



Alfaciónada

Alfa Romeo Owners
of
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

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DESERT TIME TRIALS

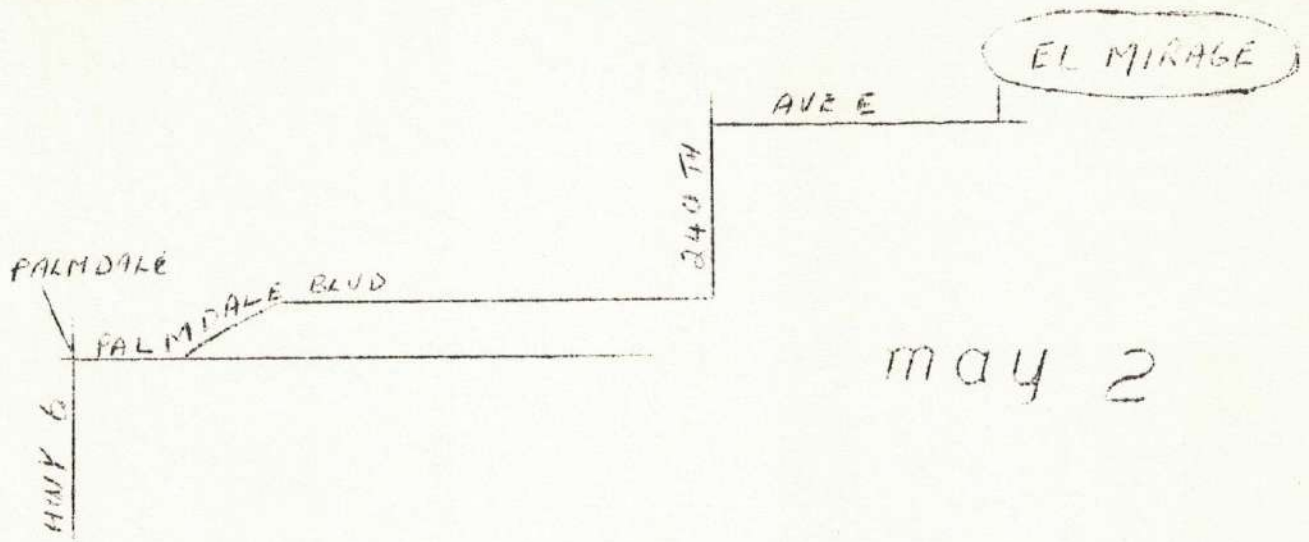
Our Time Trial event will be held on Sunday, May 2, at El Mirage Dry Lake. Last year this was one of our most popular events, with twenty seven cars competing. We're pretty sure that most of those will be back again this year, so along with some of our newer members we hope to have a really successful day. Last year we held this event in conjunction with the Morgan Owners Club, but this year it will be strictly for club members and Alfa-driving guests.

For those of you who are unfamiliar with El Mirage, we will warn you that it can be quite hot or cold. The location is remote, with no facilities, so bring your own food and drink. The surface of the course is dry mud, and if the wind blows it can be very dusty.

The course will be a mixture of some slower slalom-type turns, coupled with some faster racing-type corners, course conditions permitting. We would like to point out that this is one of the safest places to try out your Alfa because it is a vast open space, and if you go too fast your Alfa will just plough on in a straight line or spin in an area where you don't have to worry about hitting curbs, telegraph poles, etc. Also you won't wear out any tires.

There will be unlimited practice from 9 a.m. until around noon, timed if help permits, and official runs will be made in the afternoon. We expect some of the better known drivers will be there to give advice to and ride with the novices. Don't be bashful about asking for help, just speak to a committee member. If there is anyone who would like to come on up to pick up pylons or help with the timing, please let us know at the club meeting.

There will be some class breakdown, depending on entries. Bob Tharp of R & T Imported Car Service, has put up a trophy for Fast Time of Day. There will be an entry fee of \$2.50 per male entrant, but in order to encourage the ladies to try their hand, there will be no charge for the fair sex. Route instructions are overleaf, and remember, the earlier you arrive, the more runs you can make.



