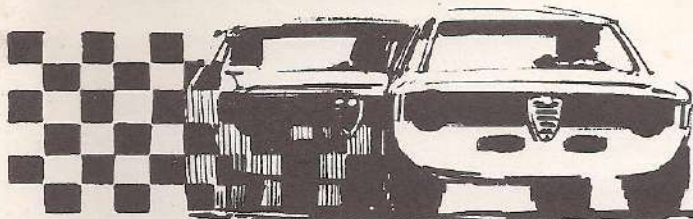


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOL. 10 NO. 11 NOVEMBER 1971

P.O. BOX 261 LOS ALAMITOS, CALIF.

ELECTION RESULTS

Our annual elections are over, the new Board of Directors seated by a record turnout of over 120 members. Once elected, the Board chooses its own executive members, and three positions were filled on election night: President- Tom Atkins; Vice President- Dale Jones; and Treasurer- Blake Morris. The remaining positions will be filled at the Board's first meeting on December 1st. Two new members on the Board carry the club's slalom banner - Tom Sponsler and John Samson. Tom Suter is back after sitting out last year, and repeating this year are Hoppy Hopkins and our reps from the "old country" - Mark Marcantoni and Joe Cannone. The club is represented by such diverse occupations as salesmen (shoes and computers), a lawyer, trucker, engineer, and mechanic. What talent! Seriously, AROSC is run by the Board as a whole, and, believe me, it takes plenty of work. If you'd like to help, all Board meetings are open to the general membership. Call any board member if you'd like to attend.

CHRISTMAS PARTY

Our Yuletide gathering is shaping up at Tom Suter's home in Los Alamitos for Saturday night, December 11. This is our big annual party. Always attended by ARI, it's one of the best attended and most enjoyable events put on by AROSC. This is your opportunity to meet and socialize with the executives from Alfa Romeo West. We'll have many door prizes, good food, champagne, and plenty of mixers - bring your own booze. Total Cost is \$3.75/head - typically not quite enough to cover our costs. NOTE - THERE WILL BE NO REGULAR MEETING IN DECEMBER. Keep the night open - December 11th. See you there!

The address is:
Tom Suter
17332 Avalon Lane
Huntington Beach

SCCA Runoffs

Six Alfas are headed East from the SCCA's Southern Pacific Division for the National Championships at Road Atlanta. The top three finishers in each class are invited from the seven divisions in the U.S. Vic Provenzano and our own former president Alan Ward collected 48 points each to win the S.P. Division championships in B Sedan and D Production, respectively. Vic will be shooting for his third National Championship in the 1600 GTA. It's Alan's first ARRC, and he faces some stiff competition for his 1750 Spider. In C Sedan, Jeff Kline will again run his 1300GTA Junior, one of 6 Juniors invited from around the country. Last year, Jeff's distributor broke while he was leading on the last lap! Britt Wootten squeaked into the run-offs with his very quick G Production 1300 Normal Spider. Rumor has it that Britt has found some 20 new ponies on Lee Mueller's dyno, and that ain't hay - especially for a 1300 Normal! From the Santa Barbara area, Tom Evans will campaign his very fast C-Sports Racing Gardner/Alfa, powered by a GTA Junior engine. Tom is a definite threat to win. A Lancaster entry, Dick Blizzard edged out AROSC member Fritz Taggart for a bid in F Production. Another Alfa owner and former AROSC member, George Eickoff, finished only 2 points out of the lead in Formula Vee, and will head East with his Zink. Tech inspectors haven't been able to find George's Alfa Power in that innocuous looking Vee engine.

All told, the Southern Pacific's 6 entries head a list of 21 Alfas invited to Atlanta from six classes: D prod. (3 - 1750 Spiders), F Prod (2-1300 Veloces), G Prod (4-1300 Normals), B Sedan (5-1600 GTA's), C Sedan (6-1300 GTA Jr.'s), and CSR (1 Gardner/Alfa GTA Jr.).

