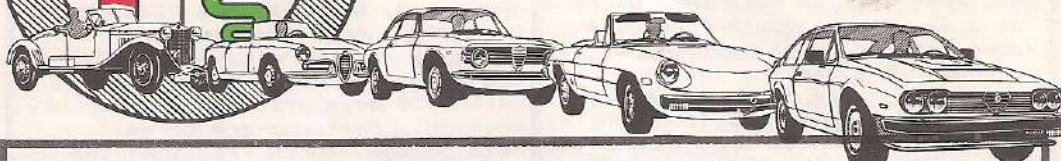




ALFACIÓNADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 21 NO. 10 OCT. 1982 P.O. BOX 261 LOS ALAMITOS, CA 90720

ALSALFA

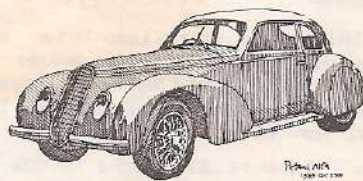
As the year continues to ebb away, the Alfa Club continues on the threshold of uncertainty (perhaps reflecting the uncertain times in which we live). In an effort to make the Alfa Club a more viable group, the meetings of the Board of Directors have been very lively with discussions concerning activities, finances, members and in short, anything concerning the members and the club as a whole.



First, the following activities are set and ready to go: A Concours d'Elegance on November 7th will be held at the San Antonio Winery in downtown Los Angeles. This event will feature a wine tasting and tour of the winery. The setting is a nice patio-like yard amid the railroad tracks in downtown L. A. (It's the only green spot for miles around). Elsewhere in this issue are all the details. Check it out and show up!

CALENDAR OF EVENTS

- OCT 24th - SCCSCC Slalom Open at Riverside Intntnl. Raceway. For Info- 988-RACE
- 26th - Board of Directors meeting at Julio's house: 2508 West 157th St. Gardena 515-5939
- 31st - SCCSCC Championship Slalom at Cypress College For Info- 988-RACE
- NOV 07th - San Antonio Winery Wine Tasting and Concours d'Elegance
- 20th - AROSC First Annual Swap Meet / Concours d'Elegance / General Meeting More details later.
- 27th - Time-Trial at Riverside International Raceway. Deadline for entering Midnight Wed. Nov 17th



TRUCKS 1978 1980 1982

Second, is a swap meet (flea-market) scheduled for Sunday, November 21st. This meet will take the place of the usual November "Turkey Sale" which never was too satisfactory for those really had some stuff to sell, (listening Dave?). As of this writing, the swap meet will be held in a parking lot a few blocks South from Alfa Romeo Inc. on Douglas St. in El Segundo. The parking lot is located just off of a cul-de-sac at the end of Douglas St. (you can't miss it). The meet will take place from 8:00 AM till whenever (2:00 - 3:00 PM???) with a lunch break at 12:00 Noon at which time we will hold a short meeting to conduct necessary club business. All the details are not fully worked out yet but everyone will be receiving a flyer in the mail to explain it all. There will be a flat fee of \$15.00 per entrant/seller for which one receives two parking lot stalls. In addition, there will be a separate area for people who want to display their cars for a "people's-choice" concours d'Elegance. So far everyone I've discussed this swap-meet idea with is very much in favor of it, so if the turnout reflects the enthusiasm, we will have a good event.



Third, is the Time-Trial at Riverside on Saturday November 27th (Whew!! three events in November). See John Ireland's "Blood Sport" column for further details.

CONTINUED ON PG 7

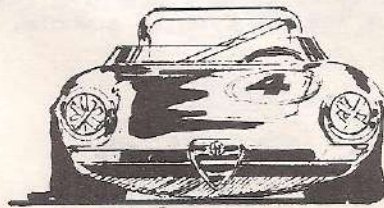
ALFACIONADA

F'LURBLURBLURBLURBL

ALFACIONADA is the monthly publication of the Alfa Romeo Owners Club of Southern California (AROSC). Subscriptions to this newsletter are included as part of the \$30.00 per year membership fee. For membership information, write: AROSC P.O. Box 261, Los Alamitos, CA 90702. Articles, letters, and personal ads are always welcome, and should be received by the Editor 20 days prior to the monthly meeting. Meetings are normally held on the fourth Friday of the month at the Alondra Park Clubhouse at 3850 Manhattan Beach Blvd., Lawndale, CA, just east of the San Diego Freeway. Date or location changes will be posted in the newsletter prior to the meeting. Meetings start promptly at 8:00 PM!!!! For more information call:

Al Cortes (pres.)
(213) 970-0127
Tom Lipkis (membership)
(213) 455-3117
Julio Ramirez (editor)
(213) 515-5939

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**BLOOD SPORT
BLOOD SPORT
BLOOD SPORT**

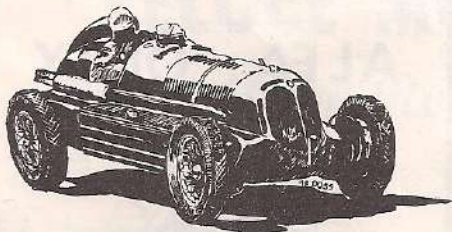
BY JOHN IRELAND



LADIES AND GENTLEMEN, START YOUR ENGINES!!! AND GET YOUR ENTRY FORM IN EARLY BECAUSE ONLY THE FIRST FORTY CARS WILL BE ACCEPTED. NO PHONE CALLS...ALL ENTRIES MUST BE MAILED AND RECEIVED BY ME, NO LATER THAN NOVEMBER 17th, 1982!!!

What am I yelling about, you ask? Well, on the above mentioned date, A.R.O.S.C. will have it's hottest, most competitive Time Trial ever... with all points earned counting **DOUBLE** toward year end awards!!!!

And this isn't any normal Time Trial...this will be a six lap Enduro (two heats of three laps each) and the winner will have the lowest elapsed time for the total six laps. That's right, you no-a finish-a the whole-a six laps, you no-a in the points-a! Now does it feel like an Enduro?

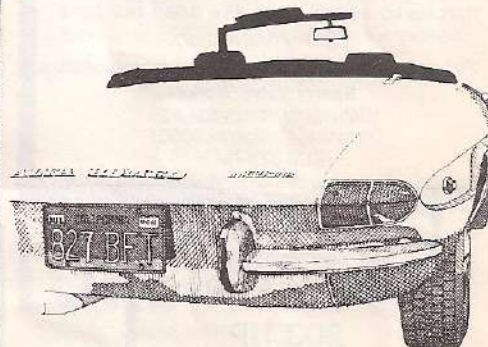


Because this is a special event and will have such a large impact on the year end standings, NO FIRST TIME drivers will be accepted. YOU MUST HOLD A CURRENT A.R.O.S.C. TIME TRIAL LICENSE OR NOVICE STATUS FROM A PREVIOUS EVENT THIS YEAR. Yes there will be a Novice School for those drivers who have entered one or more events already run this year...but have not yet earned the T.T. License.

For more information see the Entry Form in this newsletter or call me in the evenings at (213) 841-8939.

Rumors abound regarding whether or not Alfa will be in Formula One in 1983. With or without Alfa, our club is still planning to go to the Long Beach Grand Prix...and we have 300 seats reserved in Grandstand Three (the same as last year).

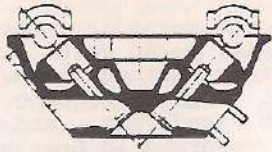
I am planning to have a meeting of this year's Time Trial Committee in early December, to update the Competition Code and organize the 1983 Committee. I would like to see a lot of us playing musical chairs and add some new members.



At the moment I'm experiencing a case of auto-schizophrenia as I drive the red '74 GTV one day, and the '77 Blue Alfetta sedan (with konis and auto delta fi cams) the next day. Luckily God came to my den last night and told me that the answer was easy, buy a Ferrari too! God says that you can still find Dino 246 GTBs...as little as twenty thousand in project condition...the same for the 308 GT4/2+2...says God....really...honest.

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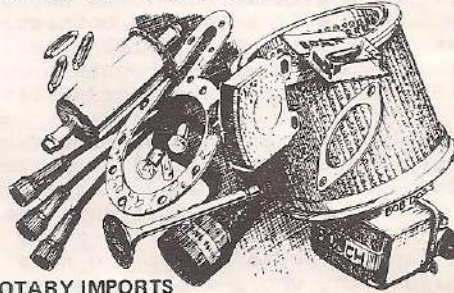
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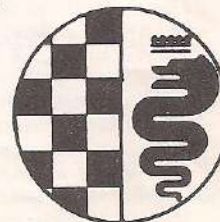


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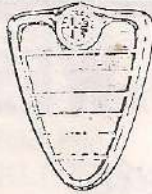
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ADMISSION: \$15.00 PER ENTRANT