MARCH MEETING

Members who attended our March meeting had the opportunity to hear Mr. John Potter, General Sales Manager of Alfa Romeo, Inc., tell us about the factory's plans for its U.S. operation in 1965. It seems that 1965 is to be a year of consolidation with emphasis on improving the dealer situation. Mr. Potter informed us that the West Coast has priority on parts, and that orders received in Newark are shipped by noon of the same day. Many of us are already aware of the improvement that has taken place in the parts situation in the last few months. Mr. Potter also introduced Mr. Mark Barratt, who is the new Western Division Manager, and Mr. Maurice Carmichael, Service Representative for this area, who brought his Alfa service truck, which received a thorough going over by our members during the coffee break. (Treasurer's note: "To the detriment of our raffle receipts!")

Mr. Potter mentioned that he hoped to have the cooperation of all Alfa owners and the club, and passed some comments on how we can help ARI. He was particularly critical of some of Cassandra's articles that have appeared in our magazine, which he felt could easily be taken out of context and would harm owners if the quotations fell into the wrong hands, even to the extent of giving the car a bad reputation for parts and service which might affect used car values. The effects of this discourse appear elsewhere in the magazine.

During the evening Mr. Potter was questioned by several members concerning the Alfa Romeo emblem. As a result, he has forwarded to us a literal translation of the story of the emblem as recorded in the ancient scrolls:

"Thus saith the ancient scrolls: In the year 1002, Arnolph II, the Archbishop of Milan, departs for Constantinople, as the titular leader of a group of ambassadors in the name of the Emperor, Otto the Third.

"From the many gifts, carried by the retinue, outstanding is a large bronze augural serpent. The bronze reproduction of the serpent finds its origin in the Old Testament, Holly Book of Numbers (Wajedabar) where in Chapter XXI we read: 'Then they (the Hebrews) departed from Mount Hor by a route leading to the Red Sea, circumventing the land of Edom.

"The people began to weary of the journey and hardships and began to murmur against God and Moses, saying: 'Why did you cause us to leave Egypt? So that we might die in the desert? There is no bread, no water, and this tasteless food nauseates us?'

"For this, the Lord sent fiery serpents against the people. Seeing the plague caused by the serpents from which many were dying, they (the Hebrews) went to Moses and said to him: 'We have sinned by speaking against the Lord and you. Beg him to take the serpents from us.'

"Moses then prayed for the people. And the Lord said to him: 'Make a bronze serpent and place it as a marker. Whosoever, stricken with the plague, looks at it, shall live.'

"Thus did Moses make a bronze serpent and placed it as a marker. Those afflicted with plague who looked upon it did heal.

"In later years, the old Bishop of Milan, Arnolph III gave seven thousand citizens of Milan, departing for the Crusade to the Holy Land a white insignia bearing a blue serpent as a lucky token.

"When the victorious Milanese returned home, they placed in the serpent's mouth, the red figure of a Saracen vanquished at Jerusalem. Afterwards, in the year 1099, another flag, a red cross on a white field was made to record the heroic action of Giovanni of Rho, the first to scale the walls of Jerusalem and to plant the Cross on top.

"The two flags, distinct from each other, became the emblems of the Community of Milan. In fact, they were the flags laid at the feet of Barbarossa at Lodi on March 6, 1162 and at those who vanquished him at Legnano later.

"Therefore, the two flags were the first insignia of the Community and later of the Viscounts.

"In fact, it was Arnolph III who decreed that the noblest family in the City be permitted to adopt the two emblems of the Community, united as "Vexilla et Signa Bellica". (Insignia and War Flags)

The documents of the epoch thus state:

"In the reproductions of the Fourteenth Century, the serpent is always turned with its mouth facing the left of the escutcheon and has a tortuous shape with at least four tapered body coils.

"Viscount Bernabo, (1345-1385) instead portrayed the serpent as having a scaly body and a crested head, resembling more a dragon than a viper.

"In addition, since 1336, through special concession of the Dukes of Austria, a regal, jagged crown was placed on the snake's head.

"In some reproductions prior to AZZONE, the serpent's mouth faces to the right and the body has only one coil."

APRIL MEETING

Our next meeting will be held on Friday, April 16, at 8 p.m., at Little Lake Park, 10900 South Pioneer Boulevard, Santa Fe Springs, just north of the Santa Ana Freeway near Florence.

Our Movie-of-the-Month will be "Twelve Hour Grind" (Sebring, 1962).

LET'S GET TECHNICALPerformance Perils of Reverse Polarity

We all know that switching battery cable connections at the battery posts can lead to trouble. For proper electrical operation, the negative battery cable must be connected to the negative battery post and the positive cable to the positive post. This is basic information to practically every car owner, and there are very few cases where the rule is violated.