AlfaSud Debut

Alfa's new entry in the low-price field, the Alfasud, made its formal appearance at the TURIN Auto Show, and reportedly stole the limelight from the many exotic prototypes on display. The model shown was a 4-door. Produced in Alfa's new Naples plant, the baby sedan has front wheel drive, with an all new 1186cc flat-four engine which gives 73hp SAE at 6000 RPM. The engine has one belt-driven overhead cam per bank. The block is cast iron; bore and stroke are a really oversquare 80 x 59mm. The aluminum heads are flat, with combustion chambers machined into the pistons. Front suspension is a MacPherson strut; a solid axle is at the rear. Disc brakes are on all 4 corners, inboard at front. No word on price of export, (as usual) but production is under way.

Gobble!

Alfa parts were gobbled up like leftover turkey at our annual White Turkey Auction held at the November meeting. And those who came looking for white turkeys weren't disappointed. They went home with everything from blocks to door handles; wheels, hubcaps, a 5-speed box, roll-bar - even a Ford V-8 camshaft! Literally dozens of items. And the club came out \$130 ahead - truly our most efficient (and obviously most popular) money-making event! Thanks to President Vince Globbe for his inspired auctioneering!

Operation 33

by Carlo Chiti, Racing Director
Translated from "Il Quadrifoglio"
by Mark Marcantoni

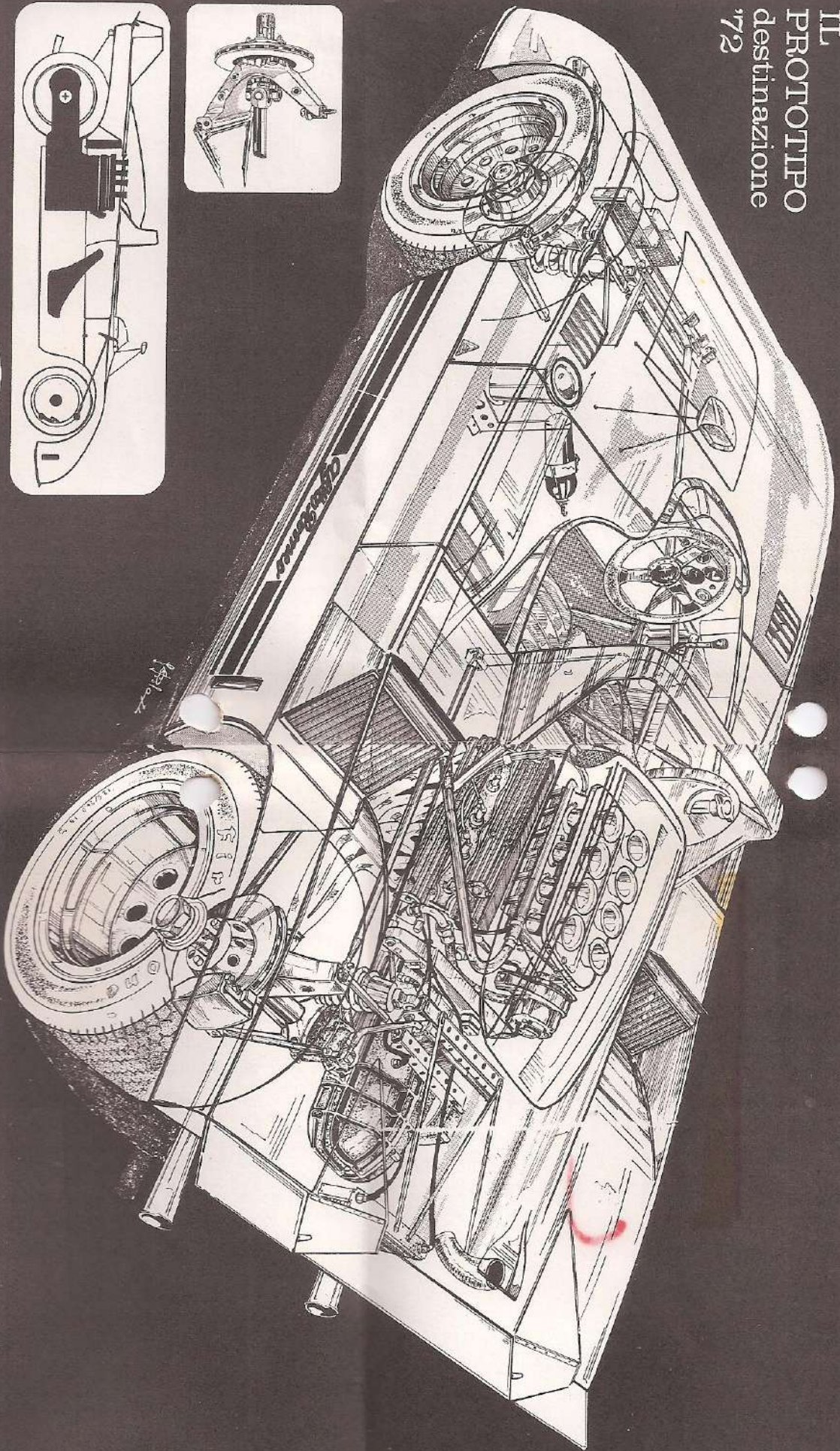
The race is just over. The cars, winners or losers, are loaded on the yellow truck of Autodelta and they leave for "Settimo Milanese" home of Autodelta, a few miles from Milano. They go home where each car is received by its own "Stepfather. Each car since it was made has been assigned to a specialized mechanic who follows the car in all phases of construction and preparation before, during and after each race. The car is taken apart completely, the engine, body and electric parts are given to specialized departments for revision.

