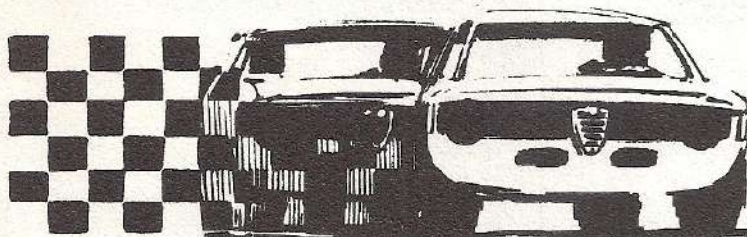


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOL.10 NO.1 JANUARY 1971

P.O.BOX 261 LOS ALAMITOS, CALIF.

1971 BOARD OF DIRECTORS

The 1971 Board of Directors was elected to office at our November meeting. The nine-member board then determined who would serve the various club offices. Here are the results:

Vince Giobbe - PRESIDENT.
Vince is returning after a banner year as president of AROSC in 1970. He drives a GTA, while his wife Elka commands their Speciale.

Mark Marcantoni - VICE PRESIDENT.
Mark is also repeating, having served several years as Treasurer and Editor. Mark's son has charge of his GTV.

Joe Richardson - SECRETARY.
Joe is a newcomer to the board. He serves on the ALFA EXPO WEST Committee as Chairman of Public Relations, and drives a 1600 Sprint.

Blake Morris - TREASURER.
Also new to the Board and also serving on the ALFA EXPO WEST Committee, Blake replaces retiring Karen Thompson. Blake has over 100,000 miles on his 1967 Super.

Tom Atkins - EDITOR.
Against the protestations of my wife Joyce, I've decided to continue with the newsletter for

another year. We also drive a Super.

Dale Jones - MEMBERSHIP CHAIRMAN.
Oscar DuFau will be a tough act to follow, but Dale has plenty of experience as a past President and Editor. Dale is racing his 1600 Veloce.

Oscar DuFau - SCCSCC CHAIRMAN.
Oscar and Claudia want to continue slaloming their GTV this year, and will represent AROSC at the SCCSCC Meetings.

Jim (Hoppy) Hopkins - PROGRAM CHRMN.
This will be his first year on the board. Hoppy ran a terrific rallye for us last year. In fact, a lot of Southern California rallies are laid out in Hoppy's Duetto.

Joe Cannone - TECHNICAL CHAIRMAN.
An advertiser in Alfacionada, many of our members are patrons of Joe's GTA Motors. He drives a very quick 1300 Spider.

Six members left last year's board - Charlie Camp, Phyllis Gaylard, Loren Smith, Tom Suter, Karen Thompson, and Alan Ward. They deserve our special thanks for contributing so much in recent years.

Alfa Expo West

If you haven't returned our attendance survey card - MAIL IT NOW! This is going to be the best-ever National gathering of the Alfa Romeo Owners Club. Slalom and Time Trials at the "Big O" - Ontario Motor Speedway, Banquet and meeting at the fabulous Royal Coach Inn next to Disneyland, concours at ARI. What more could an Alfisti ask for? Plan to reserve a room for Saturday night, June 19th. Be There!

Competition

If you are a real winner, and you must be if you own an Alfa, then we have something for you! In 1971 ARI and AROSC are offering trophies for those who compete in rallies, slaloms, and races. We will give further details in our February paper. In the meantime, save those competition results so you can compete for these 1971 trophies.

Dues are Due

Remember - your 1971 combined AROC/AROSC dues are due NOW. Support your club - send ten dollars to Blake Morris, AROSC, P.O. Box 261, Los Alamitos, California.