But not too many car owners are aware of the fact that their ignition coils can be wired up backwards. There are countless violations to this rule and consequently, there are many engines in operation today that deliver poor performance because of it.

The ignition systems of virtually every automotive engine in use today are designed so that there will be negative polarity at the center spark plug electrode. It's almost the same as saying that the spark plug terminal, to which the spark plug cable is attached, is a negative post.

There are technical reasons why this polarity is recommended. They have to do with the facts that electricity is assumed to flow from negative to positive, electricity (actually electrons) move more readily from a hot surface than from a cooler surface, and the spark plug center electrode operates at higher temperatures than the spark plug ground electrode.

With reverse coil polarity, Champion Service Engineers tell us that it can require up to 30 to 40% more ignition voltage to fire the spark plugs! With a new or nearly new spark plug, reverse coil polarity can be tolerated somewhat without adverse effects on engine performance. But as the spark plug wears, it requires increasingly greater voltages to fire the gap. Very high voltage requirements, often in excess of ignition system capabilities, lead to engine misfire and stumbling under acceleration.

So, reverse polarity is bad. O.K., so how do you know if you have it and, if you do, how can it be corrected?

If you have an oscilloscope or a voltameter handy, you can locate reverse polarity in a minute. But, let's face it, these items are not normally considered to be ordinary household gadgets. On the other hand, what is home without a common wooden pencil? You can use it to check for reverse polarity. Here's why:

Remove a spark plug cable from a spark plug terminal. Hold the cable so that the spark must jump a $\frac{1}{2}$ inch or so to the terminal. Start the engine and insert the sharpened point of a wooden pencil into the spark stream. Then, note how the spark flares with respect to the pencil tip. If the flare occurs between the tip and the terminal, polarity is correct. If the flare occurs between the tip and the cable, polarity is reversed.

To correct reverse polarity, simply reverse the two light-weight (primary) wire connections at the coil terminals.

Courtesy, Herb Carrier for Champion Spark Plug Company.

LETTER TO THE EDITOR

From Ed Gustin (Cassandra):

"The enclosure is self-explanatory. You may or may not wish to print it as C's final written contribution to AROSC.

Frankly I think that a bad thing is happening. We are doubtless getting a great deal from ARI but, as I suspected earlier, are going to be expected to join their Establishment.

Sometime, just for the helluvit, survey the members of AROSC. How many race their cars; how many slalom their cars; how many of them use the cars for other than driving and puttering pleasure? These are not the people who give a damn about trophies or discounts. They want courteous and honest service at fair prices. And I don't think they have one single emotional attachment to the Alfa Romeo factory. Most, and I dare to put myself in this category, don't really care about the mythical 158's or the mostly-deceased heroes who drove them.

Certainly an Owners Club should have this latter. Imperatively so. But the owner-orientation should not be lost nor should its sense of humor. I fear that AROSC is becoming a bit pompous and stuffy and, worse, I fear that this is what the distributors truly want, although unconsciously. They demand the same level of conformity from owners that they decry in US car builders."

MORT D' CASSANDRA

It isn't as if I didn't know that it was a real curse. I heard it from all the Gods: "Man, this is like a real curse. Everybody, just everybody, will call you 'old put on'". Even my old man, Hecuba the Swinger, tried to take off the heat but no good. Later, spinning truth with a capital "T", for Agamemnon, the same scene again. "Cassandra, you've just got to knock the old stuff off":

Now, several generations and several incarnations later, the curse occurs again. This time a different Establishment . . . Romans instead of Greeks.

It is difficult to avoid a sense of righteousness when confronted with the responses of the Romans. If Caesar wasn't really Numero Uno, or if his wife wasn't really above reproach then the defensiveness of the Romans would be pretty unsettling. Fortunately most of the citizens continue to recognize Caesar's real worth and value, common sense prevailing over the cries of Senatorial outrage. It seems that the citizens, through their experience, place more value on Roman citizenship than the Senators.

Personally I find it difficult to understand how an exercise in citizenship would tend to drive down the price of citizenship.

So into the sunset rides Cassandra. Let it be said, vindictively, that she is seriously entertaining Alfa Romeo's offer, at a substantial increase in salary, to begin writing for both "The Porsche Owner" and "The Mongoose", the latter a house-organ of General Motors. Consumatum est. (Editor's note: Lessons on Greek mythology can be had at the next meeting.)