All parts are checked with care (magnaflux, ultrasound, x-rays, etc.). For each part there is a special file where everything is marked, from the time the part is first used. The file registers also the use in hours and kilometers of the part, so they know when to replace it. There are exceptions such as long races like a 1000km race where some parts like valves, springs, bearings, are always replaced. Others such as rods and crankshafts are checked after each race and replaced after 3 long races.

Ninety percent of the time after a 12 hour race only the chassis, transmissions, radiators and fuel tanks remain in the car - everything else is changed. If the car has to go 24 hours like at Daytona and Le Mans they use completely new cars designed for taking the beating of those gruelling races. During the taking apart of a car after a race some times they discover things that did not show up during the race. Everything is registered and pointed out to the technicians for the proper corrections. The engine

is the part that requires more time and attention than any other. Before they put it back in the car, they bench test it for four and one half hours at different RPMs. After that the engine is mounted and tested for the best results. Reassembling the car is also time consuming and has to be adapted each time to the configuration of the next racing track, especially regarding suspensions, rear end, shock absorbers, tension bars, brakes, springs, etc. Now, the engine tested, the body reworked and repainted, the car is back together and ready to go to the Alfa testing track at Balocco. Here everything is checked again and at last the cars, shining like new, are loaded on the Autodelta truck and leave for their next destination. The cars arrive at the track where they are given a last check before being consigned to the driver for the actual racing test. Now the drivers will give their impressions of the performance of the cars. The clutch, transmission, rear end, the oil and water temperature, the maximum RPM available on the longest straight, the stability on turns, the brakes, the seating, the braking, etc. All these things are checked by the drivers and discussed with the mechanics for adjustments if necessary. The last day of testing they check the brake pads, tire wear and spark plugs. The oil is changed. The night before the race the mechanics work 8 to 9 hours going through the "Check List", which includes 160 (yes, this is no translation error) checks, one at a time. The sun is rising, this is racing day. The flaming-red Alfas are on the track. Each one has required thousands of hours of meticulous work, day and night, to get ready for the success that sometimes is not there. For this case they start their work again and again, until for them, too, the hour of glory arrives. "HAPPINESS" is a flaming-red Alfa taking the checkered flag.

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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 on the third Friday of each month at Little Lake Park Clubhouse, at 10900 So. 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.



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