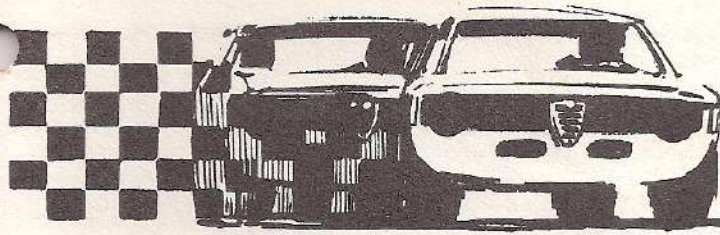


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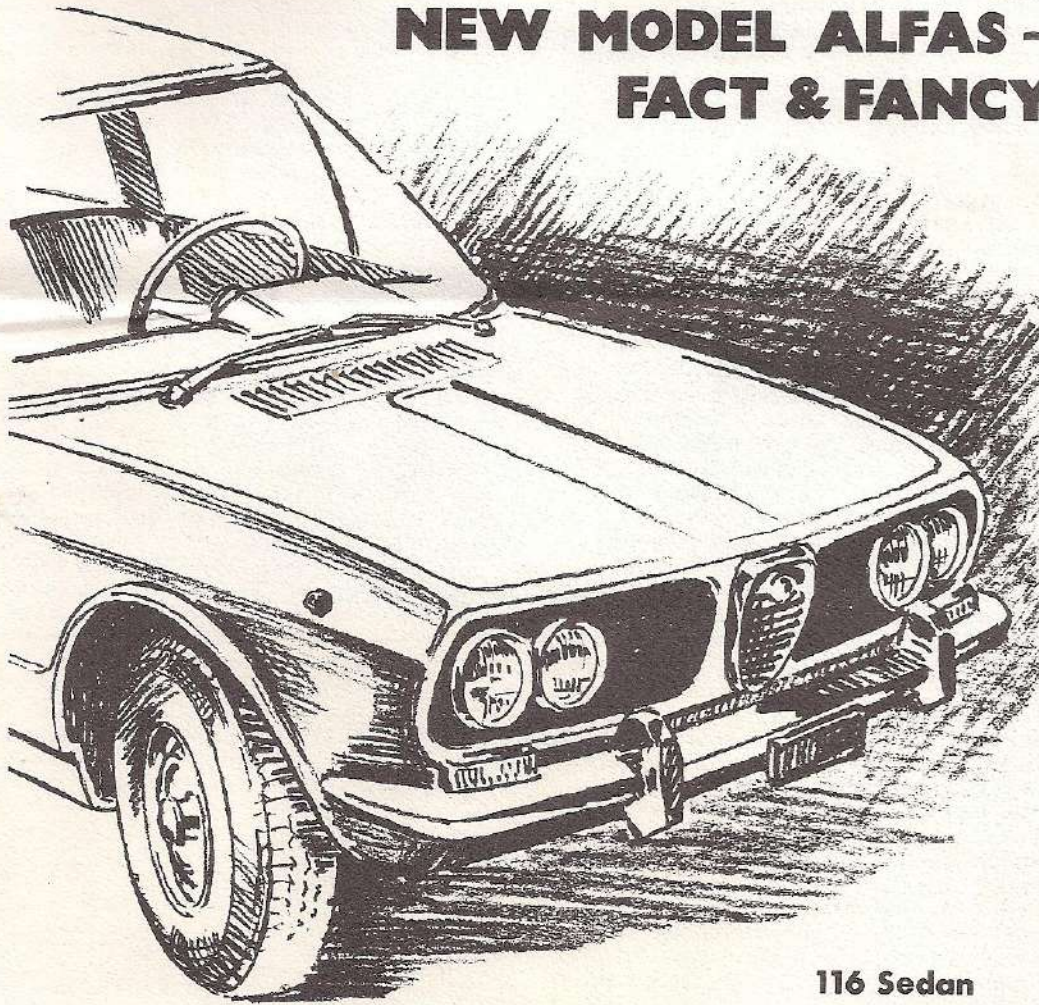
ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOL. 10 NO. 10 OCTOBER 1971

P.O.Box 261 Los Alamitos, Calif.