SCHEDULE: 8 TO 12 SWAP MEET & PEOPLES CHOICE CONCOURS
12 TO 1:30 (MAX) NOV. CLUB MEETING, LUNCH SELECTION OF '83 BOARD OF DIRECTORS
1:30 TO 3 SWAP MEET, CONCOURS AWARDS

INFORMATION: CALL AL CORTES 910-0127 HM 978-0826 WK. X473

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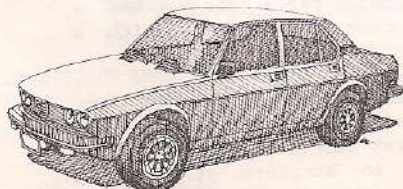
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BLOOD SPORT CTD.

DO NOT MISS THE TIME TRIAL ON NOV. 27 AT RIVERSIDE...SPECTATORS WILL FIND THIS A VERY EXCITING DAY... GET REAL CLOSE TO THE CARS AND REALIZE THAT YOU DRIVE ONE TOO!!! This makes the whole year end points a real horse race for the finish. and year end awards. Las Vegas was a very good race in a disappointing setting. Yes it was full of people and noise and glitter...and it lacked a course of any beauty at all. Great for the drivers from a mechanical point of view...dull for the viewer as this "arena" has no landscape, no texture and no soul...it is the cold and icy pit of the gladiators...and in spit of total lack of ambiance, it was a hell of a race as grand as any Cinderella story...but if you really care, you've already read all the stories.



DO NOT MISS THE TIME TRIAL ON NOV. 27 AT RIVERSIDE...SPECTATORS WILL FIND THIS A VERY EXCITING DAY... oh, yeah, I already said that.



John Ireland and #1 Marcello (that navy blue kinda guy with da fancy aytalian suit and ...).

ALFACIONADA

* ALSALFA CONTD *

Fourth, is the Christmas Party to be held on Saturday December 4th (yes Virginia it's near that time again) The party will be held at Charlie Thieriot's house (as usual). This years party will feature anti-pasto from Giulianos, mixes, soft drinks, Alfa Quiz (authored by trivia chairman Peter Becronis), door prizes from Pep Boys, a raffle and "match photo to owner games." In addition, a midnight swim contest featuring wet Alfa T-shirts. Last year a mysterious female swimmer appeared and took a dip in the buff. Check with Charlie for further details. Don't forget it's a B Y O B party... Watch this issue for a story bearing details. That about sums up the activities planned for this year, looks like we're finishing with a bang... I hope so!



Since the club traditionally doesn't meet in December, and the November meeting will be a shorty (at the swap meet), the October meeting will be the only time where we will have the opportunity to discuss and take care of some of the vital club business issues before the end of the year. At the October meeting there will be "sign-up" sheets for each Board of Director's position plus the new positions we've created. These sheets will also have job descriptions. For those of you who didn't catch my last article, I'll repeat the newly created positions: Slalom Chairman, Raffle Chairman, Rally Chairman, Concours Chairman and Publicity Chairman.

CONTINUED ON PG. 15

THE ORIGINAL ALFETTA - TIPO 158/9

By Pat Hayes

Have you ever wondered why Alfa Romeo chose to name the new 116 series the "Alfetta"? Or, even worse, tried to explain to ignorant (i.e. non-Alfisti) acquaintances that an Alfetta (literally, "little Alfa") is not a stripped-down or bottom-of-the-line Alfa, but Alfa's flagship model of the 70's -- and into the 80's as well?

The reason, of course, lies in Alfa's practice of naming models after famous Alfas of the past - like the 1750, and of course the Alfetta. The original Tipo 158/9 Alfetta certainly earned this honor. For those of you who aren't familiar with this Alfetta's achievements, the following is a brief history of the model (which was the most successful Grand Prix car ever built), together with some statistics for use on non-Alfisti know-alls at cocktail parties, etc.

First, some background: In 1938, the Grand Prix formula re-adopted a displacement limit, of 3 litres. (Displacement limits had been dropped in 1928 in favor of a weight limit only.) Alfa fielded three models for the new formula, Tipos 308, 312, and 316. The numbering scheme is logical (suprise!), being 3 for three litres, followed by the number of cylinders. Vital statistics on the engines (all supercharged) are :

Tipo 308	2991cc	L8	295 BHP
Tipo 312	2995cc	V12	320 BHP
Tipo 316	2958cc	V16	350 BHP

None of these cars did particularly well - in fact, the best Alfa could do was a second and fourth at Monza in 1938 and a fourth at Spa in 1939.

