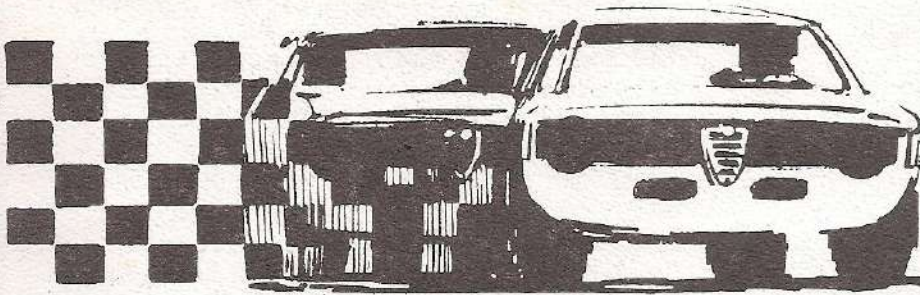


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



FEBRUARY 1971 VOL.10 NO.2

P.O.BOX 261 LOS ALAMITOS, CALIF

1971 COMPETITION AWARDS

As promised in last month's paper, here are the rules pertaining to the year end awards that will be presented by Alfa Romeo Incorporated to those members of our Club who have competed successfully in road races, slaloms, and/or rallies.

1. The entrant must be a 1971 member (or spouse) of AROSC.
2. Only the driver of the vehicle will receive points.
3. The vehicle or engine must be an Alfa.
4. The vehicle must display an AROSC Club decal so that it is visible to spectators.
5. Entrant must list AROSC as "club" when entering an event. (except CalClub events)
6. It is the entrants responsibility to file the official results (or xerox type copy) with Oscar DuFau before any points will be awarded (results must be received before Dec 1, 1971)
7. You will be given points for your overall finish position in each event, as long as you finished ahead of another car that finished in your class.
8. You will also receive points for your finish position relative to other Alfas in your class, though you need not finish ahead of another car or Alfa to

receive points.

9. Points for overall and best Alfa finish are as follows:
1st - 9 4th - 3
2nd - 6 5th - 2
3rd - 4 6th - 1
10. You may run as many events as you wish.
11. First, second and third place awards will be given in each division to the entrants with the greatest amount of points.
12. The awards will be given at the January 1972 meeting of AROSC.

For information or explanation call Oscar DuFau. (714) 521-8218

Winery Tour

Our social event for February - a tour of the Regina winery in Etiwanda, has been postponed from February 27th to Saturday, March 6th due to the tasting room being temporarily closed (Mr. Mumm). We will leave from our regular meeting place at Little Lake Park, 10900S. Pioneer Blvd., Santa Fe Springs, just north and east of the Santa Ana Freeway, at 10:00 AM, caravanning via the scenic route. Plan to bring the family (or girlfriend) for this gala event!

Slipped Disc

From an article in the March issue of Road Test magazine, we spotted an interesting report of a British book called "The Slipped Disc." Written by a medical specialist, Dr. James Cyriax, the book gives various advisory tips on avoiding back injury - and comfortable ways to live with it. He includes an assessment of the relative comfort of driving seats in nearly a hundred automobiles. Though he found none in the perfect "five star" category, the Alfa 1750 GTV was one of the only four rated as four stars, "one of the best tested." The Range Rover (?) received top honors, while the one star "back breakers" included the British Mini-Minor, BMC 1100, Ford's Zephyr and Executive, the GM Vauxhall Viscount, and every American car tested!