Calendar

Jan 15 - AROSC Meeting at ARI
 Jan 30- SCCA Drivers School
 31 at Riverside
 Jan 30 - SCCA RACE at
 31 Holtville
 Feb. 12- SCCA Reg/Nat'l at
 14 Riverside
 Feb. 19 - AROSC Meeting
 Feb. 28 - NASCAR Race at OMS

1971 BOARD of DIRECTORS

Vince Giobbe
 770 West 26th St.
 San Pedro, Ca. 90731
 home phone: 831-4904

Mark Marcantoni
 11391 Martha Ann Dr.
 Los Alamitos, Ca. 90720
 home phone: GEL-4682

Blake Morris
 9747 Paseo de Oro,
 Cypress, Ca. 90630
 home phone: 326-8937

Joe Richardson
 18819 Woodcroft St.
 Covina, Ca. 91722
 home phone: 331-1966

Tom Atkins
 7233 Kelvin Ave., #104
 Canoga Park, Ca. 91306
 home phone: 340-6773

Dale Jones
 12041 Martha Ann Dr.
 Los Alamitos, Ca. 90720
 home phone: 596-2687

Oscar DuFau
 15160 Badlona Dr.
 La Mirada, Ca. 90638
 home phone: 521-8218

Joe Cannone
 2978 Gardner St.
 Simi, Ca.
 home phone: (805) 527-8125

James Hopkins
 2816 East 56th St.
 Long Beach, Ca. 90805
 home phone: 630-5066

Racing Around

Vic Provenzano piloted his 1600 GTA to a national championship in the SCCA annual Road Race of Champions at Atlanta. AROSC member Jeff Kline led the entire C Sedan race in his GTA Junior until his distributor broke on the last lap!

Alfa Romeo History

FROM AN A.R.I. PUBLICATION

Alfa Romeo, a marque synonymous for more than half a century with splendidly engineered Italian sports cars, racing, and winning, had its origins in a French company producing automobiles in Italy.

In 1909 the Italian enterprise of the Darracq family was up for sale. Their latest models, many of them taxicabs daily in the public eye, had lacked the engine and braking power necessary on the mountainous roads of Italy. The reputation of the company was tarnished and its new plant outside Milan stood idle.

A group of Milanese auto enthusiasts saw opportunity in the Darracq properties. Intent on building high-quality sporting cars with power and performance sufficient for both touring and racing, they took over the ailing company, and it was reincorporated as Anonima Lombarda Fabbrica Automobili (ALFA). Two years later the first Alfas were in competition in the Targa Florio, a grueling road race over the mountain roads of Sicily.

Acceptance of the first Alfa models by motoring aficionados exceeded expectations. Production of the company's fast, elegant 4-cylinder designs quadrupled from 250 in 1912 to more than 1,000 in 1915. The company then came under the management of the prominent industrialist Nicola Romeo, a motoring enthusiast as well as a businessman. Once World War I was over, he lost no time in bringing back to road and track the prewar Alfas—under the new marque of Alfa Romeo.

By 1923 Alfa Romeos, their blazing red bodies sporting a bright green four-leaf clover or quadrifoglio for luck, were competing all over Europe— with remarkable success.

Among their numerous important victories were the Targa Florio and the Circuito di Cremona. Among Alfa drivers of the day: a promising youngster named Enzo Ferrari.

It was beginning in 1924, however, that the place of Alfa Romeo in racing history was forever assured. In that year the brilliant Vittorio Jano designed the P2 Alfa Romeo Grand Prix car. A supercharged, double-overhead-camshaft straight eight, the P2 incredibly won the first Grand Prix it entered, won the World Championship in 1925, and in the next six years won no less than eighteen major international races.

The P2 was the first in a series of Alfa Romeo designs which swept all before them for a quarter of a century. In 1929 appeared the first version of the six-cylinder 1750, prototype of a whole generation of touring and racing Alfas; in 1929 factory Alfas won every race they entered.

In the thirties, the list of victories is almost endless. Highlights: Tazio Nuvolari's electrifying conquest of a field of ten Bugattis, Maserratis, Mercedes and Auto Unions in the 1935 German Grand Prix, seven successive wins in the Mille Miglia, five of them first- through fourth-place sweeps. Victories in the forties added luster to the legend. The prewar-designed 8-cylinder Type 158 1.5 liter Alfa was undefeated in Grand Prix events which it entered from 1946 to 1951.

