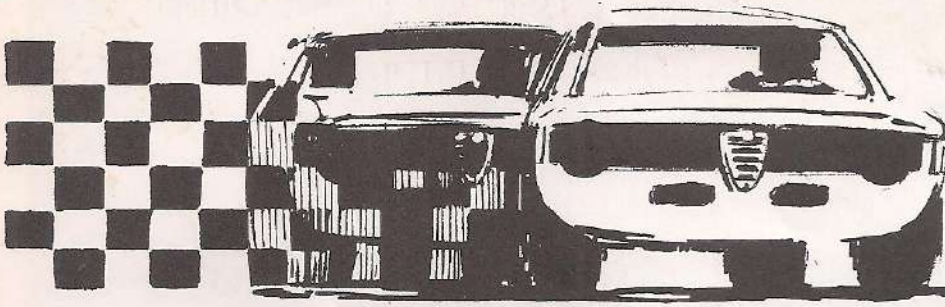


# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



MARCH 1970 VOL. 9 NO. 3

P.O. BOX 261 LOS ALAMITOS, CALIFORNIA

## STREET GTV WINS AT DAYTONA

An extraordinary success story at the 24 hours of Daytona came to light shortly after the recent world-famous race. Three Alfisti from Colorado drove to Daytona in a "street" 1750 GTV and quietly stole the show!

Modifications to the car reportedly included little more than a hastily-installed roll bar (tho we're sure they were pretty busy those last few days before the race). But what they lacked in mechanical preparation, they more than made up for in determination to compete. And compete they did! Lacking the resources of other competitors, street tires were used for qualification. The GTV was entered in truly stock condition - smog device, air cleaner, bumpers, grille, mufflers and all. It was "gutted" by removing the rear seat! Finding their differential gear ratio was too short for a good top speed, a pair of Goodyear tires with a tall section height were fitted to the rear. With lower-profile Firestones in the front, the stage was set for a dramatic challenge to the rest of the

sixteen under-two-liter touring (Trans-Am) race cars entered. Starting next to last on the grid and running slowest daunted these Alfisti not one whit. Reliability and determination turned out to be the order of the day. When the first 200MPH Porsche 917 Prototype crossed the finish line and took the Checkered Flag, only two under-two-liter cars remained, and our unsung heros were first. The sum total of material expenditures was one set of brake pads, two tires, and three quarts of oil! And shortly after the race, their license plates were hastily re-fastened and the three headed off on the third leg of their journey - back to Colorado. It was a happening sure to gladden the hearts of an untold number of amateur racers struggling to compete against factory entrants. And to us, it is a remarkable testimony to the durability of our Marque.

Thank you, Del Taylor  
Thank you, Hank Sheldon.  
Thank you, Ron Goldleaf.  
And our deepest congratulations!

**LAST ISSUE... fill your '70 dues are paid up!**

Dues are still ONLY \$5.00 --- Send to Karen Thompson, Treasurer, AROSC,  
10021 St. Charles Ave., Cypress, California



## ALFA ROMEO 'MONTREAL'

The following news release was given to the press on Feb 16 along with the illustration shown above: "The 'Montreal' will be introduced at the 40th Geneva Automobile Show. Underneath a Bertone body, is a 2593cc., 90 degree, V-8 engine, equipped with quad-overhead camshafts, and an Alfa Romeo-Spica fuel injection system." The car will be sold in the U. S. but the initial delivery date is unknown. No prices have been released but Mr. Stoccoro, when queried at our Jan meeting held up "about ten" fingers.

## 3-LITRE '33's AT SEBRING

The Alfa Romeo factory will enter a 3-car team of 3-litre '33's at SEBRING in a return to serious international competition. The factory has added a pair of outstanding drivers to bolster their team - Piers Courage and Rolf Stommelen. The team has reportedly recorded some record-breaking lap times in European circuit tests. We wish them SUCCESS!!! (3 cheers to the 3 '33s'!)

