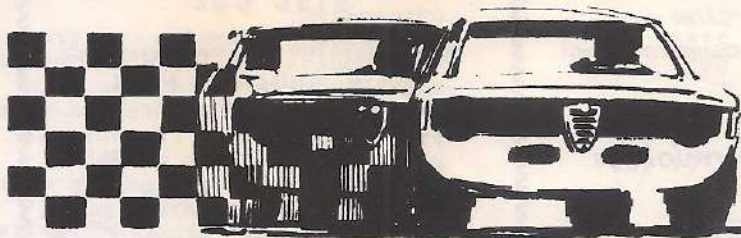


# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



MARCH 1971 VOL.10 NO.3

P.O.BOX 261 LOS ALAMITOS, CALIF

## ALAN WARD Wins First 3 Nationals

In his second year with a 1750 Spider, long-standing AROSC member Alan Ward is finding victory very much to his liking. He's won the first three SCCA Southern Pacific National races of the year (in D production) - at Holtville, Riverside, and Phoenix.

Alan, who is wellknown to most members, goes back eleven years having joined as a charter member of the club in 1960. Alan has served on the Board of Directors as President in 1967 and 68, Technical Committee Chairman in '69 and '70. He's one of those few people who is willing to consistently devote real energy to the club and has perhaps had more influence in the shaping of AROSC than any other single member.

Born in Brooklyn, New York in 1933, Alan spent his schooling years in New York and Boston, where he worked at MIT. These were his motorcycle days - California turned Alan into a real Alfa Romeo Aficionada - the 1750 Spider is his sixth Alfa since migrating West. His first was a 1300 Spider. Since then, Alan has had a 1600 T.I. (bought from Phil Hill),

## LAST ISSUE For 1970 Members

Last month's issue of Alfacionada contained a 1971 membership renewal form --if you haven't mailed yours in, do it now! This will be the last issue mailed to members not renewed. And starting March first, 1970 membership cards will NOT BE HONORED FOR PARTS DISCOUNTS at ARI (ElSegundo), or any of the many other organizations offering discounts to club members. NO EXCEPTIONS - when you show up at ARI's Parts Counter, it won't be good enough to augment your '70 card with words of good intention inhibited by absentmindedness - NO '71 CARD, NO DISCOUNTS! Your club's officers have worked hard to bring you a variety of events, from social to technical, to suit the interests of all of our members. But if we haven't offered YOUR thing - or you could suggest improvements - don't just drop out! Speak up! Come talk to us at a meeting. Or write - we'll be happy to publish gripes, suggestions, or even praise! This is your club - the largest chapter of Alfa Romeo owners in the country! Help it - it will help you.



**ALAN.....CONT.**

a 1600 Spider Veloce (now my own first race car), a street GTA, a 1750 Berlina (his current transportation), and last (but we're sure not least) the 1750 Spider.

After several successful years of slaloming, Alan attended Cal Club's SCCA drivers' schools at Riverside raceway in 1967 and raced the 1600 Veloce for two years. The 1750 was originally prepared by Otto Zipper and Alfa Romeo, Inc, but was never run. Alan and his chief mechanic, Don Deane, bought it last year and have since put a considerable development effort into it. Although the factory sponsored Triumph GT6+ of Don Devendorf has qualified faster than Alan, the Triumph has yet to finish. On behalf of AROSC, we wish Alan a safe and very successful season.

## European Delivery

Planning a trip to Europe this summer? Alfa Romeo Inc. advises us that you may now order a new 1750 with US specs for delivery in Europe. So let's get right to it - prices:

| <u>Model</u>    | <u>Ex-Factory<br/>TouristPrice</u> | <u>US Price<br/>(POE LA)</u> |
|-----------------|------------------------------------|------------------------------|
| 1750<br>Berlina | \$3,400.                           | \$3,855.                     |
| 1750<br>Spider  |                                    |                              |
| Veloce          | \$3,950.                           | \$4,655.                     |
| 1750 GTV        | \$4,000.                           | \$4,855.                     |

**OPTIONS**

|                    |       |
|--------------------|-------|
| Grundig AM Radio   | \$80  |
| Grundig AM/FMradio | \$123 |
| Metallic Paint     | \$125 |

All orders must be filed through an authorized Alfa Romeo Dealer or ARI. For details, write: Alfa Romeo Inc. Overseas Delivery Dept.

