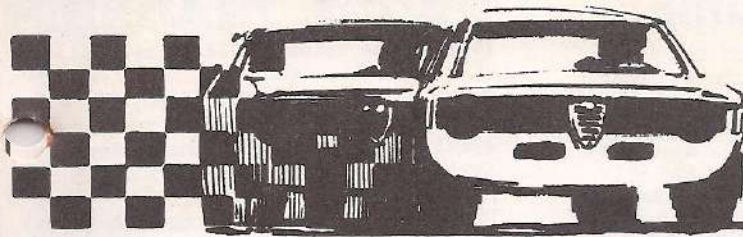


ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 11, NO. 3 MARCH 1972

P.O. BOX 261, LOS ALAMITOS, CALIFORNIA 90720

MARCH MEETING

Our March meeting will be held at ARI in El Segundo, and will feature the full-length movie "The Racing Scene" produced by and starring James Garner, and also starring our favorite Scooter Partick of "33" fame.

As this is a full-length film, it is important that we start on time, so mark the time and date so as not to miss this special meeting:

March 17, 1972
8:00 PM
Alfa Romeo, Inc.
215 Douglas Street
El Segundo, Cal.

BELIEVE IT OR NOT

by Tony Marcantoni

It all started in the summer of '69! Mr. Ingebrecht Hanson (good Italian name) purchased a 1961 2-liter Alfa for a very reasonable sum. Little did he know that car was going to give him more than a reasonable amount of trouble. Up to this time they already had three cars. Well, during Christmas 1970, another Alfa was purchased for daughter Patti, and now they owned two Alfas. This latest one being a

1965 Spyder which remarkably runs and runs and runs. However, it seems to thrive--you know the old saying--"a quart a day keeps the doctor away". Along with their other Alfas their driveway looks like the Santa Barbara channel after the oil spill. Of course, most Alfa owners find themselves in this situation, sooner or later. Alfa number three was, believe it or not, another 2-liter with a spare engine which could be used for 2-liter number one, whose engine did not exist any longer. Alfa number four was purchased as a result of a little misunderstanding. It seems that Patti thought brother Mike's MG-TF was air cooled and ran it without water. Well, you can guess the rest. With a little encouragement from yours truly, Mike purchased a beautiful 1969 GTV. Thank you, Patti!

Well, here we are in March 1972, the Hanson's own FOUR Alfas, a station wagon, a pick-up, an MG-TF, and two motorcycles. Their youngest son, Tim, will soon be driving and he also is an avid Alfa fan. (My mother said we brainwashed him.) But, you see, Mr. Hanson is a very patient man.

'72 DUES

If you haven't paid your 1972 dues, this will be the last newsletter you'll receive. For the nominal fee of \$12.50 (\$7.50 AROSC & \$5 National) you can participate with other AROSC members in our 1972 activities.

Slalom Column

by John Samson

The first championship slalom was called on account of darkness. When the sun set on February 13 at the "Big O" many cars had not yet run. Jim Newman was still to take his second run when the course was closed. Thus, in fairness to all, we will decide if it will count in the Alfa Championship after the decision has been made on the SCC SCC championship status. To answer the questions posed in the last column:

1. Lisa did not do it again.
2. Dick was as fetching as ever.
3. The TZ did not appear.
4. The Datsuns won by a lesser margin.
5. I, at least, did not spin out.

The club was well represented by 10 drivers.

- Class H - Joe Richardson
- Class K - Tom Sponsler, Oscar DuFau, Rich Payne
- Class X - Dick Harmon, Jim Newman, Gery Karl, John Samson
- Class XW- Lisa Renfroe, Sue Harmon

Trophy winners were: T. Sponsler (2nd), Lisa Renfroe (2nd XW), your author (3rd).

The Vega threat in Class X did not materialize but a "fat", tired Porsche 914 captured first. One wonders if this will go the route of the Vega's. (Those of us in Class X hope so) When the tire dust settled after the Class K duel the 3 Alfa pilots agreed that the Datsuns could be beaten, and Pomona would be the showdown.

