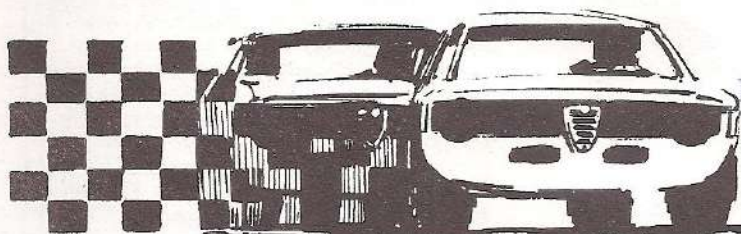


# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



MATRIX DESIGN  
608 W. IMPERIAL AVE.  
EL SEGUNDO, CALIF. 90245

VOLUME 11, No. 5 MAY 1972

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

## ARI PRESENTS

by Dale Jones

On April 25, Tom Atkins and I had the pleasure of being invited to attend the Press Release and Introduction of the 1972 Alfa Romeo 2000.

And where better to drive the new cars than the Riverside Raceway. Foregoing the bus trip from ARI, I arrived at RIR in my trusty Ford wagon and what to my wondering eyes should appear but eight, count 'em 8, sparking new Alfas. Like turning a kid loose in a candy store.

After a welcome by Mr. Morra of ARI, and instructions on what not to do, we were all given ample time to drive all the cars around the track. Bent metalwork and blown engines were definite NO NO's. Fortunately, neither happened, although we did have a few spinouts, and new grey hairs on some of the ARI staff.

Appearance wise, the new cars have some minor changes in coachwork and interior designs, naturally all for the best.

The big changes in the new cars are the larger engines--now 1962cc which delivers 129 net horsepower. The new engine leads to an increased horsepower to weight ratio which means faster acceleration through all 5 gears. The significant engineering achievement, however,

is the remarkable torque output in the middle RPM ranges, so important for overtaking in highway driving.

Add to this the now available limited-slip differential and excellent suspension and you have a car that doesn't have to take second to any car on mountain roads. Accelerating to 100 mph going up the esses was easily done, and 110-115 mph on the back straight was possible while holding to the 5700 rpm redline.

After being treated to lunch in the tower at RIR, we were turned loose again to fulfill the days pleasure--Walter Mitty never had it so good!

All three 2000 models share such famous Alfa Romeo performance features as a DOHC engine, Alfa-Spica fuel injection, 5-speed gearbox, four-wheel power disc brakes and premium wide-track radial ply tires as standard equipment.

Base prices are:

|                    |           |
|--------------------|-----------|
| 2000 Berlina       | \$4304.00 |
| 2000 Spyder Veloce | 4998.00   |
| 2000 GT Veloce     | 5299.00   |

Options include:

|                    |           |
|--------------------|-----------|
| Metallic paint     | \$ 130.00 |
| Limited slip diff. | 115.00    |

(Ed. Note: Even though the limited slip is an option it comes standard on all 2000's, but you can order a car without a limited slip but no delivery time is quoted.)

## Slalom Column

by John Sasson

April was a busy month for the Alfa slalomists. A practice slalom, an open slalom, the Bondurant course and a championship event filled the calendar.

The practice slalom, at Mt. Sac, saw 9 Alfas complete more than 80 runs. Joe Canone may not have set the fastest lap but he certainly set an enduro record for continuous slalom runs. Tom Atkins came out of "retirement" and ran very fast in his Giulia Super. Lastly, Rich Payne was running the only 3 cylinder TZ in captivity.

The open slalom was held at Ontario with only 3 Alfas present; Jim Neuman, Juliana and Neil Meyer, and I drove in Class X. Alfa placed first by almost one second but the first line MGB's and 914 Porsches weren't there. It was a good tune-up for the second championship event.

The Bondurant course was an event which had something for all types of drivers. I'm sure it will be covered in a separate article so I'll move on.

The 3M Championship Slalom was held on a new area in the Ontario Speedway parking lot. In a space that was long and narrow they divided one of the most challenging courses of the year. Since the official results are not yet published I'll refrain from mentioning any results. It'll be covered in detail in the next issue.

Lisa Renfroe will be concentrating on Formula V racing until she finds another Alfa to drive in slaloms. Anyone with a fast Alfa looking for an equally fast driver to pilot it should contact her.

We would like to welcome G. Malone and his 1750 Spyder to the world of slaloming. He put in a good performance at Ontario for his first slalom.

The Alfa Slalom Team finished in eleventh place out of 26 teams after the first Championship Slalom. We'll try harder!

The next Championship Slaloms will be run on June 4th and June 11th. (Check "Pit Stops" for details.)

## QUICKIES

- Dale Jones has finally received his National Newsletters!!!!!! As a matter of fact, he has received four (4) National Newsletters!!!!
- Marcantoni and Jones have been given two weeks to get out of town by the local "godfathers"--read "dynamic duo".
- Ask Luciano Morra how many new grey hairs he has since the road test of '72 models at Riverside.
- Friday night is Mother's Night. All ladies desiring to become mothers are invited to drop in.