DEAR MEMBER

Traditionally the month of March, in most organizations, is the prescribed time to admonish the membership regarding the payment of dues for the new year, and since you are reading this it is to be expected that you heeded the warning and "came up with the loot" for another year.

Have you given much thought to why we join organizations? In fact, what reasons do you have for joining AROSC? Your reasons and my reasons may be entirely different but they are equally important and each of us has a right to be heard and an honest attempt made to try to satisfy our individual reasons for membership. Consider, however, that the Board and its planning committees cannot meet your needs if your thoughts remain unexpressed. So, Alf, you're being admonished again. Speak up! What do you want from AROSC? How can the club serve you and how can YOU serve AROSC?

IT SEEMS TO ME DEPARTMENT

The emphasis, in the past year or two, has been upon driving activities, (in keeping with our motto) but primarily participation in events on the SCCSCC circuit on a team basis in an attempt to win team awards. Unfortunately, in this one's opinion, there have been far too few events closed to AROSC members; that is, events limited to AROSC members. One of the club benefits, it seems to me, is that of restricted entry in which one Alfa owner is able to learn from another in a low pressure event. This is not to say that we have not had this type of activity . . . El Mirage is one example and the one held in Downey is another . . . although both of these were co-sponsored and thus not truly "closed".

Additionally, participation in Open or SCCSCC Championship activities is not, in my mind, a true club oriented event which has general appeal to the membership. Some individuals no doubt have joined AROSC because of the slalom team and its activities but the majority of members have little or no interest in this segment of the organization. This is not a pitch to do away with the Team but rather to urge the Board to consider sponsoring events which might have greater appeal to our own membership; this is no easy task but well worth investigation.

One other point. Some time back National offered to back a drivers' school; that is to guarantee a sum against a loss on the event. If this offer is still good then why not set this up as a goal for this year? Anyone know of a good available course with no roll-bar requirement and low insurance rates?

Now is the time, let yourself be heard . . . do it now!

PRESIDENTIAL PROBLEMS

Well, Cassandra has quit, so another ray of sunshine has left this world! The Cassandra articles have brought forth some criticism from members, dealers and the factory in the past, and we have had considerable discussion at Board meetings on the subject. We have always taken the stand that Cassandra's articles have been interesting to many of our members, that a little criticism never hurt anyone, and anyway by

definition, Cassandra's words were often tongue-in-cheek. Cassandra's fears, as expressed in his cover letter which we have published, are that as a result of our cooperation with Alfa we will become a "house organ". I personally don't think that this is the case - I certainly can't think of any instances so far. We still receive complaints from owners, and generally these are handled quickly and satisfactorily when passed on to ARI. I made some criticisms when I wrote an article on the GT, and we received a reply from ARI more or less agreeing with me and telling us what they were doing to improve the points in question. As far as AROSC becoming pompous and stuffy, I haven't noticed it. As a writer I am sorry to see Cassandra go, and I only hope ARI will come up with a monthly article which will be equally interesting and humorous, to fill the gap in Alfacionada.

While on the subject of answering criticism, in the "It Seems To Me Department", we have some comments on our activities. El Mirage will be a closed event this year since we now have a sufficient number of experienced members to handle the organization, which is something we have been lacking in the past. My personal interest is in slaloming, but I don't think it is true to say that club events are oriented toward this activity, even though it is one of the more popular types of events. Participation in a slalom event has never been a club event of the month. Navigational rallies just do not draw sufficient entries to make the necessary effort worth while, though we do get a turn out for a short rally coupled with a social event. Look out for this next month. We have 82 members paid up so far this year, and if any of you have any concrete suggestions on what types of events you would like, please let us know.

MEET YOUR OFFICERS By Mark

If you sometimes wonder who the gifted guy is who draws all the fancy sketches which appear from time to time in our publication "Alfacionada" - - STOP!!

It is none other than R. J. Mikkelson. His position on the club board of directors is not a definite one, but because of this he works more, trying to help everybody. "Mik" was born in Yakima, Washington - - some time ago. He attended Washington State College and graduated from Los Angeles Art School. He works in Newport Beach as an architect illustrator. He and his lovely wife, Evelyn, reside in Hollywood with their daughter. Mik drives a Red Alfa Sprint, when he can, for he is now busy trying to rebuild it. As for other interests, besides Alfas, he says he has too many to enumerate.

FOR SALE

Late 1959 Spider Veloce with 1400 kit, 38,000 miles. Red/black interior. Immaculate. Jack Nevius, LA 6-1527.

