



Alfacionada

Alfa Romeo Owners
of
Southern California

P.O. Box 61

A DRIVING CLUB

Tustin, California

Volume 2, Number 1

February, 1964

DECEMBER EVENT AND ELECTIONS

The December event, a Christmas party and elections combined, was held at Morgan Hall in Long Beach. A short rally from our regular meeting place at Little Lake Park to Long Beach was run, and will go down in history as the "Case of the Phantom Sign Snatcher". It seems that a major advertising concern was not informed of the rally route in advance and had the audacity to remove a sign advertising a burial plot (in which the organizers nearly ended up) the night before the rally. Our thanks to Ted Medley and Dick Miller for putting on a really enjoyable event.

Results: First: Mr. and Mrs. John Jackson.
Second Place Tie: Alan Ward and Barbara Goldfus
John and Ann McGarry

After the election of the new board of directors, they withdrew to elect the officers for the coming year. They are as follows:

John McGarry	President
Bob Nerell	Vice President
Ed Gustin	Secretary
Dick Ondrasek	Treasurer
Dwight Robinson	Membership
Joe Moore	Competition
'Marc' Marcantoni	Social
Jim Kubota	
George Eickhoff	

ACCENTUATING ALFA..... by Bob Nerell

With the passing of the presidential pen to John McGarry, AROSC heads full bore into its third full year of existence with a balanced schedule of activities and what promises to be a year of something for everyone. Elsewhere in this issue is a more detailed listing of the

variety of events for '64; a balance of four social events, four technical events, and four competitive activities.

The 1963 Alfa year came to a close with a fine Christmas party at the Morgan Hall in Long Beach on December 14. Over 50 AROSCers enjoyed an evening of music-chow-dancing-and beverages. Installation of the 1964 Board was accomplished at still another excellent social function held on Saturday, January 25 at the Westward Ho restaurant in Pasadena. The food was good, top sirloin, the atmosphere congenial, and the turnout was what was anticipated - over 40 of the 'faithful'. A special commendation should be given to John Jackson for attending both events . . . the party in Long Beach and the banquet in Pasadena. John, you see, lives in Barstow . . . just a wee bit further than around the corner. He also has made most of the driving activities during the past year.

We closed the year with over 100 members. By this time you should have received your reminder of renewal . . . be sure to send in that check for your 1964 dues now! Let's start the year 100 strong.

You no doubt have read or heard rumors concerning Hoffman and the distribution picture of Alfas in our area. In a call to Mr. Herman Kohler, General Manager of Hoffman, it was confirmed that the Hoffman organization notified its dealers that they were not official importers-distributors of Alfas as of January 1st. The situation simply seems to be one of the factory not exercising its option to renew the importation-distribution contract with Hoffman. Mr. Kohler feels, however, that the misunderstanding which has caused the delay in renewing the contract will be ironed out. In the meantime, he has assured all of the dealers and owners in their marketing area that they will continue to carry and supply cars and spare parts. On the other hand, it is known that Alfa Romeo, Inc., the factory established U.S. representative, has men in this area contacting dealers. This is official, as one of the 'official' ARI reps has contacted President John. It is hoped that John will be successful in obtaining this gentleman for an appearance at our February 21 meeting. See you there! And don't forget that 'lil check to Treasurer Dick Ondrasek.

A WORD FROM YOUR PRESIDENT

As the club enters its third year of being, the new committee is looking forward to bringing you an interesting program of meetings and events. As the older members will remember, the club was originally formed for the purpose of technical discussion of mutual problems, but the survey conducted last year indicates that we now have members with more diverse interests. In order to try to please as many members as possible, we have decided to run one event per month, split evenly between technical, competitive, and social. We hope that in the next issue of this publication we will be able to give firm dates for the majority of our planned events. In general terms, we have tentative plans for events concerning the following areas of interest.

Competitive

Rally
Slalom
Drag Strip
Driving School

Technical

Dyno Testing
Repair of Synchronos
Cam & Valve Training

Social

Christmas Party
Inaugural Dinner
Beach Party
Rally to Las Vegas
Economy Run

As far as our regular meetings are concerned, we will continue our programs of movies and speakers on the third Friday of each month.

As Bob Nerell mentioned in Accentuating Alfa, Hoffman Motors are no longer the distributors for Alfa Romeo. In future, the marque will be distributed by Alfa Romeo, Inc., the U.S. branch of the factory. I have been in touch with Mr. Walter Swink of ARI, and I am sure that we will have his full cooperation. ARI has been distributing in 40 states for some time, and enjoys excellent relations with our National Club. Plans for the West Coast are still in a state of flux, but we will inform the membership of any important changes as soon as we can.

In the past year the club has begun to make a name for itself in the arena of competition, with members competing in rallies, slaloms and racing. This year we have several members who are going all out for SCC SCC championship points in both rallies and slaloms. Let's wish them luck and hope that the club has a good year in all fields of endeavor.

FEBRUARY 16 EVENT - COLTON DRAGS

Let's settle all the arguments about whether Joe's car is faster than Fred's. We have made arrangements to use the Colton Drag Strip. We can practice from 9.00 a.m. to 1.30 p.m., at which time there will be a lunch break, resuming at 2.00 p.m., with eliminations for Alfas. We will take our turn during practice with the other entrants, but anyone who arrives at 9.00 a.m. will probably get about 20 runs before lunch, including time for adjustments. We will award trophies for fastest elapsed time, fastest terminal speed, and top eliminator, depending on the number of entries. The strip is just north of the San Bernardino Freeway at the Riverside Drive, Rialto exit. Come on all you hot-rodders, I know you're out there because I've heard you leaving Little Lake Park. Let's have a good turn out for our first 1964 event. Entry fee \$2.50, spectators \$1.50.