## Alfa Romeo Heart Research

FROM ALFA ROMEO INC.

What happens to the heart of a driver when he is behind the wheel? Professors Perotti and researchers Mezzasalma and Severgnini of the Cardiac-Respiratory-Physiological Institute, of the Ospedale Maggiore Ca' Granda of Milan, made a recent study of cardiac functions under physiological stress derived from automobile driving. Their advice to any amateur wanting to enter professional driving...you must have a healthy heart!

The doctors performed a series of tests with the aid of technical personnel, drivers and automobiles from Alfa Romeo, Milano. For this study, the doctors needed a device that could register and record an electrocardiogram at a distance. Sensatory equipment would be put on the automobile and the driver, with the signals relayed by FM modulation, as FM is the least sensitive to interference.

A large cross section of people were selected for the tests. They ranged up to 70 years of age and over, with and without cardiac malfunctions.

First, adhesive electrodes were applied to the "guinea pigs"; then the electrodes were connected to a small antenna equipped transmitter. The transmitter was placed on the test car emitting radio impulses which, in turn, were converted to visual results. In laymen's terms, a modified cardiogram!

When the results were tabulated, the most prominent observation was the increase in cardiac frequency (heartbeat) in all cases examined. The frequency



## HEART RESEARCH....CONT.

is noticeable the minute the driver turns the motor over and changes according to the varying road conditions.

Chaotic city traffic can produce increases of 50% of the basic value. Naturally the highest jump is registered in critical situations such as unexpected stops, sudden accelerations and dangerous curves.

It is interesting to note that the speed of the car does not seem to produce substantial changes, when driving out of urban areas. Sudden variations of arterial pressure, sweat and trembling of the limbs have been noticed in persons who drive in complicated and uncomfortable conditions. It must be noted that it is considered normal for arterial pressure to undergo alterations, when driving. Normal drivers' patterns, under standard traffic conditions, correspond to normal cardiac activities. These activities undergo an acceleration of 16% while negotiating city traffic, and in the case of people with cardiac malfunctions, as much as 45%. These changes are caused only by traffic conditions and have no relation to speed, emergency or hazardous conditions.

Tests proved driving experience can be easily detected by the rhythm course of the electrocardiograph. A pulse increase of 40% is present in only 6% of people who drive a minimum of 50,000 Km. These high cardiac activity figures decrease as the driver's trip lengthens.

The preceding were observations under everyday driving conditions, not recording the drivers' reactions in high speed tests on experimental tracks, while they negotiate critical or emergency situations. Alfa Romeo made possible the use of Balocco (the Factory's own test track),

its drivers and cars for the survey.

Three Alfa Romeo drivers between 40 and 55 years of age, without any cardiac deficiencies and thoroughly acquainted with the automobile, were tested.

Specific driving conditions were chosen for the drivers. From the very outset they registered an acceleration in cardiac rhythm.

Driver #1's frequency increase was 50%; with driver #2 the increase was 55% and #3, 33%.

A gymkhana ( a test for handling, as the cars wind their way around pylons) was used as a "critical situation." Further evidence of more rapid cardiac beat was registered here. Number 1 registered 145 beats per minute, number 2, 140 and number 3 125. At the end of the tests, cardiac frequencies returned to the initial values within a few minutes. The drivers suffered no disturbances to the circulatory apparatus (chest pains, angine, etc.)

According to the doctors, "the changes in the cardiac functions are interpreted as the effect of emotional stress..."