Dual set of Sullivan Electronic Rally Counters, an Impulse Unit that fits all Alfas, and a Sign Counting Unit. \$42.50. Richard Scholl, 372-6149

1600 Veloce parts: pistons and rings, 9.7:1 ; road springs and shock absorbers; mechanical fuel pump; Make offers. Five Michelins (four used, \$22 ea., one new, \$25). Everything with 4,000 miles. John McGarry, 441-1517.

Brigham St. John's new store at 10694 Stanford, Garden Grove, has a machine shop attached which can handle milling heads, boring liners, and several other reconditioning functions. Members should ask for Bill Kitching and will receive a minimum 10% discount on all parts.

WELCUM WAGGIN

We are pleased to welcome the following new members to the club. As many of you may know, Lloyd Berghagen is currently the leading Veloce race driver in this area, and we're very glad to have him in our group.

Lloyd C. Berghagen, 322 East Lemon Avenue, Arcadia.

F. Blossom, 12025 Samoline Lane, Downey.

Ed Burckhardt, 1043 North G, Oxnard.

Neal Fahrner, P. O. Box 1396, Santa Monica

John Hibbert, 895 Singingwood Drive, Arcadia

H. E. Howard, 2024 Palomar Drive, Costa Mesa

Alan G. Johnston, 13609 Chadron Avenue, Hawthorne.

Charles A. Stout, 226 West Union, Fullerton

Stanley Thompson, 2262 West 248th Street, Lomita

SLALOM NOTES

There have been two major slaloms since the last issue, one open and one championship. The Hughes/NAA Championship event turned out to be a Medley benefit, with Flossie taking first in FW, and Ted the leading Alfa ahead of Dan Newton for the first time. Unfortunately, Paul Ankeny's Peerless took the class. Don Washburn running for the club took first in Class T with his Corvair.

Results

<u>Class F</u>			<u>Class FW</u>		
1.	P. Ankeny	Peerless	64.00	1.	F. Medley Alfa 71.14
2.	T. Medley	Alfa	64.65	2.	P. Taggart Alfa 72.69
3.	D. Newton	Alfa	65.04	3.	J. Lueck Alfa 74.24
4.	J. McGarry	Alfa	66.15	5.	S. Lair Alfa 74.77
6.	G. Eickhoff	Alfa	67.05		
14.	F. Taggart	Alfa	69.44	<u>Class H</u>	
15.	J. Kubota	Alfa	69.47	21.	A. Ward Alfa 73.31
18.	B. Thompson	Alfa	70.73		
22.	J. Forrest	Alfa	72.01	<u>Class N</u>	
26.	R. Britton	Alfa	75.70	9.	C. Lair Devin Healy 68.05
28.	F. Blossom	Alfa	78.62	10.	R. Lueck Devin Healy 68.05
30.	R. Durrett	Alfa	DNF		
				<u>Class T</u>	
				1.	D. Washburn Corvair 66.06

The double slalom put on at Dodger Stadium was also a successful one for the club. On the slower course we took the first five places with Dan, John, Ted, George and Fritz, while Dan and John repeated the 1, 2 victory in Dan's car on the faster course, with George 4th. Full results are not yet available.

AROSC Point Standings

T. Medley	198.3	B. Goldfus	196.9
D. Newton	197.1	F. Medley	183.7
J. McGarry	194.6	P. Taggart	147.1
D. Washburn	188.3	J. Lueck	94.3
G. Eickhoff	178.1	S. Lair	84.1
F. Taggart	172.6	M. Washburn	50.0
J. Kubota	171.4		
B. Thompson	167.4		
A. Ward	160.1		
J. Forrest	147.4		
C. Lair	137.8		
R. Lueck	87.8		
R. Childers	83.9		
R. Durrett	72.9		
R. Britton	60.4		
F. Blossom	50.0		

ALFA TO GIVE SLALOM AWARDS

At our March meeting Mr. Potter announced that ARI will make some annual slalom awards for championship events. The awards will be in the form of parts certificates in the following amounts:

1st	\$250.00
2nd	150.00
3rd	100.00
4th	50.00
5th	25.00
6th	25.00
1st lady	50.00

In addition the award winners will participate in the annual drawing of a TI, and all Alfa competitors will receive a commemorative plaque.

D O N ' T F O R G E T

E L M I R A G E

M A Y 2