## For Sale

**FOR SALE:** 1961 Normal Spyder  
10,000 miles on new engine.  
Robbins top, good tires,  
brakes and transmission.  
Needs about \$100 body work.  
\$400 Tom Reilly  
748-4716

**FOR SALE:** Late '62 Guiletta Veloce  
Sprint Coupe. Approx. 3500  
mi. since complete rebuild  
of engine and 5-speed trans.;  
new bearings, liners, pistons,  
rings, valves, guides, cups,  
synchro rings and sleeves,  
lay shaft, seals, and many  
other items. All replacement  
parts are original Alfa.  
Recently re-upholstered in  
black naugahyde, and new car-  
pets installed. Pirellis  
mounted on late GTV wheels.  
Color is competition orange  
acrylic. This is an excep-  
tional Alfa with over \$1200  
spent on it to make it so.  
\$800 cash, or trade for van,  
panel, pick-up, or station  
wagon suitable to tow trailer  
with my slalom car.  
**ALSO:** '61 Guiletta Normal  
Spyder, good top and body.  
Only 52 miles on rebuilt  
engine. All original, but  
needs some cosmetics. Good  
clutch and trans. Pirellis.  
\$525/offer.

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(213) 331-1966

**WANTED:** Solex 35APAIG in good working  
order. Tom Reilly  
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## Calendar Calendar

- May 19 - AROSC Meeting, 8 PM  
Little Lake Clubhouse
- May 27-28 - Las Vegas Hillclimb
- May 27-28-29 - National/Regional  
Races, Riverside
- June 16 - AROSC Meeting, 8 PM  
Little Lake Clubhouse

## Competition

Otto Zipper displayed his new Can-Am car at the Riverside press introduc-  
tion of the Alfa Romeo 2000. It con-  
sists of a Type-33 with a 4 litre V-8  
driven through a 5-speed Alfa Romeo  
gearbox, which is quite similar to  
a Hewland unit. No horsepower ratings  
given but redline is 9500 rpm. With  
Scooter Patrick driving, we wish Otto  
and his team the best luck.

Alan Ward placed 2nd in the National  
races held at Willow Springs despite  
having slight gearbox problems--like  
no 5th gear.

Unfortunately, Alfa's are continuing  
to take a back seat to Ferrari's in  
the World's Mfg. Championship.

## LETTERS

During the past few years, I have written several very favorable articles in the Alfacionada regarding Alfa Romeo cars, which I love, and the whole organization especially after the El Segundo facilities were built. We sent a copy of Alfacionada to the president of Alfa Romeo SPA in Milano, Dr. Luraghi, and one to the public relations director Dr. Marchetti. Several copies were also sent to ARI East and ARI West. Never once did I receive a note or a phone call to acknowledge my sincere effort to help publicize the marque. During my last term as vice-president, I wrote a letter to Dr. Luraghi in Milano thanking him and ARI for their effort on behalf of our club and wishing him and Alfa Romeo more and greater successes. I didn't even receive a postcard, with a picture of a 1932 "1750", acknowledging my letter.

But, no sooner did I write my first critical letter than all the wheels, big and small, got into action. It is a shame that this is what it takes to get some action. Today, I spent some time with Mr. Remo Ragionieri, director of ARI West--just back at his desk after a three week visit to Milano. From him I found out that Dr. Luraghi, too, read my article, I guess for the first time, and so now he knows that in Southern California we have a club of Alfa nuts and a little publication called "Alfacionada". So much for that.

Mr. Ragionieri very kindly explained the present situation to me, and I feel I should pass my information to the members for a better understanding of same. Regarding Fred Bonzer--he resigned for reasons of health and was not dismissed by ARI. We all know who promoted the discontinuing of the 10% discount on parts for AROSC members, so we will drop this matter. In regard to the discontinuing of the selling of parts over the counter at ARI, Mr. Ragionieri pointed out that

Alfa was the only imported car company to operate this way, with mounting complaints from dealers, who saw some of their fat profits taken away from them. About the return of some of the factory trained mechanics to Italy, Mr. Ragionieri explained that in the future plans of expansion of Alfa Romeo, Inc., in the USA, they favor the training and use of local mechanics that can eventually be utilized by dealers. He assured me that he is presently working for a better and more selective network of dealers, with qualified mechanics and well-stocked parts departments. Mr. Ragionieri is a sincere and honest man and I never intended in my letter to the Editor to put him on the spot. My resentment was directed toward the big wheels in Milano that allow someone 3000 miles away to decide what is good or bad for us in the West. We want Milano to realize the market potential of the West and act accordingly.

If any member of our club has, in the future, service troubles with an Alfa dealer, or problems with parts, please write to me personally and I will report your problems to the ARI director. If your complaints are legitimate, I promise you will receive some action. And now let me finish by reiterating the fact that my letters to the Editor of Alfacionada are written solely by me in the interest of a better relationship between the sellers and the buyers of Alfa Romeo cars, and that I am not influenced in my writing by any other person or persons and that the AROSC club is in no way involved in my writing. Thank you.

Ettore Marcantoni

WATCH NEXT MONTH'S PAPER FOR A FULL

COVERAGE OF OUR CLUB EVENT AT BOB

BONDURANT'S SCHOOL OF DRIVING AT

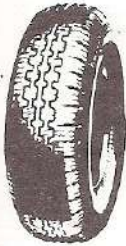
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**ALFACIONADA** is the monthly publication of the Alfa Romeo Owners of Southern California (AROSC).

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 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 Tom Atkins (President) 340 - 6773, or Dale Jones (Editor) 596 - 2687.



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