---We will continue the history of Alfa Romeo through to modern times in a future issue of Alfacionada.

the compleat mechanic

BY JOE RICHARDSON

It is said that experience is the best teacher, so it follows that the more mechanical feats that are performed on your Alfa, the more qualified you are to participate in group discussions. The amount of time it takes to get to this point, and beyond, depends entirely on how often things happen to your machina. I have been fortunate in this respect beyond my wildest dreams. All it takes is a superior mechanical aptitude, a steel-trap mind, and a moonlighting Alfa mechanic for a neighbor. Eat your heart out, I have all three! I am now traveling the path trod by those on the way to greatness. For instance, I can now tell when I have a blown head gasket, ditto for burned valves (how I know is my secret). I can time, gap, prod, empty, or fill anything on the car, or replace wires with nothing more than a dull screwdriver. I have had the advantage of a fire under the hood, a bolt dropping out of a rear radius arm, and when the inside of the car filled up with thick smoke, and the oil gage suddenly read zero, I strongly suspected that there was a possibility that the flexible oil line had burst and was squirting on the hot exhaust manifold. How is that for steel-trap thinking? That's what it was. Many other dramatic episodes have contributed to my meteoric rise through the ranks to the success that I now enjoy, not the least of which is emerging victorious in encounters with Solex, Weber, transmissions, rear ends, and in knowing that the antipusinator must be matched perfectly with the disengigitor, and the wish-bone is connected to the hip-bone. Modesty prevents me from going further, as I get all choked up.

I have now completed all the requirements to qualify for "Alfa Outdoor Mechanic, First Class" except one. (anyone know how to stop oil leaks?) As any fool knows, "Alfa Indoor Mechanic" is the pinnacle of all the achievements of the Alfa Marque, combined with total recall of who has the parts you need, how to haggle, and the phone numbers of Alan Ward and John Shankle. In fact, the more phone numbers you have, the better off you are, therefore, membership in an Alfa Club is desirable, especially if junk parts are offered at very low prices. A technical library is also very important. My own fabulous files consist of an overage 750 shop manual, Glenn's Overhaul and Maintenance, and a Performance Options Catalog. A parts Catalog is a status symbol to impress others, as you never get the right part numbers anyway. The same information is available at the ARI Parts Department, if you have the right phone number.

Who knows, I might even scale the mist-shrouded heights of "Alfa Indoor Mechanic" before I go to that great Alfa Workshop in the Sky. That's the only place where they know the answer to "Alfa Romeo, wherefore art thou?" Good question. (It took this character two weeks to figure out how to work the ash tray on his first Sprint.)

Jan Meeting

If you want a good year in 1971, then you have to start it right by coming to our annual meeting at ARI on Friday, January 15th. This is your big chance to find out everything you always wanted to know about Alfa, and were afraid to ask. Don't miss this chance to get a really good look at the new 1971 model Alfa Romeo cars. REMEMBER- the meeting is Jan 15th, 8 PM, at ARI, 200 S. Douglas El Segundo. WE HOPE TO SEE ALL OF YOU THERE!

For Sale

1958 Guilietta Spider - straight body, whole or part, less engine and trans. Phone Bill Jernigan (213) 370-4450.

1969 Fiat Abarth "1300 OT" has everything. Sell or Trade for Duetto 714-521-8218, Oscar DuFau

1967 Alfa S.S. New paint, special wheels, (213) 773-9300 work (213) 831-4904 Home VinceGiobbe

1 Group 5 exhaust system complete \$385 list from ALFA. \$175

AND

1600 Veloce race car - highly competitive in E Prod. - will consider selling indiv. components, engine, light close ratio 5-speed, complete rear end with limited slip. CONTACT

Alan Ward-home 645-6945 office-536-4752.