Alfas in Italy

In case you haven't kept up with what's available in Italy these days (so damn few Alfas are available here), the Giulia series of sedans (like my Super, the Aerodynamic brick) is still available, from a standard 1300 to the 1600 Super. Now, a 1300 Super has been added, with an advertised 103 hp SAE at 6000 RPM resulting in a top speed of 103 mph. It's torque peaks at 98.9 ft lbs at 3200 RPM and remains within 90% of peak all the way from 1700 to 5800 RPM. Most of the new 1300 and 1600 series cars come with improvements seen here in the 1750 models: 165 radials on 14" wheels, rear anti-sway bar, hydraulic diaphragm clutch, bigger brakes, etc. Webers are still standard on all models except the 1300 TI and 1600S (1 solex 32 downdraft) and "33" (fuel injection). To the best of my knowledge, the range of Alfa Romeo models now available in Milan includes, in the Giulia Series:

1300 (sedan-89hp), 1300TI (94hp), 1300 Super (103 hp), 1600S (109hp), Super (116hp), GT1300 Junior (103hp), GTA 1300 Junior (110hp street version, 160 hp competition -both a destroyed 1600 with GTA head), Spider 1300 Junior (103 hp), GT 1300 Junior Z (103 hp), and Sprint GTA (133hp); 1750 Series: Berlina, GT Veloce, and Spider Veloces (all 132 hp); the 33 coupe (245 hp), and last, but surely not least, the new Montreal.

Calendar

- Feb. 19 - AROSC Meeting at Little Lake Park, Santa Fe Springs, 8 PM
- Feb. 21 - AROSC practice slalom (see article)*TENTATIVE*
- Feb. 28 - Sunday-Chmpionship slalom at L.A. county Frgrnds Pomona
- Mar. 6 - AROSC Winery Tour (see article)
- Mar. 7 - Sunday-open slalom See Pit Stops in L.A. Times for information
- Mar. 12- Las Vegas Rallye
- Mar. 14 - Sunday-Championship Slalom see Pit Stops in L.A. Times

For further SLALOM INFO call Oscar DuFau 714-521-8218

Slalom Classes for Alfas

Production Class--

- "D" - 1300,1600,1750 Spider Veloce
- "E" - 1600 GTA
- "H" - 1300,1600 Spider & Sprint Normal,1600 Super
- "K" - 1300 Sprint Veloce & T.I.; 1600,1750 GT & GTV

Stock Class--

- "X" - Spiders with F.I. or Dual Webers, 1600 GTA or Junior
- "Y" - Spiders with single carb & Sedans 1300 to 2000 c.c. (Super,Berlina,GT,GTV,Sprint)
- "Z" - Sedans under 1300 c.c. (1300 Sprint, Super, T.I.)

Alfa Romeo History

from an ARI publication

PART TWO

The Modern Era---

No Alfa Romeo has ever been a mass-production car in the sense most auto manufacturers use the term. None ever will be. Alfa standards of excellence in engineering, assembly and quality control forbid the compromises involved. Still, more connoisseurs of fine motor cars are today Alfisti than ever before, largely due to a decision taken by the company in the late 1940's—a decision which has, paradoxically, made Alfa Romeo one of the fastest growing auto companies in the world.

The decision was to concentrate the company's resources on volume production of high-performance, medium displacement automobiles for the growing numbers of sophisticated motorists around the world. These cars, offering at competitive prices such expensive refinements as the legendary Alfa twin-overhead-campshaft power plant, have found a waiting market.

First came the 1900, a 4-cylinder car produced in a number of distinctive versions. Next, the Giulietta, introduced in its sprint version in 1954. Then the 2000, 2600 and 1600cc Giulia series. Latest in the 1750 series of sports, touring and passenger cars, named in honor of the earlier 1750's that were perhaps the most successful racing automobiles ever created.

Production of Alfa Romeo motor cars has increased dramatically from 325 in 1950 to nearly 130,000 in 1969 but is still not sufficient to meet demand. One reason is painstaking Alfa quality control. Alfa management has steadfastly refused to adopt so-called "modern" assembly line practices such as spot-checking engine components. Every part of every Alfa engine

is inspected before assembly, a time-consuming process Alfisti have no desire to see ended, even if it means waiting a bit. A second reason is striking styling by prize-winning designers such as Pininfarina and Bertone, assuring that the outside of each new succeeding Alfa Romeo model is as beautiful as the engineering inside.

The greatest reason for the marque's increasing popularity, however, is simply the inexpressible confidence any Alfa inspires in its owner. Whether he races his Alfa Romeo, tours with it, or merely drives it in daily urban-suburban travel, an Alfa owner knows that he is in command of a race-refined motor car that is extraordinarily responsive and extraordinarily safe.