NEW MODEL ALFAS - FACT & FANCY



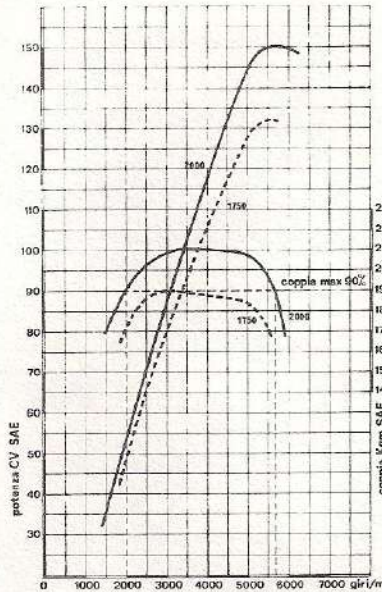
116 Sedan

Fact: the new 2000 s

Advertisements for the new Alfa 2000 Berlina, appearing in current Italian magazines, call it "Campione D'Europa"- alluding to Toine Hezeman's 1971 Group 4 (touring) championship in the Autodelta 2000 GT Am. Though any similarity of that car to the new 2000 production models may not be (as they say) purely coincidental, the 2000 is really out. We are reminded of the Datsun representative who remarked at the recent Riverside 2.5 Challenge race about how "stock" Pete Brock's BRE Datsun 510 is "right off the showroom floor". Uh huh.

Anyway, the latest issue of IL QUADRIFOGLIO has a nice article on the new series. These cars are based on the 1750 with only slight changes to body styles. Under the hood, the engine, though nearly identical in general layout to the current 1300/1600/1750, is apparently based on a brand new stretched block to accommodate an increased bore of 84mm. Stroke remains the same as the 1750 at 88.5mm. Peak horsepower is 150 SAE at 5500 RPM (see chart). Torque of the 2000 remains above the 1750 peak value (137 ftlbs) all the way from 2000 to 5700 RPM! The models shown were all carbureted- probably Solex- no more Webers. Fuel consumption is up a bit, so gas tank capacity has been increased to 14 gal.

Other new features, as reported earlier, include a limited slip differential standard on the GTV and Spider, optional on the Berlina. Also show is a VERY handsome new alloy wheel available on special order. These cars are now on the road in Italy. Prices there are up \$260 (Berlina) to \$295 (GTV and Spider). At current exchange rates, quoted prices (in



Italy) are \$3750 (Berlina), \$4300 (Spider), and \$4360 (GTV).

Although nothing has been said about availability of these cars in the US, these models should be especially appealing here. And a funny thing- pictures in IL QUADRIFOGLIO show all models with front side running lights, US-height bumpers, and "EE" (Foreign Export) license plates. Coincidence? Maybe. Our sources say the 2000 will be the '72 U.S. model

ALFA ROMEO 2000 TECHNICAL DATA

	BERLINA GTV SPIDER		
No. Cylinders	4		
Bore/Stroke	84/88.5		
Power (SAE@5500)	150		
Torque (ftlbs@3500)	152		
Wheelbase (in)	101	92.5	88.5
Track (front)		52"	
Track (rear)		50.2"	
Weight (lbs)	2440	2290	2290
Top Speed (MPH)	118	121	121
Tires	165	HR 14	
Final Drive	4.3	4.1	4.1

Fancy: the 116 Sedan?

A very interesting article appearing in the September issue of QUATTROVOTE (the prominent Italian auto magazine) describes an all new Alfa Romeo model which, they say, will be shown at the Turin auto show this year. Nameless as yet, the 4-door sedan is referred to only as the "116". Their information has the car fitted with the standard 1750 engine- but any similarity with the current 1750 models ends there. Suspension is all new.. and all independent. A clutch and transaxle unit is mounted at the rear. Rear suspension is a DiDion setup with a transverse tube behind the half-shafts located laterally by upper and lower Panhard rods. Trailing arms angle back from mounting points on the front of the transaxle unit. A rear anti-sway bar is fitted. Independent axles are suspended by coil springs and telescopic shocks (not concentric). Brake discs are inboard, mounted on the differential unit ala GTZ.

This new rear-end layout is not really new. It is very similar to a design appearing in the 1950 Lancia "Aurelia" and more recently adapted to the "Flaminia". It is also not new to Alfa. A very similar suspension appeared on the 1954 "200 Sportiva" with inboard drums (!), though with a normal front-mounted transmission. The gearbox is also new, and probably a 5-speed unit. The rear location not only results in better weight distribution, but also provides a more roomy, "flat-floor" interior.

Front suspension features torsion bar springing, lower A-arm, and single upper control arm. Geometry is similar to current models.

As described by the prominent Italian magazine, the "116" is an exciting new Alfa- one which we would whole-heartedly welcome to the Alfa Romeo stable, and anxiously await to see in the flesh!

