Coronado Sports Car Club of San Diego, deserves public recognition for an excellent event. My plans are to organize a team from AROSC to participate in next year's rally as our event of the month for March. It is a lot of fun driving and even more fun after the rally in Las Vegas.

AROSC this year was represented by the teams of Marcantoni-Marcantoni and Giobbe-Giobbe, driving two "1750" Alfa sedans. In my opinion, they make the perfect car for rallies. Very comfortable, roomy, very fast, (if you don't believe me, you should ask the various Detroit "hot-machines" that only saw the rear ends of our cars!) and with a road handling found only in more sophisticated and more expensive sports cars.

It's too bad the drivers and navigators weren't as good as the Alfas, but we were out of practice and made some errors that are only allowed beginners. On my part, I got sucked in by an old trick; after three hours of driving you come around a turn and find a check point fifty yards in front of you, so you drive in, disregarding the instructions and find out too late that before the checkpoint there was a road where you were supposed to turn and go around a loop five or six miles away, before returning and entering the checkpoint. That small

oversite meant an error of six minutes for me and kissed goodbye to any chance of a trophy.

Vince was doing much better, even if a couple of times he drove in the opposite direction of where the rally was going, but he was lucky enough to recuperate the lost time during the rest periods. Finally his luck ran out on a deserted road somewhere near Las Vegas. HIS CAR RAN OUT OF GAS! Someone forgot to tell him that even Alfas need gasoline to run. He arrived at the last checkpoint a little late, something like one hour and 28 minutes, losing the chance of beating me and winning the trophy for the first to finish AROSC member driving an Alfa.

We are planning to enter The Pan American XI Rally, sponsored by ISCARA, as a club event. The rally runs through the southern part of our state and ends up in Ensenada, Mexico. It is a Saturday and Sunday affair, October 10-11, and it is normally a fun deal, ending with a big "Marguerita" party Saturday night in Ensenada. More about this later.

## FOR SALE

1965-1600 Veloce Race Car - very strong E Prod contender - latest small port head Shankle prepared, cut down GTA intake valves, 10.6 cams, Forged Tru pistons, all alum. pulleys. Alum. fly wheel, light weight close ratio box, limited slip, mag wheels, Fred Opert seat, various other options --- \$ 2500  
Alan Ward - Home 645-6945  
Work 679-8711 x-64752

4 TransAm Road wheels for GTV, GTA, Duetto, TI & Super 15"x5-1/2" also  
4 Dunlop Sp 165x15 (late series) used about 12,000 miles -- BEST OFFER call Jerry at 839-1017







FINAL NOTE

Your engine characteristics, transmission ratios, rear tire diameter, and axle ratio must all be considered as a unit, in order to determine what changes, if any, are appropriate for your particular application. Unless you have some special applications in mind, the factory-installed ratio is probably best for your car.

COMING NEXT MONTH:  
(We hope! Ed.)

"How the rear axle ratio relates to cams and transmission ratios for street, slalom, and racing."

**More on The Montreal**

The new Montreal has finally been unveiled by Alfa Romeo at the Geneva Auto Show. Photos of the car are remarkably close to the illustration published in last month's ALFACIONADA. Details on the car have also been released by ARI/Newark, and will be summarized here.

First of all, contrary to many rumors about mid-engine designs, the engine is up front. The entire chassis, in fact, is remarkably conventional considering the recent introduction of several new GT cars of it's type and approximate price (the Montreal's price, still not firm, should be under \$10,000). The car is built on a relatively short, 92.5 inch wheelbase. It has a familiar solid axle suspension (with anti-sway bar) in the rear, and double wishbone independent up front. The brakes have ventilated discs with 425 square inches of swept area. In all, the car weighs 2790 pounds.

While the chassis may be conventional, the engine is most certainly an advanced state-of-the-art design. It is basically the Type-33 V 8, 2.6 liter displacement rated at 230 hp with

twin overhead cams per bank (naturally), SPICA fuel injection, and all the good things we expect from an Alfa engine. But it also has a few things you may not have expected. Such as a dry sump lube system (with twin scavenging and pressurizing pumps and an oil cooler). Or a crankshaft with tungsten counterweights, to reduce their size and rotating inertia, enabling higher and more responsive revs. Or a capacitive discharge ignition system. Some of the engine specifications are:

Bore/stroke	80mm/64.5mm
Displacement	2593cc/158ci
Power	230hp@ 6500RPM
Torque	198 ft-lbs@4750

The gear box is a five speed unit (ratios not yet announced) and the differential is a limited slip type.

In summary Alfa Romeo engineers seem to have relied on highly refined, proven techniques for the chassis, suspension, and drive train of the Montreal; while in the engine compartment, they have incorporated innovative-design and advanced state-of-the-art components (though not without experience thru their prototype racing efforts). It is interesting to note that this design philosophy appears to be just opposite to that of some of the newly introduced competition for the Montreal, which use relatively innovative chassis and drive-train components with off-the-shelf American engines. The DeTomaso/Ford Pantera and the Bizzarini/American Motors AMX-3, both reported in the \$9-11,000 price range, are two prime examples.

We think that Alfa Romeo's recent prototype racing experience has had a lot to do with the design of the Montreal. Recall that



their engines have proven ultra-reliable, but the chassis, until very recently, has not. We feel the Montreal will be an exciting car to drive- especially if you can find a place to get the revs up!

### For Sale

1-set 1600 Veloce camshafts. Will fit late 1300 or any 1600. \$40.00  
1-Becker FM/AM Radio. 6 or 12v. \$25  
1-Motorola AM Radio. 6 or 12v. \$25

1300 Sprint Veloce- Clean, fast, Reliable. '60 body, '62 rebuilt eng w/ approx. 12,000mi. Silver/blk int. AM/FM, Pirelli's.  
Vincent Cobb, 653-5439 (home),  
462-2301 (service).

### Calendar

Apr.17- AROSC mtg at Little Lake Pk.  
Apr.18- SCCA Regional- Riverside.  
Apr.19- SCCA Continental Championship, Riverside Rcw. y.  
Apr125-26- SCCA Drivers school-Riv.  
May 17- RALLY EVENT FOR MAY-"Ridge Runner V". for entry info, call Jack Parker-377-5937.  
May 15- AROSC mtg, Little Lake Pk.

### from the bed of the Editor's Wife.. joyce atkins

For those of you who haven't heard, I was not able to help on this month's paper due to a small accident (SMALL!?!). Well, I was small anyway on my little red Honda-90 but the sand and gravel truck that hit me head on was more than my match. Fortunately I had on my Alfa jacket and helmet with my AROSC decals. Now, if I had Alfa pants, I'm sure I wouldn't have a broken leg and shattered hip socket- so I would like to petition for red Alfa pants (in case there is a next time). The Fire Dept helicopter rescue crew flew me to the door of Northridge Hospital 15 min after the accident occurred. I love flying, but what a way to go! I tried to stop them from cutting the sleeve of my Alfa jacket, but had no success. Some people have no respect! I think I'll sew a racing stripe down that side. I am now home but will be hobbling around 4 mos. on crutches- I needed a vacation but THIS AIN'T EUROPE!



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