-See FLASH on Page Four -----

## calendar

- 20 Mar - AROSC Meeting, Little Lake Park, 8 PM
- 28-29Mar - SCCSCC High Speed Event drivers school, Riverside Raceway -\$10 a person/2 day
- 5 Apr AROSC Tramway Tralom to Palm Springs in Caravan
- 17 Apr AROSC Mtg. -Little LakePark

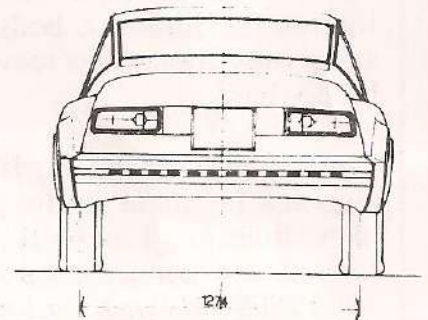
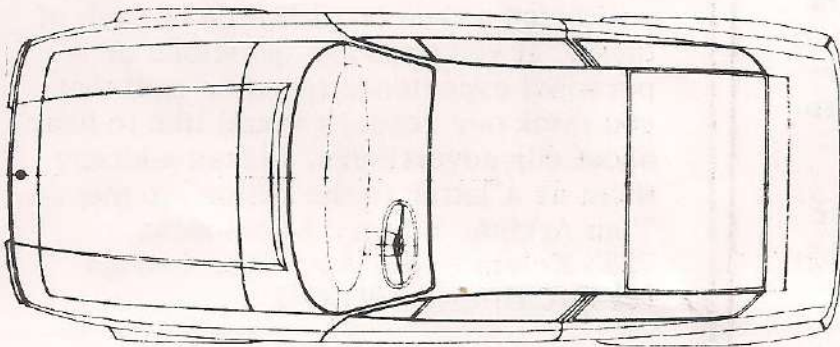
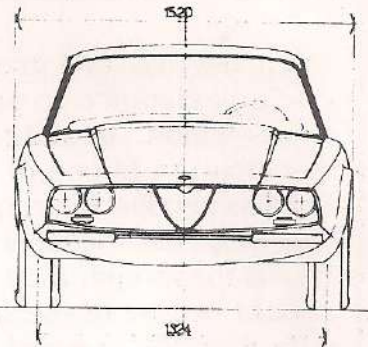
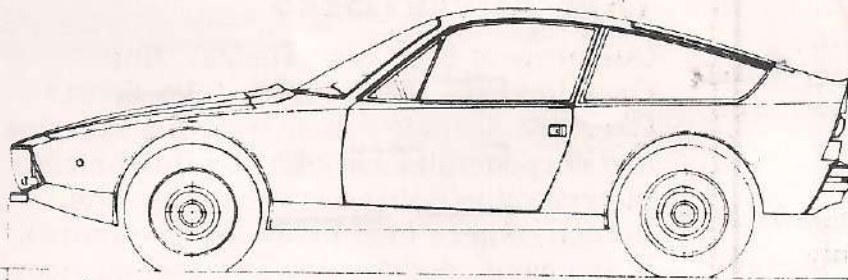
## AROSC TRAMWAY TRALOM

April 5th-SUNDAY

The next special event will be a driving social event, otherwise known as a caravan to the Palm Springs Tramway. AROSC's Tramway Tralom will leave from the Little Lake Clubhouse Parking lot at 10 AM, SUNDAY, APRIL 5th. A full day is planned (flyers will be mailed) including a belt-busting supper at the great Italian restaurant "Roccas" in Riverside on the way back.

## McLaren-Alfa f.1

Alfa team driver Andrea DeAdamich will drive a Works McLaren with an Auto Delta 3 litre V-8 in Formula One competition this year. (3 more cheers!!!)



## JUNIOR ZAGATO

Alfa Romeo has begun producing one of the most exciting new models in many years: the Junior Zagato. Currently available in European markets only, the Junior Z is built on a familiar Spider under-chassis. It sports a body designed and built by Zagato, and is powered by the 1300cc engine currently used in all Junior models. The suspension and running gear are also identical to the Junior Spider whose chassis it shares.

While the engine, suspension, and sub-chassis are familiar, the body is entirely new, and represents a departure from current Pininfarina and Bertone designs used by Alfa Romeo. The basic layout was dictated by Alfa Romeo Engineering based upon four primary requirements:

1. Streamlined form, to reduce drag
2. Compact size, to reduce overall dimensions and improve handling
3. Light weight construction, to

improve the power to weight ratio, combined with stiffness to ensure adequate road holding.