A racing suspension system with anti-roll bars front and rear makes an Alfa hold tight to the road, wet or dry. It never gets out of shape, either cornering or flat-out over the roughest back-country cow-path. The advanced body design progressively absorbs impact force, safeguards passengers.

All are standard equipment on an Alfa. All, like the incomparable Alfa power plant itself, owe their development to lessons well learned in 60 years of racing competition.

Today the company's unflagging interest in competition - a return to Manufacturer's Championship racing in 1968, more than 500 significant victories with production models in 1969 - guarantees that the traditional Alfa Romeo policy of performance-proved progress will continue. And a carefully phased expansion of production capacity is underway to satisfy the growing demand for Alfas.

Alfa Romeo's new plant in Arese, a short distance from the original Portello works, will eventually turn out 200,000 meticulously assembled Alfas each year. A second installation at Pomigliano d'Arco near Naples will help assure that the company achieves its goal of a total annual production capacity of nearly 500,000 units by 1973.

Racing Around

Holtville, January 31:
The first SCCA National race of the year in the Southern California area drew a light turnout after waiver of the 1971 rule changes was not announced until a few days before the race. Many competitors were not ready with new roll bars meeting 1971 specs, and elected to stay home. John Morton stormed around the course in the BRE Datsun 240Z for the C-production win, while AROSC's Alan Ward brought his 1750 Spider home first in D production and fourth overall in the B, C, and D production race. No other Alfa production cars were there - surely a missed opportunity since there were no entries in Gp. Tom Evans flipped the Gardner Alfa C-Sports racer in which he finished second at last fall's national runoffs. Tom was unhurt but the car was moderately damaged.

\$ Discounts \$

Discounts are available to AROSC members who are PAID UP FOR 1971 at the following establishments. You must show your 1971 AROSC Membership Card.

Alfa Romeo Inc.
Jim Gray Imports
Shankle Automotive
B & H Tire
Orange County Tire
M.G. Mitten
GTA Motors
Royzie Parts & Accessories

Our thanks go to ARI once again for hosting our January Club meeting. The meeting was well attended as are all of our club events held at El Segundo. Those present were treated to an interesting informal talk by Otto Zipper. More complete coverage of the meeting is contained in an article by President Vince Giobbe, which will undoubtedly arrive the day after we go to press (if at all).

Feb. Meeting

Sports Car Graphic publisher T.C. Browne will be a feature speaker at our regular February meeting. Free refreshments will be served as usual. If you haven't attended one of our meetings, why not come down and introduce yourself? We start at 8 PM (if your watch is slow) at Little Lake Park, 10900 S. Pioneer Blvd., Santa Fe Springs - just north and east of the Santa Ana Freeway.

AROSC Joins

Las Vegas Rally

Don't forget the weekend rally to Las Vegas starting March 12. A good many of our members plan to attend as a club event. If you didn't receive an entry form in the mail, you must pre-register by March 1st - call Jim (Hoppy) Hopkins at 630-5066.

Practice Slalom

Watch your mail for a flyer announcing our first practice slalom and driving school for '71. Oscar DuFau is completing arrangements for a lot and will be mailing you the details as soon as they are available. This will be a LOW PRESSURE fun-event for AROSC members only.

For Sale

WANTED---

4 5-1/2 x 14" rims for GTV
 CONTACT Stefan Tanaka
 629 W. Buckthorne St.,
 Inglewood, Ca. 90301

1967 1600 Duetto - original hardtop
 heavy duty suspension - 6 " wheel
 and Dunlop racing tires
 CONTACT Mario Ferro
 23926 DeVille
 Malibu 456-8044

1958 Spider 750 Concours removeable
 hardtop AND ----
 1957 Giulietta Sprint -- ANY
 REASONABLE OFFER - less engine and
 transmission - CONTACT
 Gary Grenz 213-599-2814

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 8:00 PM. For further information, call Vince Giobbe (President) 831-4904, or Tom Atkins (Editor) 340-6773.



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