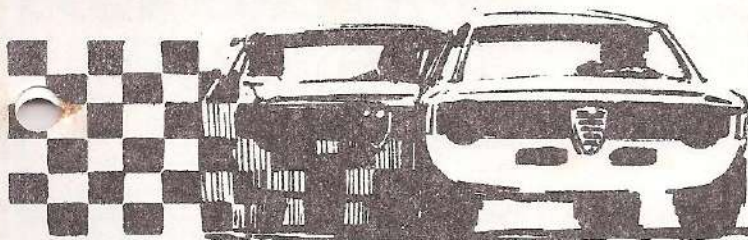


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 11, NO. 2 FEBRUARY 1972

P. O. Box 261, LOS ALAMITOS, CALIF, 90720

ROAD ATLANTA '71

OR

YOU'VE GOT TO BE DEDICATED

by Alan Ward

After a very successful season with our 1750 Spider, finishing 1st in DP in the SCCA Southern Pacific Division, I received an invitation to the National Championships, to be held at Road Atlanta over Thanksgiving week.

Deciding to make the trip is a very expensive decision, as it meant two weeks off work, a complete rebuild of the car, preparation of both the transmission and differential, and also intensive work on our tow car. But after many long nights and weekends, we left for Atlanta, and outside of one tire failure and one Helwig stabilizer failure we made Atlanta--after 42 hours of towing.

Monday--We checked into the Hyatt House.

Tuesday--We drove to the track, only 50 miles one way. It was a beautiful day, quite cold--about 40°. Unloaded and pitted next to Vic Provenzano, who had been kind enough to transport our race engine in his van. Due to the large entry, we were pitted on a slight hill on the grass. The car started with little trouble, went through tech and was ready for the first practice--then our problems

started. I was driving slowly around the track, just trying to learn where it went, when the differential started to make noise--in 3 laps it was screaming so loud I couldn't hear the engine. I realized it was beyond repair so I ran the practice and returned to the pits, where we pulled out the rear end. Of course, we had not brought an extra with us. A frantic search of the pits located one from Dr. Wilber Pickett of Florida, who agreed to rent it to us. As it was dark by this time, we left the car on jack stands for the night.

Wednesday--Terrible day--rained all night and very cold at the track--the temperature was below 32° and everything was heavily covered with ice, at least $\frac{1}{2}$ " thick. When we got to the car it was tipped off the stands, which had sunk into the red clay. The clay was so slick you could hardly walk on it. Due to the difficult conditions, it took us most of the day to replace the rear end. We made the practice for a total of three laps when the oil cooler hose broke, instantly blinding me with dense smoke. Fortunately, I didn't hit anything. After practice we had the car towed in, put it on the trailer and took it back to Atlanta.

Wednesday night--Changed the engine, replaced the cooler hoses--long night--no fun!

Thursday--Happy Thanksgiving! This was our qualifying day! Things seemed fine until the 2nd lap when the brakes went to the floor, but I was able to

pump them up. A seal had failed in the master cylinder. I continued to practice, pumping the brakes at every corner. With 2 laps to go the clutch fork that holds the throwout bearing snapped off. No more clutch! We ended up qualifying 11th in a field of 21.

Friday & Saturday--Tried to buy parts at the local Alfa dealer--Baker Motor Co.--and got the typical Alfa dealer answer "we only stock fast-moving parts" so we ended up in an Atlanta junkyard, where we manufactured a clutch fork. Then we toured Atlanta foreign car stores to find seals for the hydrolic clutch slave cylinder, which had been damaged when the clutch broke. We finally got the clutch fixed after again driving to the track to remove the master cylinder from Jeff Klein's GTA, which he kindly lent us after his race on Saturday. By late Saturday night we were ready once again.

Sunday-- Had a 15 minute practice with no trouble, except car not handling well. Made some minor changes on suspension before the race.

Sunday Noon--We finally got to run the race. We started 11th and finished 10th. But that's another story. Now if we only had a 2000 Spider for '72....