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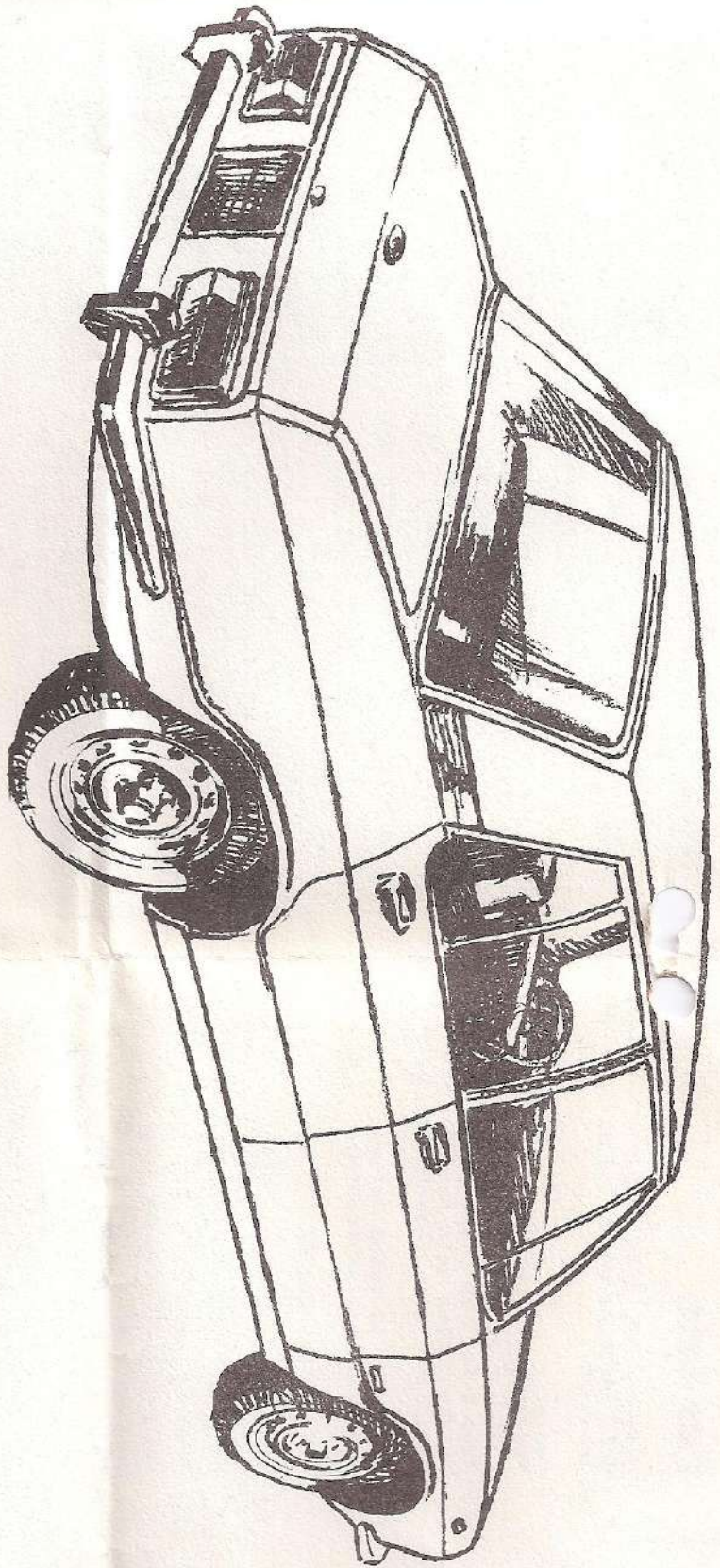
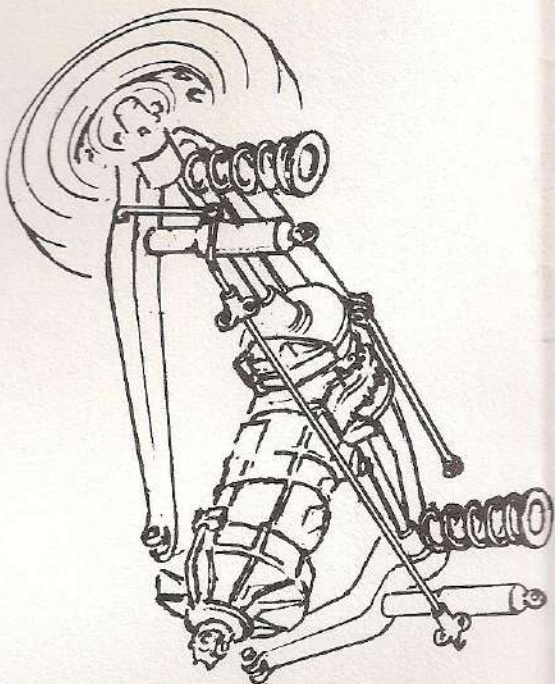
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116 Sedan



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Annual Elections

The annual election for our nine member Board of directors will be held at the regular November meeting. If you have any interest in helping to run the club, please contact any current Board member. There are lots of opportunities to help our organization. In addition to President, Vice President, Secretary, and Treasurer, Board members are appointed as newsletter editor, membership chairman, technical chairman, program chairman, and SCCSCC (slalom) representative. The Board meets once a month at a member's house for business, refreshments, bench-racing, and general socializing. It can be a very rewarding way to contribute to the club. If you'd like to help, let us know NOW!

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