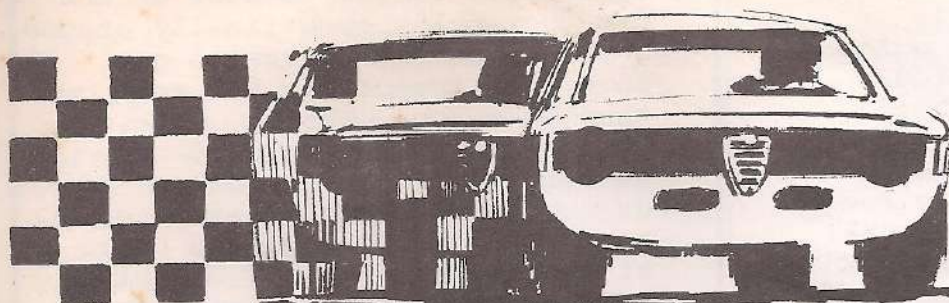


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



JULY 1970 VOL. 9 NO. 7

P.O. BOX 261 LOS ALAMITOS, CALIFORNIA

COMBO 1

Father's Day, first day of summer, and another great AROSC event - our Combo I slalom-drag event at Irwindale Raceway.

If you ever have to help put on an event like this then pick the easiest job available. I had no trouble at all - Event Master Loren Smith took one look at my leg in it's cast and offered me a job working timing, staging lights and announcing from the drag strip tower. It was a long flight of stairs to hop up but well worth it as the tower was air conditioned. I enjoyed the job so much I am ready to do it all over again. What about it Loren? (By the way after the event I heard Loren mumbling about this being the last time he would ever volunteer to put on an event.)

Talk about getting the easiest job - I want to know what our Tech Crew Chief Alan Ward was up to - I saw him stretched out on the drag strip wall, head propped up on a line of yellow helmets, his toes in the air - was he really sleeping?

Well, the crew in the tower set a record first. We had the youngest course worker out there helping us. Little Jennifer Taggart was

busy giving us instructions on how it should be done - she is quite a talker. Meanwhile her father was keeping up the good work down at the staging tree. Fritz Taggart was using a blackboard to signal the numbers of cars running on the strip and had perfected his toreador style by waving the board around. Our heads were spinning in the tower trying to read the numbers as they flew by. Then Hoppy Hopkins went down to straighten things out, and instead of numbers we got little notes from him. "No Hoppy, I don't want another broken leg."

Talk about things being broken - I am ready to suggest an "Alfa Problem of the Month Club." Now that all the head gaskets are fixed it seems while on the slalom course at least three Alfas (ours included, naturally) had their transmissions popping out of first into neutral. What next!!

Believe it or not--there really was some business conducted at the drag strip. We had over fifty cars run, some of them making 8 runs. Phyllis Gaylard started off with top time of day, she made the first run. Nonetheless she did have a very impressive

time of 13.63 E.T. and 96.87 mph that was not beaten until the afternoon. I was hoping it couldn't be done but alas a Lotus ran an E.T. of 13.06 at 71.82 mph. (He was stepping on his brakes thru the traps so he had a low mph.) Some of our course workers ran late in the day and I have a few of their times. We only used initials in marking the cars so some who ran aren't listed below as I couldn't identify the initials or cars.

	Elapsed Time	MPH	Car
VinceGiobbe	16.96	82.11	GTA
JohnCornett	17.42	78.05	Spider Veloce
OscarDuFau	17.74	78.26	GTV
TomAtkins	17.84	78.12	Super
JoeCannone	18.28	75.44	1900 Spider

I enjoyed watching the cars run during the day and really wanted to give our Alfa a try on the strip, but my cast is on my left (clutch) leg. Now if it had been on the right leg it would have been ideal - old leadfoot on the gas pedal. I am sure I could have beaten Tom's time - Right Tom? He never agrees with me anyway.

The Slalom Event at COMBO I came off very well. The only thing lacking was entrants. About 150 entries were recorded, not quite enough for us to break even financially on the event. That's what we get for bucking Father's Day, and a Corvette Council Meeting! The course was fairly tight but challenging and most entrants commented favorably on it. The only breaks in the hot day came after a 911 Porsche blew its innards on the course followed by another car breaking its radiator hose, creating a slippery, mayonnaise-like surface. Perfect for simulated ice-racing but not quite what we had in mind.

Unfortunately, some of our volunteers failed to show up and our poor pylon crew finally staged a lie-in on the course to get some rest from their hot and thankless job. Thanks, guys. At the end of the day not many workers were left, but those of us who stayed were treated to some life-saving beer and pizza at a nearby Shakey's. Foothill FCCA gets a vote of thanks for their much-needed assistance in putting on the event.