COMPETITION

With the new limit of 3-litres for the Manufacturers Championship, Alfa has put its hope in the hands of Mr. Carlo Chitti and Autodelta to bring home the championship.

After experiencing teething problems in Argentina, where they finished 3rd and 4th behind Ferrari, they again followed Ferrari home to place 4th at Daytona.

Headed by famous international driving stars, along with the knowledge of Mr. Chiti, we know that the best is yet to come. A complete description of the new 33/31T will be featured in the next months paper.

AROSC representation this year in SCCA racing will not be what it has in the past. Defending his 1971 Division title will be Alan Ward, campaigning his 1750 Duetto in "D" production. Phyllis Gaylord sold her Alfa TZ, which she drove in "C" production. "E" production will get off to a late start this year due to both Dale Jones and Tom Atkins destroying their engines at the Times Grand Prix. With Fritz Taggart having his car for sale, AROSC hopes for "F" production lies in Brit Wooten, who plans on moving up from "G" production, and Daryld Cummings, who also moved up from "G".

Let's wish our racers the best of luck for 1972, and let's see our AROSC members out giving moral support!

MTG. NOTES

Our January meeting, held at ARI, was as usual, a big success. After words of wisdom from the staff of ARI, Pres. Tom Atkins conducted our meeting in great fashion.

The highlight of the evening was our special guest speaker, Dean Batchler of Bond Publishing, who enlightened us on the automotive as well as the publishing world.

Our next meeting will be February 18 at Little Lake Park. Special attraction for the meeting will be Mark Marcantoni's X-rated slides of Italy, in addition to the show our board usually provides us with. See ya there!

1972 DUES

Again, a reminder that your 1972 dues are due--at the same low price of \$10. However, as of February 19, because of increased cost and postage, dues will be raised to \$12.50, which still includes membership in both AROSC and the National Alfa Owners Club.

CLUB COMPETITION

1972 SLALOM, RALLY & RACING/SOLO I CHAMPIONSHIP RULES

Once again we can start with a clean slate in our quest for the club championships. Everybody is equal; NO points. The rules are changed only slightly in hopes that they will be as fair, for all, as possible. (Hopefully!) We will make every effort to display the points standings for rally, slalom and racing competitors at each meeting. Unless specified the rule is the same for all categories.

1. The entrant must be a 1972 member (or spouse) of AROSC.
2. No points will be listed in the standings until dues are paid in full.
3. Only the driver of the vehicles will receive points.
4. The vehicle must display an AROSC club decal, that is visible to spectators.
5. ENTRANT must list AROSC as his/her club when entering the event.
6. In the rally category, each driver will be awarded his highest point event per each month. The series will include 9 months, February through October. If the driver competes in no rallies in a given month he can be awarded no points for that month. If he competes in five rallies in one month he will be awarded the points that he earned for his one best rally. (ie. If he earns 9,6,12,9,4 points in 5 rallies respectively in one month, his points for that month applicable to the Club Rally Championship would be 12.) Thus, a perfect rally score would be 9 first in class which would be 18 X 9 or 162. (Refer to Section 10)
7. In rallies, it will be the responsibility of the driver to file official results (or a "photo" copy) with John Samson before any points can be awarded. The deadlines for submission of results will be midnight of the last day of the month following the month the rally was held. (ie. To be awarded points for February 1972, the result of the rally you wish scored

for February 1972 must be forwarded to John Samson before midnight of March 31, 1972; and the March 1972 result by April 30, 1972, etc.) Failure to do so will mean that no points will be awarded for that month.

8. In slaloms points will be awarded in the events designated "SCC SCC Championship Slalom" (NOT OPEN TYPE.) John Samson will be responsible to compile the points from the official results. The contestant need not forward the results.