The next championship slalom (hopefully) will be at the Pomona Fairgrounds on March 19, 1972. (Check the "Pit Stops" column in the LA Times for details) Once again the drivers will not only race the clock but the sunset as well. Class X is as usual scheduled late in the day.

Some dates have been changed on the

slalom schedule. The list below is the latest but is subject to change. (Verify the dates in "Pit Stops".)

- March 12--El Conejo SCC (Open)-Th. Oaks
- March 19--CASOC (Champ.)--Pomona
- April 23--PCSCC (Open)--not listed
- April 30--MMM (Champ.)--Riverside RW
- May 7--PSCC (Open)--not listed
- May 13-14--College Corvette Club (Open) 2-day event in Lone Pine, Cal.
- May 21--Royal Tour Champ. Slalom moved to June 4
- May 28--Riverside FCC (Open)--Riverside
- June 4--Royal Tour (Champ.)--Orange RW
- June 11 or
- June 18--Lotus West (Champ.)
- July 1-2--Golden State G.P.--Santa Maria
- July 30--Mestizo (Champ.)
- August 20--PCSCC (Champ.)
- August 27--So. Cal. Corvettes (Open)--Orange RW
- Sept. 17--S.D. Corvettes (Champ.)--S.D.
- Oct. 15--R.F.C.C. (Champ.)--Riverside

We are hoping for a large contingent of Alfa drivers at the Lone Pine Time Trials. This 2-day event is open to all slalom cars, no special equipment needed. ECCSCC classes will be used. I have entry blanks and advise early entry and reservations at local motels. Last year's participants had a great time and guarantee a FAST course.

See you at Pomona on the 19th of March.

For Sale

F/P ALFA. Regional Champ 4 of 5 years. Third National 1970 SoPac Div. Shankle head and valves, Minilites, 5-speed close ratio, Winfield cams. Car has everything needed, including trailer, to blow off Mueller, except good driver. \$1800. Fritz Taggart, 1117 N. Wilcox Pl., Los Angeles, Cal. 90038 (213)-469-8228.

FEBRUARY TOUR

by Tom Suter

On Sunday, February 20th, Road & Track Magazine was kind enough to host AROSC on a tour of their building in Newport Beach. Road & Track's Editorial Director Dean Batchelor was on hand to greet about 50 Alfisti who descended upon Newport Beach from such nearby communities as Thousand Oaks and Antelope Valley.

One of the first sights to greet us upon entering the lobby was the publishers' immaculate MG-TC, which is to be joined by a vintage Ferrari in the near future. Surprisingly, the classic lines of the TC did not appear out of place in the ultra-modern Road & Track building. In his welcoming speech and introduction to the tour, Dean mentioned that the building had been custom designed for Bond Publishing by local architect Bill Ficker, who also happens to have been the captain on the recent successful defense of the America's Cup Yachting trophy. All of the business and magazine preparation is handled in Newport Beach, but the printing and mailing is done near Chicago to minimize postage costs by mailing from near the center of the country.

Walking through the panelled offices with glass outer walls, carpeting everywhere, and an abundance of original auto paintings, the most commonly overheard comment was, "So this is how the other half lives". In the area of unusual individual office decorations, first place undoubtedly went to Dean Batchelor, who has a Scarab Formula I engine block sitting on the floor. The room which impressed the most people was probably the library, which has to be seen to be believed. Road & Track is the only auto magazine in the country which employs a full-time librarian to maintain a library devoted exclusively to car-related material, some of which goes back before the turn of the century.

One interesting remark was made about

the Ferrari Owners Club, which is the only other club to tour the Road & Track offices. It seems that after their departure a number of items had vanished from the library. Hopefully, no one provided an opportunity for the same story to be told about the Alfa Owners.

Everyone did manage to do a little legitimate trophy collecting, thanks to our hosts' generosity. In addition to coffee and cookies, we were offered 16 x 20 prints of a Road & Track painting of a classic Alfa.