At the end of the tests, the research unit decided to continue with more experiments, with the assistance of Alfa Romeo.

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**Alfa Expo West**



## Publisher Browne Sparks Feb. Meeting

We wish to thank Mr. T. C. Browne, publisher of Sports Car Graphic, for coming to our meeting last month, and for giving us some insight into the business...and now we know a publisher really can have a sense of humor as well as ulcers. Mr. Browne was very interesting, and for those who missed the meeting, here is your second chance to enjoy his humor, wit, and knowledge...

"This is one of the few professions I have tried (sailor, clothing salesman, car salesman) that is every bit as exciting as it is cracked up to be...I still think it is wonderful."

Mr. Browne gave us some insight into the publishing business and why publishers get ulcers. "It takes months to get an issue to the audience--right now we have the April issue ready. It takes the magazine 23 days to go from the publishers to the newstands -the dummy, ads, etc. take another three weeks, so that is six weeks gone before you count the time to write the articles, the time for road tests, etc.

Experience has shown that issues sell best that have Ford, Chevy or VW mentioned on the cover - so armed with this information we came up with the perfect cover - "VW Beware, Ford and Chevrolet strike Back." The word "Corvette" is also a magic word (not to an Alfa owner it isn't,ed.) and an issue sells well with this on the cover. In March 70 we had Corvette on the cover and we had a 60% sell, it was a real good one."

Mr. Morra, Public Relations Manager at ARI, El Segundo, asked a couple of very interesting questions and Mr. Browne gave a couple of

very interesting answers - so for those who missed it --- Mr. Morra:- What do you think of Consumers Report and Consumers Guide as testers of the automobile? Mr. Browne:- When it comes to testing canned string beans they do a good job -- no one is a string bean buff so you buy what they suggest. But would you buy a Chevy II just because it has fewer repair incidences than the Porsche 911S? If all you care about is how to get back and forth to work, then it may be good - but then you wouldn't be here at an Alfa Club meeting...(How true, How true!,ed.)

Mr. Morra:- I heard that there would be some change in format in the Sports Car Graphic. What will this change involve? Mr. Browne:- We are going to switch off of Detroit and become a sports car book - (round of applause from us sports car enthusiasts).

Unfortunately for us enthusiasts, the time flew too quickly and the clubhouse closed at 11--- This is the kind of session that could go on all night. Again, we wish to thank Mr. Browne for coming to our meeting. We also wish to thank Mr. Morra for coming to the meeting and adding to the fun and enjoyment of the evening.

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## Calendar

- March 19 - AROSC meeting-Little Lake Park, Santa Fe Springs, 8pm SPEAKER
- March 27- QUESTOR Grand Prix (Formula 1 & A)plus SCCA Regional at the "Big O"
- April 3- SCCA Drivers School- Riverside
- April 16 - AROSC Meeting-Little Lake Park
- April 17- SCCA Regional
- 18 Riverside

For slalom info, call Oscar DuFau (714) 521-8218.



## For Sale

'66 Alfa GT-\$1750-CONTACT  
Robert Walker, 3620 Homeway Dr  
L.A.90008 Ph:AX3-4009

'58 "750" Spider less engine  
& trans--real sharp-whole  
or part....AND  
1600 Engine parts CONTACT  
Bill Jernigan (213)370-4450

'63 2600 Spider - excellent  
condition-Near new engine  
\$1500 or offer or trade for  
2600 Sprint or BMW... AND  
set of 1600 Veloce camshafts  
almost new - \$30/offer...AND  
Becker FM-AM Radio \$30 CONTACT  
Vincent Cobb 653-5439

'67 Alfa Giulia T.I. 4 door  
sedan. 20,000 mi. on completely  
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Bendix radio. XLNT tires and  
appearance. \$995 or Best offer  
CONTACT Darold Cummings  
home:322-1714;work:670-9151  
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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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