JOYCE AND TOM ATKINS

CALENDAR

- 7 - 12 Valley Corvettes Slalom, L. A. Fairgrounds, Pomona
- 7 - 18 AROSC meeting at Little Lake, Santa Fe Springs
- 7 - 19 Pacific Slalom at Adams Go Kart Track, Riverside
- 8/1 & 8/2 SCCA National Race Orange County Raceway
- 8 - 7 AROSC Tech Event at A.R.I. - 8 P.M.
- 8 - 16 Slalom at Pomona Fairgrounds
- 8 - 30 Morgan + 4 Open Slalom
- 9 - 12 PIZZA RALLY

AUGUST TECH EVENT

We are planning a tech event on ~~Saturday evening~~ ^{Aug. 7} July 24th at 8 PM. Keep the date open on your calendar. The event will be held at ARI's El Segundo facility. John Shankle and Ron Dykes will be present to speak and answer questions. You all know John; Dykes is a long-time Cal Club racer and instructor for Jim Russell's Driving School.

COMPUTERIZED

Would you believe our entire newsletter was final typed by computer this month. Although several hours of drafting is still required by the Editor's hard-working wife Joyce, (that's for sure Tom), error-free final typing in variable format is ensured by the use of the computer.

Racing Around

TRANS-AM

Lexington, Ohio, June 7 - Bert Everett, former Trans-Am Porsche driver, won the Mid-Ohio Trans-Am race in his first outing in an Alfa. GTA's also finished second, third, and fourth. Everett was reportedly very impressed with the car and was quoted after the race as saying "these cars are quicker than Porsches ever were".

Bridgehampton, N.Y., JUNE 21 - BMW picked up its second under-2 liter win with Hans Zierais holding off Horst Kwech by a slim 3-second margin at the finish. Kwech was clearly faster, leading for 23 of the 35 laps, but had to pit for fuel and the German proved to have sufficiently wide elbows to keep Kwech from re-passing. The next 4 finishers were: 3-Peter Shuster, BMW; 4-Lee Midgley, GTA; 5-Harry Theodoracopulos, GTA; 6-Ed Wachs, GTA. Mark Donoghue scored Javelins first Trans Am win over the Mustangs of George Follmer (2nd) and Parnelli Jones (3rd). Jim Hall's Camaro finished 4th.

Brainard, Minn., July 5 - GTA's took the first two places - Horst Kwech with the wind and Harry Theodoracopulos 2nd. CalClub racer Milt Minter won the over 2-liter race in a 2-yr old Camaro. Points standings thru the July 5th Brainard race are Alfa Romeo 48 and BMW 33. In the over-2 liter class, it's Mustang 48, Javelin 25, Camaro 26, Challenger 7.

FORMULA 1

Zandvoort, Holland, June 21 - Andrea DeAdamich again failed to qualify his McLaren/Alfa, making him 0 for 5 in the World Championship series. His car is

an M14A with an M7A backup. DeAdamich missed the last qualifying spot on the grid by only one hundredth of a second to George Eaton in a BRM. We wish him luck - it's been all too long since an Alfa powered car has been seen on the F1 Championship circuit.

MANUFACTURER'S CHAMPIONSHIP

LeMans, June 14th - As expected, Porsches swept the 24 hours of LeMans after the contending Ferraris eliminated themselves in a four car crash. Four Alfa 3-liter "33's" were entered but none finished. The Hezeman/Gregory car was the first car of the race to drop out, having broken a piston. Zeccoli/Facetti's car was eliminated by a spinning Corvette, also taking out one of the Gulf Porsches. The Galli/Stommelen Alfa broke after running second under 3 liter, and the track was swept clear of Alfa prototypes with the retirement of the Courage/DeAdamich car.

PIERS COURAGE, one of the top international drivers, was killed June 21 in a Formula 1 race at Zandvoort, Holland. The deTomaso-Ford he was driving left the road, turned over, and burned. Courage had recently joined Alfa Romeo's prototype team, and will be greatly missed.

GT-AM SPECS

Since the last issue of Alfacionada, we have received FIA homologation papers for the GT-AM and can provide a few more details - the engine is actually a 1750 in displacement (1779cc) and the car weighs 1938 lbs - pretty heavy compared to a GTA considering all those plastic body panels. It does come with 9 inch mag wheels, but those will be illegal in the Trans Am. We wonder if it will really prove to be much faster than a 1600 GTA in the US.

Speculations on the Alfa-Sud

The Alfa-Sud factory in Southern Italy is back on the road to completion after labor strikes caused many delays. The factory is expected to be completed in 1971 with first production set for early 72. About 80,000 cars should be produced in the first year with a target of 300,000 per year by 1975. But what about the car itself? We have reviewed sketches and photos put together by Italy's semiofficial motor industry magazine - QUATTRORUOTE. It is quite pleasing, with a combination fastback and chopped tail, reminiscent of Datsun's 240Z. The car will have a front engine with front-wheel drive, a first for Alfa. Under the hood will be a four cylinder water cooled engine in an opposed layout similar to the Lancia Flavia. The radiator is up front with an electric fan. The factory is testing engines of 1100, 1300, 1500, and 1700 cc displacement. The 1300 and 1500 cc versions are expected for the Sedans. 1700 for a coupe.