#### 4. Original styling.

Unusual attention was paid to the aerodynamics of the design. With practical results in mind, prototype designs were tested on the Balocco track. Internal (under the hood and passenger compartment) as well as external aerodynamics were carefully investigated. These tests resulted in the extreme tapered front end, curved sides, sloping windshield, blended roof line, and sharply cut off tail which characterize the Junior Z.

The body design also underwent a thorough structural development. Torsional and flexural rigidity are excellent, as in all current Alfa Romeo designs. Several modifications were made to the basic chassis to lighten the structure, and aluminum door and hood panels were fitted. Front and rear overhand were held to an absolute minimum, reducing the moment of inertia

in cornering, and greatly improving the car's resistance to pitch and yaw under cross winds. In addition, the weight distribution is one of the best of Alfa Romeo production models: 53% front and 47% rear (with driver and passenger). From these specifications, it certainly should be one of the better handling Alfa Romeos around! Curb weight of the car is 2138 pounds, which is about the same as a 1750 Spider, but seems a bit heavy considering all the effort made to lighten the Junior Z body. It's acceleration may therefore leave something to be desired.

The interior of the Z, like its exterior appears (at least in the photos I have) to be functional as well as pleasing to look at. A center console, as in the 1750 GTV/Berlina, holds the shift lever and switches, but all instruments are on the dash panel. The seats are also new. They include a unique integral head-rest and are reported very comfortable. Ventilation is also supposed to be a highlight of the car. The rear window open by swinging out from the bottom, hinged along the upper surface. Opening is actuated electrically from the dash panel, and is intended to provide the proper amount of noise-free ventilation at varying road speeds. The design even includes small (unobtrusive) fins straddling the window to minimize drag induced when it is opened!

All this may sound suspiciously like a custom designed race car, but in the promotional literature on the Z, no mention is made of intended competition (heh, heh). Now all I have to do is figure out a way to convince Customs to let me bring one in. Oh well; I can always move to Italy. Sigh.

**FLASH** DeAdamich and Stommelen broke the SEBRING lap record of 2:40.2 Mar 1 with laps of 2:35.0

## OUR ADVERTISERS

Our present four advertisers: Jim Gray Imports, B&H Tires, GTA Sports Car, and Shankle Automotive Engineering are responsible, reliable establishments interested in doing business with Alfa Romeo owners (and prospective owners). If you have need for any of their services, we urge you to patronize them.

The next four issues of ALFACIONADA will bring a thumbnail sketch of each of them. If you have any questions or personal experience (good or bad) that you think our readers would like to hear about our advertisers, please address them as a "letter to the editor" to me: Tom Atkins, Editor, Alfacionada, 7233 Kelvin Ave., Apt. 104, Canoga Park, California (91306).

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## FOR SALE

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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

REMINDER --- We're looking for volunteers for the JUNE slalom at Irwindale Raceway, a joint event with FOOTHILL FCCA. See Loren Smith or any Board Member at an upcoming AROSC meeting.

**FOR SALE**

'59 Alfa Conrero Veloce, 1 of 10 ever imported into U.S., fresh engine, many spare parts - \$1,000 - contact Tom Ney (805) 526-2189 or Joe at GTA Sports Car Repairs in Encino (see ad on page 5).

'67 Alfa GTV, excellent condition \$2,500 - Richard Connell, 1131W. 9th, Apt. C, Corona 734-0587

5 Giulietta 6"x15" Rims - steel - \$50 contact Terry Black, 420-26th Place Manhattan Beach 90266(213) 545-3828

'67-68 1600 GTV, Blue. Michelin XAS on 14" wheels, GTA rear sway bar, Blaupunkt AM FM SW. Will discuss price. Michael P. McKenna, 5121 N. Rosemead, San Gabriel 91776 285-1490

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 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 at Little Lake Park Clubhouse, 10900 S. Pioneer Blvd., Santa Fe Springs, just north and east of the Santa Ana Freeway, at 8PM. For further information, call Vince Giobbe (President) 831-4904, or Tom Atkins (Editor) 340-6773.

AROSC - MARCH '70 by Tom Suter

The entertainment for the regular monthly meeting will be "Grand Prix" style movies from the camera of AROSC's own Fritz "Antonioni" Taggart, so bring a plentiful supply of dramamine.



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