However, the 1.5 Litre "Voiturette" class was generating a lot of public interest at the time, particularly in Italy, and for this Alfa reached into the parts bin and came up with a Tipo 158, using a 1479cc supercharged straight eight developing 195 BHP at 7200 RPM. The relationship between these numbers and those of the 316 is not accidental - the 158's capacity is exactly half of the 312's since these engines had identical bore and stroke dimensions and, in fact, shared many common parts (The V16 was a dual crankshaft design, which I guess made part sharing with a straight eight pretty easy).

This voiturette class car, which quickly became known as the "little Alfa", or "Alfetta", did considerably better than the larger cars, posting a 1-2 victory first time out in 1938, and then in 1939, after an initial loss to Mercedes at Tripoli, becoming unbeatable in the voiturette class. The Tipo 158 Alfetta had all independant suspension, with a rear mounted transmission

CONTINUED PG 19

(print name here)

ENTRY FORM AROSC TIME TRIAL #6

DATE: November 27th, 1982 TRACK: RIR - SHORT & SCCA COURSE
FEE: \$55.00 (note special price)
ENTRY: DEADLINE Midnight Wednesday November 17, 1982 received by
AROSCS Time Trial Director. LATE ENTRY PENALTY - \$15.00
SCHEDULE: Note special times!

6:45 - 7:15	All Novices in line for TECH INSPECTION*
7:15 - 7:45	All others in line for TECH INSPECTION*
8:00 - 8:30	Drivers' Meeting - MANDATORY**
8:30 - 9:15	Track Orientation/Novice School
9:30 - 10:00	GROUP ONE Practice - Short Course
10:00 - 10:50	GROUP ONE Timed Runs (3 laps) HEAT #1
11:00 - 11:30	GROUP TWO Practice - Short Course
11:30 - 12:20	Group TWO Timed Runs (3 laps) HEAT #1
12:30 - 1:00	LUNCH
1:00 - 1:15	Drivers' Meeting - MANDATORY**
1:30 - 1:55	GROUP ONE Practice - SCCA Course
1:55 - 2:45	GROUP ONE Timed Runs (3 laps) HEAT #2
3:00 - 3:25	GROUP TWO Practice - SCCA Course
3:25 - 4:15	GROUP TWO Timed Runs (3 laps) HEAT #2
4:30 -	AWARDS PRESENTATION AND CLEAN UP

* LATE TECH INSPECTION PENALTY - Lose one half of all points won in this event.

** NO ONE MAY ENTER THE EVENT HAVING MISSED THE 8:00 DRIVERS' MEETING. NO ONE WILL BE ALLOWED TO COMPETE IN THE SECOND SET OF HEATS IF THEY MISS THE 1:00 DRIVERS' MEETING. ANY EXCEPTION MUST BE APPROVED IN ADVANCE BY THE TIME TRIAL DIRECTOR.

DRIVER #1. Name _____
Address _____
Phone () _____ () _____

DROVER #2. Name _____
Address _____
Phone () _____ () _____

IN CASE OF EMERGENCY THE CLUB SHOULD CONTACT:

Name _____
Address _____
Phone () _____ () _____

I UNDERSTAND THAT MY ENTRY FEE IS NON-REFUNDABLE AND I WILL ABIDE BY THE RULES OF THE A.R.O.S.C. COMPETITION CODE.

Driver #1. _____ Driver #2. _____

Year and Model Alfa _____ Disp _____ cc
Base Model Points _____ Modification Points _____ Total Points _____

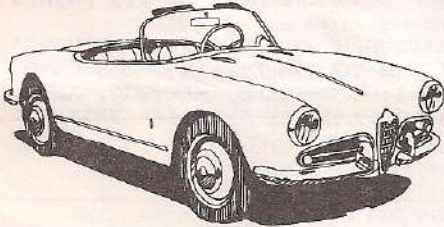
I must file a new Class sheet due to changes on car. Yes _____ No _____

MAKE CHECKS PAYABLE TO AROSC. RETURN THIS FORM WITH ENTRY FEE TO:
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Concours d'Elegance

This is it! If you missed the last Concours, don't miss this one; and if you went to the last one don't even miss this one. The date is November 7th, to be held at the San Antonio Winery, 737 Lamar St. near downtown Los Angeles, California.