After everyone had sampled Road & Track's hospitality and subjected Dean to a lengthy question and answer session, we adjourned to a local pizza parlor, for a traditional Alfa bull session. A few extremists were observed consuming pizza along with their beer and conversation. All in all, it was acclaimed a well-spent afternoon.

BOARD REPORT

At the last Board meeting, your Board felt that some areas of AROSC point systems were neglected. With reference to rallying, it was felt that both the driver and navigator should be eligible for points due to the importance of both. Therefore, both driver and navigator could win 18 points each for first Alfa and first in class. It was also felt that due to fact that some of us might want to compete but our Alfas were not streetable as long as the members car displays an AROSC decal, that he may compete for our awards. But--a member must list AROSC as club affiliation or entrant to be eligible for points and must mail the official results within 30 days to: John Sampson
4419 California
Long Beach 90807
in order for points to be counted.

LETTERS TO THE EDITOR

(Editor's Note--While the following letter was written by Mark, I am sure that the views expressed are shared by many of the AROSC membership.)

To The Editor:

I would like you to publish this open letter to Alfa Romeo S.P.A., Milano, Italy, hoping that someone in Milano reads the "Alfacionada" that we send them monthly.

I have been a member of AROSC for ten years and have served on the Board of Directors for nine of those years. In 1960, I purchased my first Alfa, a 1300 Spyder, from Hoffman Motors in Beverly Hills and took delivery in Italy, where I used it for three months and drove a little over 6000 miles. I now own my fourth Alfa. I am a genuine fanatic about the marque and love our club, which I saw grow from a handful to the present status, the largest chapter in the U.S.A. and possibly the world.

Alfa Romeo, too, has grown from the days of Hoffman Motors to the beautiful facility of ARI, Inc., Western Division in El Segundo. We are all so proud to be a part of such an establishment and were looking to greater and better things for the future. Our relationship, as a club, with ARI has been, and I hope will continue to be, very warm and friendly. Our common desire being the placement of Alfa Romeo cars in the lead of quality imports, we tried to work hand in hand for a mutual benefit. When the facilities at El Segundo opened we all rejoiced, being tired of going from one dealer to another in search of a good Alfa mechanic, or of a parts department where you didn't have to make two or three trips before obtaining the right part. This, of course, does not mean that all the dealers or parts departments were bad. There were and still are a handful of good reliable places, but they are few and far between.

Since its opening, El Segundo operated

an excellent repair department, with qualified mechanics, under the supervision of factory trained men. The parts department was, and probably will continue to be, one of the best stocked in all the U.S.A. under the supervision of Fred Bonzer, who in my opinion knows more about Alfa parts than Alfa Romeo S.P.A. itself. On more than one occasion, I personally took some friends to visit the ARI facility, which has no equal in Southern California.

Unfortunately, all the good that had been acquired during the past years seems to be coming to an end. The factory trained mechanics are no longer supervising the shop; ARI is encouraging the Alfa owners to see a dealer for their needs; in the last few months the 10% discount given on parts to AROSC members was discontinued, and worst of all, the time-saving benefit of purchasing parts for our cars directly from ARI has been taken away. This, added to the dismissal, voluntary or not, of Fred Bonzer leaves us with only one alternative. To purchase them from dealers, or worse, the bootleggers of non-original parts! It seems we are back to the early sixties! Is this what Alfa calls progress?

It is time that Alfa Romeo S.P.A., Milano, Italy, gets rid of its antiquated administrators in the East, that are still living in the glorious past of Nuvolari and Fangio and give the great responsibility of building a market for Alfa Romeo to men with more updated and aggressive ideas.

Either you are in or out of the market, gentlemen. You cannot give us the breadcrumbs left over after you have had your dinner. If you want us to continue to buy your lovely car, you should give us the same choice of colors, styles and interiors that one has when purchasing Porches, Fiats and the Oriental imports.