Preliminary schedule of SCC SCC Championship Slaloms for 1972:

Feb. 13	Corv. Unlimited
Mar. 19	CASOC
Apr. 30	MMM
May 21	Royal Touring
June 11	Lotus West
July 30	Mestizo
Aug. 20	Pacific Coast
Sept. 17	Corvette San Diego
Oct. 15	Riverside FCG
Nov.	College

(Verify all dates in "Pit Stops",
L.A. TIMES)

9. In the Racing/Solo I category it will be the responsibility of the driver to submit the official results or a "photo" copy to John Samson within 30 days after the event; with the exception that no event results will be accepted after December 1st, 1972, midnight. (Failure to submit this will mean that no points will be awarded.)
10. Points will be awarded as follows:
 - A) Overall placement and placement in relation to other Alfas in class:

1st - 9	4th - 3
2nd - 6	5th - 2
3rd - 4	6th - 1

 (EXAMPLE: 2nd in class overall but highest Alfa in class would get 6 for 2nd and 9 for 1st among Alfas, or 15 points.)
 - B) In slaloms points will be awarded to female contestants as follows:
 - a) OVERALL points will be based on her placement in the respective woman's class.
 - b) Relative Alfa points will be based on her performance

with respect to all Alfas in her class irrespective of sex of driver. (ie. Jane Doe finished 1st in class Kw and was 3rd fastest among all Alfas in class K and Kw; she would then be awarded 9 for 1st and 4 for 3rd. giving a total of 13.)

- C) Any dispute regarding compellation of points will be reviewed by the board of directors of the club; their decision being final.
11. 1st, 2nd, and 3rd place awards will be given in Rally, Slalom and Racing/Solo I divisions based on total accumulated points for the season. In case of a tie, relative point total will be used to decide the winner. If a tie still occurs, overall point total will be used.
12. Awards will be presented at the January 1973 meeting of AROSC.

FORWARD RESULTS TO:

John Samson
4419 California Avenue
Long Beach, California
90807

For information or explanation, call:
John Samson (213) 424-2401
or
Dick Harmon (805) 495-4580

For Sale

Alfa Romeo - 1969 (1970 series) Spider Veloce. Like new!!! 5 forwards, 4 mag wheels and 2 spares, 5 musical air horns (Colonel Bogie March), Radio and heater, white with black interior and new black top. Private, one owner. Calif. 909 ASH. \$2950 firm.

Patrick Kendley Off.-692-9151
ext.248 or
249
Home- HO3-3337

QUICKIES

by Sandy

-What's curly all over and drives a D production Alfa?

-What dieting Pres. & wife were seen indulging in "lo-cal?" pizza and beer after the January meeting?

-Rumor has it the original idea for a gift for outgoing Pres. Vince Giobbe was a clock set permanently ahead $\frac{1}{2}$ hr.

-Guest speaker Batchler said Mercedes used fresh cadavers to test their new safety air bags--wonder if they were Jewish? (Boooooo!!!!)

-Received an obscene phone call from one of our members re reference to horny toads (which, as we all know, is a frog with warts)--might have to start mailing this column in a plain brown wrapper.

-Mr. Batchler also said the Alfa TZ would be a "poor mans" collector car within a few years--and Phyllis just sold her collection!

-Thought for the Month--The Mafia is not an equal opportunity employer.

For Sale

1959 Giulietta Spider Veloce, early 750 body style, both body & engine in excellent and original condition, shop manual, Koni's front & rear, new tonneau and battery. \$485. Also, 4 Duetto rims (fit most Alfa's) \$10 ea. 35APAI-G Solex with manifold for Giulietta Spider (normal) \$45.

Chuck Small
1043A West Wilson, Costa Mesa, Cal.
714-642-5911 (evenings)

Used stock 1600 Giulia exhaust system
Wanted--set of Giulia hubcaps.

Ed Reynolds
213-644-7572

ALFA IS GOING TO ROAD & TRACK

SUNDAY - FEB. 20th AT 2:00 PM

AS THE AROSC SPECIAL EVENT FOR FEBRUARY WE ARE GOING TO TOUR BOND PUBLISHING CO., THE PUBLISHERS OF ROAD & TRACK MAGAZINE. AFTER GETTING THE INSIDE STORY OF WHAT'S INVOLVED IN PUTTING OUT THE BEST AUTO MAGAZINE IN THE COUNTRY, ONE OF OUR TRADITIONAL AROSC PIZZA PARLOR PARTYS IS PLANNED, SO LEAVE ROOM FOR THE BEER (EXTREMISTS CAN ALSO LEAVE ROOM FOR THE PIZZA).