The San Antonio Winery has once again generously offered AROSC their lovely parking lot, adjacent to a one acre picnic area with lots of shade trees and picnic tables. There will be hourly tours of the winery and for those who wish to participate, there will be a special wine tasting in the picnic area after lunch for Alfa club members, their guests, and friends.

line up will commence at 9:00 AM and judging will begin at 10:00 AM. Hopefully the judging will be finished by noon. Awards will be presented at 3:00 PM, so, fill out the entry form in this newsletter and checks payable to AROSC and send them to John Mitchell, 1225 Viscano Dr., Glendale, CA. 91207... or call for more information at (213) 242-0269... BUT first read on because there is more to know about the wine tasting!!!!!!

The San Antonio Winery will have several kinds of wines to sample, as well as cheese and crackers.

The prices are as follows:

- \$15.00 per car = Concours entry fee, entitles entrant and guest to wine tasting.
- \$ 5.00 per car = Concours entry fee only. No wine tasting.
- \$ 7.50 per person = Wine Tasting only.

And of course, any spectators not wishing to participate in the wine tasting are welcome free of charge. There will be a \$3.00 late charge

for Concours entries and a \$1.00 late charge for wine tasting entries. Wine tasters only, please use Concours entry blanks found in this issue of the Newsletter and mark appropriate boxes. All entries must be postmarked no later than Oct 31.

THE PLACE: San Antonio Winery
737 Lamar St.
Los Angeles, CA

THE TIME: 9:00- Line Up
10:00- Judging
3:00- Awards

Fill out the entry form below and mail with check payable to AROSC to: John Mitchell, 1225 Viscano Dr., Glendale, CA., 91207. Entry must be postmarked no later than Oct 31, 1982. There will be a \$3.00 late charge for all Concours entries and a \$1.00 late charge for all wine tasting entries. See story elsewhere in this issue for more information.

Owner's name (last, first, MI.)

Address

City State zip

Phone, day & eves

Year and model Alfa

Body Style & color

Modifications, if any

Check appropriate boxes below

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Concours & Wine Tasting

Wine Tasting only

Number in party for wine tasting;



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Thank you.

Giuliano Crescentini
Giuliano Crescentini

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PAGE 12

ALFACIONADA

(sound familiar?) driving through swing axles on a transverse leaf spring. For 1939, the engine included a roller bearing crank, and developed 225 BHP at 7500 RPM.

This soon came to an end with the war - racing ceased, and the Alfa plant was forced to concentrate on aircraft engine manufacture for the Mussolini government. So how did the Alfetta gain it's reputation? Read on

When Grand Prix racing resumed in 1946, Alfa was not in the best of shape to compete - the factory at Portello was practically destroyed, and all efforts were going into getting some kind of production going to pay the bills. However, seven Tipo 158 Alfettas had miraculously survived the war, and 1.5 litre supercharged fit the upcoming formula. So, the Alfettas were dusted off and, after some quick engine work for a few more horsepower, became Alfa Romeo's factory team Grand Prix machine.

Their first post-war appearance, at St. Cloud in France, wasn't very spectacular - all three Alfettas retired with clutch problems. However, Alfa clearly learned their lesson, for one month later in Geneva, the Alfettas finished 1-2-3!

From this date on, the Alfetta proceeded to dominate Grand Prix racing for the next five years - unbeaten in 1947, 1948, and 1950 (Alfa did not compete in the 1949 season), it taking until July 1951 before any other car builder could beat Alfa into second place. This record of Grand Prix wins has never again been equalled - to this day no other single model has won more Grand Prix victories than the Tipo 158/9 Alfetta.

In 1950, when the driver championship was inaugurated, an Alfetta carried Guiseppe Farina to the first world driving crown. In 1951, despite increasing competition from more modern machines, the Alfetta, although basically a thirteen year old design, was still good enough to gain Juan Manuel Fangio the first of his five world championships.

All of these victories were not won effortlessly though - as can be seen from the table, the Alfetta was the subject of continuous development, and the 1951 car (featuring De Dion rear suspension by now - the final link with today's Alfetta) was developing more than double the horsepower of the original version. Neither were races won by flooding the field - the average factory team was three or four cars, occasionally two and rarely five.

At the end of the 1951 season, however, the writing was on the wall - the formula now permitted normally aspirated engines three times the capacity of the supercharged, and several much more modern machines, notably the 4.5 litre Ferraris, were pressing hard. As can be seen in the table of Gran Prix results, the Alfetta was by now stretched to the point that reliability was becoming a problem - Alfettas were still winning, but only the few that could finish - gone were the days of the 1,2,3 victories. The thirteen year old Alfetta had reached the end of

THE ORIGINAL ALFETTA : PAT HAYES CTD.