As for myself, I am through buying Alfa Romeos, at least until some tangible changes are made. I would like to add,

(cont. page 5)

for
me

ALFA OWNERS PONY HUNT FRIDAY MAR 24TH

THE AROSC SPECIAL EVENT FOR MARCH WILL BE A DYNO SESSION BEGINNING AT 8:00 IN THE EVENING, AT A COST OF \$5 A CAR. AS ANNOUNCED IN LAST MONTH'S ALFACIONADA, WE HAVE BEEN ACCEPTING ADVANCE RESERVATIONS TO INSURE EVERYONE OF A CHANCE TO GET ON THE DYNO. THE RESERVED TIMES ARE LISTED BELOW AS OF MARCH 5TH, BUT IF YOU DON'T HAVE A RESERVATION, COME ANYWAY. THE RESERVED TIMES ARE JUST AN ATTEMPT TO AVOID ANYONE BEING DISAPPOINTED.

CO
gen

<u>TIME</u>	<u>RESERVED FOR:</u>
8:00	PAUL EBAYER
8:10	NEIL MEYER
8:20	JEFF FAHRNER
8:30	FRANK BURNETT
8:40	DAROLD CUMMINGS
8:50	CHRIS BOLES
9:00	JAMES HOPKINS
9:10	ED MORGA
9:20	WALTER DARLING
9:30	JAMES BERRY

DIRECTIONS:

SAN DIEGO FWY. TO BEACH BLVD. (IN HUNTINGTON BCH.)
 BEACH BLVD NORTH TO PINE ST. (2ND RIGHT)
 PINE ST TO TEE WITH ADAMS ST. YOU ARE NOW AT:
 DICK'S AUTOMOTIVE, 15120 ADAMS, MIDWAY CITY

A DAY WITH BONDURANT

CAN BE AVAILABLE TO ALFA MEMBERS. ONE DAY OF COACHING IN HIGH PERFORMANCE DRIVING BY BOB BONDURANT AND HIS STAFF AT ONTARIO CAN BE OURS FOR \$40.00 PER DRIVER IF WE HAVE 21 TO 25 DRIVERS. BEFORE THEY WILL GUARANTEE US A DATE WE MUST PAY \$20.00 PER PERSON; THE REMAINDER PAYABLE ON THE DAY OF THE COURSE.

SCHEDULE FOR THE DAY:

- 9:00 - REGISTER
- 9:30 - 11:00 - GROUND SCHOOL, LECTURES IN TECHNIQUES TO BE USED IN THE DRIVING PART OF THE COURSE
- 11:00 - 12:00 - LUNCH
- 12:00 - 5:00 - GROUP IS DIVIDED INTO 5 STUDENTS PER 1 INSTRUCTOR, EACH DRIVING SESSION LASTS 45 MIN.
- OVAL DRIVING
- ACCIDENT SIMULATOR
- HEEL AND TOE
- SKID PAD (THEIR CARS)
- HIGH SPEED SLALOM

FINISH WITH 5 LAPS ON GRAND PRIX COURSE AT SPEED.
IF YOU WANT TO GO COMPLETE BELOW AND GIVE TO ME WITH \$20.00 AT THE NEXT MEETING. WE PLAN TO SCHEDULE THIS ON A SAT. IN APRIL OR MAY.

NAME _____

ADDRESS _____

HOME PHONE _____

CAR YOU WILL DRIVE AT THE COURSE _____

I REALIZE THAT IF LESS THAN 21 CARS ENTER THE SCHOOL THE EVENT WILL BE CANCELLED AND THE MONEY REFUNDED.

DATE

SIGNATURE

for the record, that in my bitterness toward Alfa Romeo, SPA, I do not wish by any means to include the present director of ARI West, nor his staff. They are, and I hope will continue to be, my personal friends--they only do what they are told to do.

Thank you for the space. Sincerely,

Ettore Marcantoni

To The Editor:

The tour of Bond Publishing Company, though not particularly fascinating, was interesting to most of the members that made an effort to attend. It should be noted that activities of this type are generally hard to come by, and Mr. Suter thereby should be commended for his efforts.