DIRECTIONS:

SAN DIEGO FREEWAY TO HARBOR BLVD.

HARBOR BLVD SOUTH TO 10th STREET (21 TO 2 MILES)

Name (please print) _____

Address _____

City and State _____ Zip _____

Do you own an Alfa? Year _____ Model _____

ALFA OWNERS PONY HUNT FRIDAY - MARCH 24TH

AS THE AROSC SPECIAL EVENT FOR MARCH WE HAVE ARRANGED A GROUP SESSION ON A DYNAMOMETER IN HUNTINGTON BEACH AT A DISCOUNT PRICE OF \$5 A CAR. HERE IS A CHANCE TO SEE WHAT KIND OF HORSEPOWER YOUR ALFA CAN PUT OUT, AND HOW YOUR CAR COMPARES WITH OTHER ALFAS.

A CHASSIS DYNO MEASURES THE HORSEPOWER ACTUALLY DELIVERED TO THE REAR WHEELS AND PERMITS TUNING TO MAXIMIZE THE OUTPUT OF EACH INDIVIDUAL CAR. FOR A VERY REASONABLE CHARGE (TRY PRICING IT ELSEWHERE) YOUR CAR'S OUTPUT WILL BE CHECKED AND THE IGNITION TIMING ADJUSTED TO DELIVER MAX POWER. SINCE THE FACTORY IGNITION TIMING IS SET FOR THE "AVERAGE" ENGINE, SIGNIFICANT GAINS CAN SOMETIMES BE OBTAINED THRU DYNO TUNING. AS AN EXTRA BONUS, ALL OF THE READINGS WILL BE RECORDED FOR PUBLICATION IN "ALFACIONADA", ALONG WITH INFO ON WHAT "MODS" HAVE BEEN MADE TO EACH CAR. THIS SHOULD HELP YOU SEE WHAT TO EXPECT FOR YOUR "HOP-UP" DOLLAR.

SINCE A GOOD TURN-OUT IS EXPECTED, RESERVATIONS WILL BE TAKEN SO WE CAN GUARANTEE THAT YOUR CAR WILL BE TUNED WITH A MINIMUM WAIT. ALTHOUGH RESERVATIONS ARE NOT REQUIRED, YOU MAY WASTE A LONG EVENING WITHOUT ONE. RESERVED TIMES WILL BE ASSIGNED BY THE CLUB IN THE ORDER OF REGISTRATION, BEGINNING WITH THE FEBRUARY MEETING AND CONTINUING BY MAIL. A LIST OF THE ASSIGNED RESERVATIONS WILL APPEAR IN THE MARCH ALFACIONADA.

MAKE YOUR CHECK FOR \$5 PAYABLE TO AROSC AND FILL IN THE INFORMATION BELOW. IF YOU DO NOT REGISTER AT THE MEETING, MAIL THEM TO: AROSC, 17332 AVALON LANE, HUNTINGTON BEACH, 92647. PLEASE PRINT CLEARLY

Calendar of Events

Feb. 18	AROSC Meeting, Little Lake Clubhouse
Feb. 20	AROSC Event--Tour of Bond Publishing (see attached flyer)
March 1	AROSC Board Meeting Dale Jones', 8 pm
March 17	AROSC Meeting, Little Lake Park
March 24	AROSC Event--Pony Hunt (see attached flyer)
June 3	National Alfa Romeo Owners Club Meeting & Convention, Lime Rock, Conn.

Slalom Column

by John Sanson

Before proceeding further, I must correct two errors, one of commission and one of omission. I incorrectly identified the club's Alfa as a 1600 Veloce; it is a 1600 Normal; secondly, I failed to give recognition to Karen Smith who upholds the distaff side of the team very well indeed. I extend an apology on both counts.