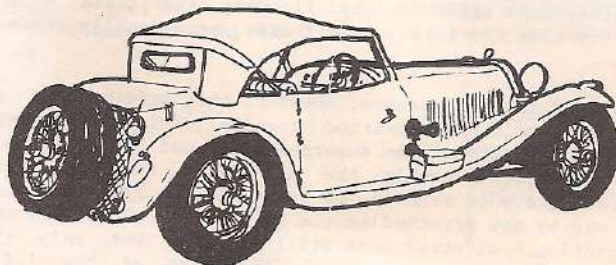
its career, and Alfa retired gracefully from Grand Prix racing.

Table 1. - Tipo 158/9 development.

Year	Type	BHP @	RPM	Major changes
1938	158	195	7200	
1939	158	225	7500	Roller crank
1946	158/46B	254	7500	Two stage supercharger
1947	158/46B	275	7500	
1948	158/47	310	7500	Larger low press. blower
1950	158/50	350	8600	
1950	159	370	8600	
1951	159	400	9000	De Dion rear suspension

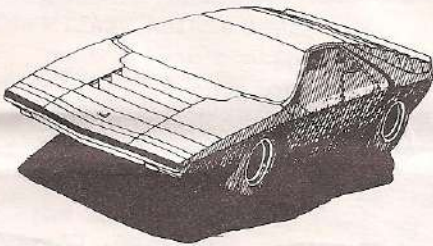
Table 2. - Tipo 158/9 Grand Prix record.

Year	Race	Place	Year	Race	Place
1946	Geneva	1,2,3	1950	Monaco	1
	Turin	1,2		Berne	1,2
	Milan	1,2,3		Spa	1,2,4
1947	Geneva	1,2,3		Rheims	1,2
	Spa	1,2,3	Bari	1,2	
	Bari	1,2	Geneva	1,2,3	
	Milan	1,2,3,4	Monza	1,3	
	1948	Berne	1,2,4	1951	Berne
Rheims		1,2,3	Spa		1
Turin		1	Rheims		1
Monza		1,2,3	Silverstone		2
1949		-	-		Nurburg
	1950	San Remo	1		Monza
Silverstone		1,2,3	Barcelona		1,3,4



Alsaalfa Ctd.

These additional positions have been created to spread the club work load so that no individual is overloaded (listening Julio?) Also sign up sheets for the usual board positions will be available. The sign-up sheets will be prepared so that whoever is interested in a particular job can volunteer. The volunteer/candidate will be selected by ballot which will be distributed and collected at the Swap-meet noon meeting. One stipulation (I forgot to mention earlier) is that all swap-meet participants and attendees are to suspend all business transactions during the meeting time to do away with any distractions and to permit the meeting to proceed swiftly.



Don't forget the October Meeting will consist of discussions pro and con on whether the club should secede from the National Club ---- a big issue!! I urge everybody to attend so that we may make an informed decision. By the time the meeting rolls around, I'll have information on the feasibility of starting an independent non-affiliated Alfa Club which could be run concurrently with the present AROSC sharing facilities, activities, etc.- Sounds Interesting! (Separate checking accounts of course!)

This question raises all sorts of ideas, solutions and problems which can only be solved by an open forum and a commitment to get something done. On to the next topic:

Those of you thinking about going to the Long Beach Grand Prix, the club has to make a commitment on reserved seats by November 10th which means a 10% deposit will be required. Of course the 3 day admission price for a reserved seat comparable to last year's seats (the course has been changed quite a bit) have gone up to a staggering \$65.00!! (\$45.00 for juniors, isn't that reasonable?) So another thing to think about. See the course map included in this issue showing the location of grandstand # 3 which is where we'll be sitting.

As I'm writing this article, ARI (Craig Morningstar) has just invited me to go to Carlsbad Raceway for a "Ride and drive" of the GTV-6 put on by ARI and utilizing the Bondurant Driving School. Briefly it works like this: You show up, you ride around the track with the Bondurant driver, then you go around yourself, you get scared/impressed,



then you buy the car. (I think Alfa is the only company using this method to sell cars). We'll see ... Hmm ... Becronis buys the sedan, Ramirez buys the Duetto, maybe I'll have enough to??!??

Ciao everybody
al Cortes

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