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 Fee 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



SHANKLE AUTOMOTIVE ENGINEERING

PERFORMANCE SPECIALISTS

15451-F CABRITO ROAD VAN NUYS, CALIFORNIA 91406 PHONE: (213) 780-9575

FIRESTONE RR. 2-75/8.50 10.45 x 15

\$60/\$30

APRIL MYLAR - THIN - STICKY

THIRD TIRE

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

PIRELLI 2425 ISSUED



*Le 730 La Marina BA ST
90815*

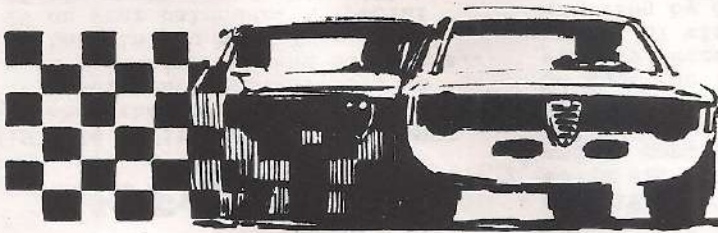
AROSO
P.O. BOX 261 LOS ALAMITOS, CALIF

Mr. David Cummings
2348 Lemon 5
Long Beach, Ca 90806

*4th Newport
90804*

ALFACIONADA

FA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOL.10 NO.4 JANUARY 1971

P.O. BOX 261 LOS ALAMITOS, CALIF.

BOAC Victory for Alfa 33

Brands Hatch, England, April 4
Alfa Romeo T33-3 driven by
Andrea DeAdamich and Henri
Scarolo won the BOAC 600 mile
Manufacturers Championship race
for Alfa's first victory of the
series.

According to an AP report, the
33 triumphed all opposition,
finishing 5 laps ahead of its
nearest rival - the heavily favored
Ferrari 312P of Jackie Ickx and
Clay Regazzoni. A Porsche 917K,
driven by Jo Siffert and Derek
Bell, placed third another two
laps behind.

Alfa Romeo is now second in the
championship with 19 points to
Porsche's 31. Ferrari is close
behind with 15.

Alfa Expo West

1971 is a fitting year for AROSC
to host the national meeting -
it's our tenth anniversary! we
plan a festive weekend of events..
be certain you have June 19 and
20 on your calendar. A special
six month membership will be
available - so invite any Alfa
owners you know.

March Winery Tour

As planned, members of the Alfa
Romeo Owners Club of Southern
California started assembling
in their clean, waxed Alfas at
10 a.m. Saturday, March 6, 1971
at Little Lake Park in Santa Fe
Springs. As expected, the caravan
of 12 Alfas departed for Guasti
at 10:50am.

The tour proceeded out Imperial
Highway, through beautiful downtown
Brea and into Carbon Canyon where
Saturday traffic forced speeds
conservative enough for everyone
to enjoy all the scenery. After
traveling through dairies and
vineyards, we arrived at the
Brookside Winery just in time
to miss the 12 o'clock tour.
However, we were met by five more
members and families, as well
as a future member who saw all
the Alfas pulling into the Winery
as he was traveling the freeway
and he came over to see what was
going on.

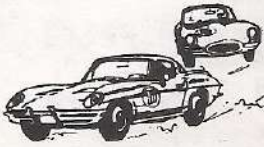
We took the 1 o'clock tour where
we were educated on the fine
points of wine making and wine
drinking by Joyce Richards, a
very well informed and articulate,
albeit somewhat salty, tour guide.
We thence proceeded to the tasting

ALFACIONADA

B & H TIRE SALES CO.
SPORTS CAR TIRE CENTER

DISTRIBUTORS OF:

- PIRELLI
- &
- DUNLOP
TIRES



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

508 WEST ANAHEIM ST.
LONG BEACH, CALIF. - 90813



Phone: 437-5180



Discount to AROSC Members

AUTHORIZED



**alfa
romeo**

DEALER

JIM GRAY IMPORTS, Inc.
LONG BEACH

Drop in.....

TEST DRIVE THE NEW 1971 ALFAS AT A
DEALERSHIP WHERE SERVICE AFTER
SALE IS A PLEDGE NOT A GIMMICK.

3515 ATLANTIC AVE. • LONG BEACH
PHONE 424-0951

AROSC

P.O. BOX 261 LOS ALAMITOS, CALIF.

Mr. Robert Burnside
3024 Palos Verdes Dr. West
Palos Verdes Estates, Ca
90274

Bur