Initial body types will be 2 and 4 door sedans, to be followed by a sport coupe, a station wagon in 3 and 5 door versions, and a pick-up.

The suspension will be MacPherson Strut in front and solid axle with coil springs and a panhard rod in the rear. Brakes, of course, will be 4-wheel discs with vacuum assist. And there will be one feature Alfas have needed for a long time - fully adjustable steering columns on all models. Finally, the car is expected to have 13 inch wheels on a 98 inch wheelbase with an overall length of about 157 inches.

Rallying Around

BRAILLE RALLY

All navigators in this recent event were blind children reading braille instructions and four Alfa Members participated. The cars were convertibles so the kids could enjoy the fresh air. All Alfas placed well in a large field.

2nd place - Jim Hopkins
25th - Fritz Taggart
34th - James Snyder
41st - Steve Molchan

If these blind children can navigate so can you, so prepare for our Pizza Rally September 12th.

PIZZA RALLY

Jim Hopkins (an ardent rallyist) will set up a 1 to 2 hour Pizza Rally for Alfa members on Sat. nite, September 12th. The rally will end at a pizza place where there will be free drinks for all. Instead of trophies we will give away free pizzas for 1st, 2nd, and 3rd placed, so get out there and practice for this event. By the way, for those who get lost (certainly not meant for us Alfa drivers) there will be an escape kit attached to the instructions.

PAN-AM RALLY

We are considering entering at least one AROSC team in the 12 hour PanAm rally to Ensenada on October 10 & 11. Mark Marcantoni says it will be all on paved roads and a Duetto will set up the course so we shouldn't have any problems. The fee (approx. \$40) will include Sat. nite sleeping accommodations, banquet and best of all, a Marguerita Party. I know we have some party enthusiasts in the club and after our Sept. 12th Pizza Rally we will have some experienced drivers and navigators.

For Sale

60 Alfa Sprint for \$695
contact Ed Daueff, 10433 San Juan
Ave., So. Gate LO 9-0280

67 GT Veloce, Good Condition, white
new tires, approx. 36,000 miles
\$1600 and take over 20 payments of
\$63.00 each. Going overseas.
Contact Mike Mulry, CMR#1, Box 737,
Travis AFB, Ca. 94535-(707)437-9829

1965-1600 Veloce Race Car-very
strong E Prod contender. Contact
Alan Ward - home 645-6945
work - 679-8711 x-64752

ALFACIONADA is the monthly
publication of the Alfa Romeo
Owners of Southern California
(AROSC). Subscriptions to this
newsletter are included as part
of the \$5.00 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 publication and should be
received by the editor fifteen
days prior to the monthly meeting.
Meetings are held the third Friday
of each month at Little Lake Park
Clubhouse, 10900 S. Pioneer Blvd.,
Santa Fe Springs, just north
and east of the Santa Ana Freeway,
at 8 PM. For further information,
call Vince Giobbe (President)
831-4904, or Tom Atkins (Editor)
340-6773.



PERSONALIZED
SERVICE
ALFA ROMEO

FIAT-FERRARI-MASERATI



JOE CANNONE, Prop.
17554 VENTURA BLVD.
ENCINO (one block east of White Oak)

783-3512



Alfa Romeo

SHANKLE
AUTOMOTIVE
ENGINEERING

PERFORMANCE SPECIALISTS

15451-F CABRITO ROAD

VAN NUYS, CALIFORNIA 91406

PHONE: (213) 780-9575

PIRELLI

All brands, sports and domestic car tires —
Slalom and street retreading in original
factory designs. Terms = All Major Credit
Cards Honored.

B & H TIRE SALES CO.
SPORTS CAR TIRE CENTER
PIRELLI & DUNLOP TIRE DISTRIBUTORS

508 West Anaheim St.
Long Beach, Calif. 90813
Phone — 437-5180

2423 So. Main St.
Santa Ana, Calif. 92707
Phone (714) 545-9415



ALFA ROMEO

TEST DRIVE THE NEW 1750 ALFAS AT
A DEALERSHIP WHERE SERVICE AFTER
SALE IS A PLEDGE NOT A GIMMICK.
WE TRY TO PLEASE!

JIM GRAY IMPORTS, Inc.

3515 ATLANTIC AVE. • LONG BEACH
PHONE 424-0951



AROSO
P.O. BOX 261 LOS ALAMITOS, CALIF

LAW DAY U.S.A.
FREEDOM UNDER THE LAW
MAY 1



DAROLD CUMMINGS

~~2348 LEMON #5~~

LONG BEACH, CAL 90806

*411 Newport
90814*