Quite often members find it necessary to bring their children along. Considering the current club membership, this may be necessary to help perpetuate Alfa membership in the years to come. At any rate, our tour hosts generally allow us and our children to enter where otherwise we and the children would fear to tread. Considering this fact, extreme care should be taken where conduct is concerned. Possibly if we were to visit the domain of others as we would want them to do in return--sadly enough, this is not always done and both children and adults find it necessary to tamper with personal property--"the devil made 'em do it!" This is very embarrassing to both individuals and the club as a whole, not to mention the impression left behind. In the case of Bond Publishing, their courtesy was overwhelming. Possibly a note of apology is in order.

Conscientious Objector

Calendar

- | | |
|-------------|------------------------------------------------------------------------|
| MARCH 17 | Special AROSC Meeting
"Racing Scene" movie
ARI, El Segundo, 8 PM |
| MARCH 19 | Championship Slalom
Pomona Fairgrounds |
| March 24 | Pony Hunt - Dyno Session
(See Flyer) |
| March 24-25 | SCCA Solo I
Ontario Motor Speedway |
| April 5 | Regional Races--RIR |

RALLYING

by Anne Hopkins

Someone once said a rally is a sporting event which causes a person to get up early in the morning to drive a long way, to drive a long to an unknown destination from which to drive a long way home again. More seriously, a rally is following directions to arrive at a destination at the right time, time being the essence of rally scoring.

There are mainly three kinds of rallying--gimmick, Monte Carlo and navigational or nav, which is what this is about. A beginner can enter a rally with minimal equipment. Many people start rallying with only a good wristwatch for a timer, the family car with no modifications, a clipboard or some sort of lapboard for the co-pilot to hold the route instructions and a pencil. Add a flashlight for night rallying. Rallying is a sport for two people as it is considered extremely unsafe if not impossible for one person to follow written instructions, maintain average speeds and look for signs while driving on public roads.

Upon entering a rally, you will be

given two sets of instructions--route instructions and general instructions. The route instructions give definite directions for turns, speed changes, pauses and any other directions necessary to direct rallyists through the course. The general instructions give information necessary to follow the route instructions. It is important to read the generals as each rally is a little different from all others and the rallymaster (the person who writes the rally) uses definitions and descriptions to make it easier for contestants to make a mistake.

Generally everybody follows the same course but rallies are divided into classes--Expert, Navigational, Seat of Pants (SOP) and Beginner. The most important rule of rallying is, "Don't get lost"! Most rallies are written so even a beginner can follow the directions but if you are not alert to signs and directions, it is easy to get off course and end up with a large error of time. Time is the basis of scoring a rally, the true time being determined by the rallymaster according to mileage and average speed. Most club rallies are very accurate.

A rally is divided into legs. Checkpoints (timing stations) are set up along the route at locations unknown to contestants. Officials record your time of departure at the start. More officials record your arrival time and departure time at each checkpoint. (It is your responsibility to leave the checkpoint on time.) The difference between the time you start a leg and finish it becomes your time taken. The difference between your time takes and the true time is your error. Errors, both early and late, are added together to make your final score.

On any given weekend except Christmas and New Years, there is probably a Sunday rally in the Los Angeles area. These take the better part of the day and run around 100 miles or more. Several clubs also sponser training rallies on Friday or Saturday night.

These are very good to sharpen rally skills as well as enjoy a fun evening. Rallies are listed in the Pit Stops column of the LA Times or rallying AROSC members will have information. A few rally enthusiasts are Kit Ellis, Jack Sword (714-539-2573), "Hoppy" Hopkins (213-634-6088), and Kitten Hill (213-762-1243).

Most experienced rallyists are helpful to beginners and willing to answer questions. Don't be afraid your questions may sound silly. They probably asked the same questions themselves only a few years ago. If you enjoy driving, seeing new scenery, meeting interesting people, sharpened by the spirit of competition, go forth and rally!

QUICKIES

- Our co-editor, Oscar, opened a fortune cookie which read "What you have done in private will soon be made public!" Says Claudia, "Not soon enough!"
- And Dale Jones still has not received a National newsletter!:
- Can SPA, Milano, really excommunicate Mark?
- What lawyer on our Board offered to donate a will for a door prize.
- Does Kitten really have ALFA ROMEO written across her chest?
- PRODO LIVES!

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