If any questions arise concerning the club championship rules, both Dick Harmon and I will be glad to answer them.

The new code books will not be available until the 1st championship slalom on Feb. 13th. For those of you who did not study the new code for '72 on the "Slalom Board" at the last meeting the significant changes are primarily effecting the stock class. The following alterations are allowed in a stock class car:

- 1) any sway bar
- 2) limited slip differential

- 3) any shocks
- 4) any wheels that are not more than 1.5 inches wider than stock and does not increase track more than 1.5 inches.
- 5) any street legal tire that fits in the stock wheel well and does not protrude outside the fender line.

There are others, but these are the most significant.

No drastic changes are apparent in the modified or modified classes. This is unofficial and as soon as the code books are available direct reference should be made to them.

Car classification should be the same as last year but be sure to check the code book while registering at the 1st championship slalom. Next year they promise to have the code book in print by Jan. 1st, 1973. I'll believe it when I see it.

The club was well represented in 3 slaloms in January. The headlights came in handy on the first 2 at Ontario. Timing errors prolonged the agony on both. Class K had Tom Sponsler, Rich Payne and Oscar DuFau competing. They garnered one 1st., two 2nds., and one 3rd to date. In Class X timing errors were very prevalent and I feel they cost Lisa Renfree a 1st place. Also, Dick Harmon and your author were bumped by slower cars because of faulty "clocks". Nevertheless, one 1st., two 2nds. and three 3rds. have been awarded at this time. Miss Renfree has, as of the last slalom, beaten every male Alfa Class X driver at some time. She is extending an open challenge to all members; come out and see if she can beat you.

Lastly, Mr. Harmon should be awarded the "Dapper Dan" award for his uniform of red; mighty spiffy, Dick. But why the blue helmet?

Even if you don't wish to drive, come out to Ontario on Feb. 13 and see if Lisa does it again! Will Dick sport the same eye-catching uniform? Will Rich Payne unveil the TZ? Will Sponsler and DuFau mug the Datsun drivers? And finally, will your author learn how to handle a car with a limited slip? Come on out to the Big "O".

Tech Talk

Autodelta, Alfa Romeo's racing subsidiary, has introduced the world's first explosion proof fuel tank. Designed and developed for racecars by Autodelta's managing director, Ing. Carlo Chiti, this fuel tank eliminates the ignition and consequent explosion of the gasoline which can occur in accidents.

The tank's interior is a matrix structure with cells of gasoline and extinguishing fluid in alternate layers. The "anti-fire" mixture is a halogen compound (BCF, DFE) the type currently used in some aircraft. The tank's exterior can be covered in several different protective materials. (ie. glass fibre, etc.)

If the forces during impact are great enough to cause the tank to break, the external cover collapses first. Next the inner cells rupture. This mixes the extinguishing fluid with the gasoline and prevents its ignition. This principle can be applied to any possible external shape using several kinds of materials. In order to render the gasoline inflammable a certain volume of extinguishing fluid is necessary. This amount is variable according to the type of fluid used. The tank is designed so that when full of fuel, the necessary volume of extinguishing fluid is guaranteed to every part of the tank exposed to damage.

This system has been subjected to many experiments and tested extensively. Every test has produced 100% positive results.

License to manufacture this system will be given at no cost to race car constructors. Information on license agreements can be obtained from: Autodelta S.p.A., Via Enrico Fermi 7, Settimo Milanese, Italy.

Editorial

by Dale

Your opinion--speak now or forever hold your tongue. How can your AROSC Board of Directors know what you want or what you like to do if you don't speak up. Take time to let us know. Or if you know of something that may be of interest to AROSC members, let's hear about it--we'll even listen to complaints. Why not help your Board administer your club.

Would like to take this opportunity to invite any of our members to submit articles or letters to the Editor to be published in our paper.

NOT For Sale

Effective February 1, 1972, ARI will no longer sell parts retail across the counter at El Segundo. In order to strengthen their dealer network, you will now have to purchase your parts from your friendly local Alfa dealer.



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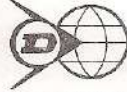


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