CASSANDRA'S CORNER

When is something going to be done about the price of Alfa parts? We're really pretty tired of hearing "compare it to a Jaguar, or Rolls, etc.". This is a straight-forward, relatively simple, and certainly well-tried design and \$6.25 for a head gasket is, in our opinion, out of line. Agreed that an available \$6.25 gasket is better than a \$2.75 item still in Europe, but the owner should not have to pay a premium for responsible dealer and/or distributor parts and service. Can anything be done about it? Probably not, since we are all what is discretely referred to as a 'captive market'. We either pay, or get out . . . which is what an alarming number of owners are doing.

We Get Letters: "Where can I get some decent service on my Alfa in the Los Angeles area/ I am disenchanted with . . . ". We shall be happy to print any responses to this query. Send in details of service facilities, and give names and addresses, etc.

The people who control smog in California have granted us an indulgence, although unwittingly we suspect. Because our particular modes of transport are (1) under the minimum displacement and (2) under the minimum production, Alfas will not require anti-smog control devices. (And let's hear something about the nature and purpose of anti-smog

control devices!!!) Therefore, save your money, don't be conned into any siphons and hoses, and express your gratitude by promptly renewing your membership.

Next month we plan to present a panel discussion on "The Duties and Responsibilities of a Member of AROSC". Our panelists will include Dr. Fairy Porsh; Ing. Enzo Cyclops of the R. & T. Cyclops; and, an outstanding American organizer of clubs and groups, Mr. Jack Birch.

HELP NEEDED COLUMN

Many of our members need work done on their cars and are willing to tackle the job themselves but feel that they require help of someone who has either had more experience or has a similar problem, two heads being better than one. This column is designed to bring such parties together, so if you need help, give the details to a committee member and we will publish the request.

FOR SALE

Sprint Speciale 1961, 33,000 miles, AM/FM radio. Many extras, first class condition. Well maintained records available, special electrical system (75 amp hr) \$3,850 or nearest offer. Call Bob Fleischer evngs VE 7-7439 (L.A.)

1960 Giulietta Spyder, T & H complete overhaul in July. Needs new paint, top. \$1,200 (take over payments of \$67.38) NA 6-0647. Miss Wanda Begnette, 4810 Bandera, Apt K, Montclair.

4.1 ring and pinion for the economy minded. Practically free. Call John McGarry evngs 388-6531.

Late 1959 Giulietta - average condition, new top, good tires. Approx. \$100 needed for repairs to seats. \$1,150 cash. Mu 1-0377 (Dealer)

CONVERSIONS by Joe Moore

Here is a conventional and rapid method for the conversion of millimeters to inches when accuracies to 0.001 in. are required. This method requires only addition and avoids the necessity for multiplication of many digit numbers. The procedure for example, is as follows: To convert a crank shaft bearing diameter of 44.605 mm to inches, write down in a column the metric digit equivalent given in the table below for each metric numeral, shifting to the right one place with each succeeding number. Then add them up, point off the decimal, and there is your bearing diameter in inches.

1 = 039370	6 = 236221
2 = 078740	7 = 275591
3 = 118110	8 = 314961
4 = 157480	9 = 354331
5 = 196851	

EXAMPLE: 44.605 mm = ? inches

First 4 =	157480
Second 4 =	157480
6	236221
0	00000
5	196851
	<u>1.756098951</u> inches

In using this method, treat zeroes in the millimeter number the same as ordinary digits and utilize a row of zeroes as in the above example. The only mental gymnastics required is to select the proper place for the decimal point. This is no problem when you remember that one inch is approximately 25 mm, and one mm is approximately 40 thousandths, and a rough approximation can be obtained mentally to indicate the proper position for the decimal point. Don't drop the initial zero in the 1 and 2 equivalents or you will be in trouble.

CORRIDA DE LOS CARROS V

The SCC SCC championship slalom for January, put on by Orange County Sports Car Club, was a tight, restricted course that was virtually all corners and could only be driven one way - by snapping your car around the corners. Best times were in the low 50 seconds for top cars, and the Alfas could not quite come near the TR-3s and Alpines in their class this time. AROSC showed up in force, entering 8 cars, with several more spectating. Dan Newton, one of the best Alfa slalomists in this area showed up, and drove a sparkling run to take best Alfa placement with 55.22. Close behind were club members as follows - (unofficial)

Dick Miller	55.28	Dwight Robertson	59.37
John McGarry	55.86	Dan Ross	1:00.35
Ted Medley	57.03	Jim Kubota	1:00.79
Alan Ward	57.72		

A Peerless had best time in class with 53.28.

TREASURER'S REPORT

As of December 31, 1963, the club's cash balance was	\$ 191.14
An inventory of badges showed them to be valued at	\$ 207.76
Including all expenses and all income for 1964, the cash balance as of January 31, 1964 was	\$ 357.38

AROSC EVENT OF THE MONTH FOR MARCH

The Las Vegas Rally, sponsored by Harbor SCC. This is approximately a 10 hour rally, leaving Friday night, March 27, and returning Sunday the 29th, with fun and games in Las Vegas. Last year this was a very successful event and many clubs will be attending en masse. Call Hi 7-9710 for information. Why not get in your entries now to ensure an early starting time.

D O N ' T F O R G E T T H E C O L T O N

D R A G S