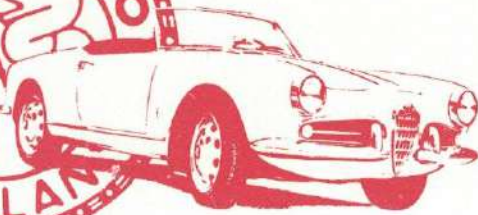




*Alfaciónada*



Alfa Romeo Owners  
of  
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

Volume 4, Number 12

December, 1965

## UNDER NEW MANAGEMENT

At our regular November meeting we held an election for the 1966 Board of Directors, and during the coffee break the new board adjourned to the kitchen to elect its officers. As a result, the following group will be our guiding light for the next year:

Ron Durrett	President
Barry Thompson	Vice President
Mark Marcantoni	Treasurer
Barbara Goldfus	Secretary
Alan Ward	Technical Chairman
Clair Lair	
Lloyd Berghagen	
Bud Sherman	
Fritz Taggart	

### CHRISTMAS PARTY

Our December meeting was at Durrett's Happy Hacienda, and took the form of a very sober (hic!) Christmas party. It was undoubtedly our most successful party to date, with a few hardy drinkers staying until the wee wee hours of the morning. The food was supplied by the ladies of the organization and was devoured in great quantities. Fritz Taggart showed movies of some of our events during the year, and we had a drawing of door prizes (no, Mark didn't win a spotlight). Our host and President elect then presented a beautiful ice bucket, suitably engraved, to John and Ann McGarry in appreciation of their efforts over the last year. After the presentation everyone returned to the main business of the party and Mark proceeded to make great use of the misletoe. Ted Medley's handy dandy 'sex tester' produced some surprising results which will no doubt cause arguments for some time to come. Ah well, there's them that's got it, and them that ain't!

WHAT IS AROSC?

AROSC has roughly 100 members who meet regularly on the third Friday of the month, at 8 p.m., at Little Lake Park, 10900 South Pioneer Boulevard, Santa Fe Springs, just north of the Santa Ana Freeway near Florence, to talk about Alfas, drink coffee, and be entertained by movies or speakers. In addition, we have one event per month, which is either technical, social or competitive in nature. Our dues are \$5 per year, which includes a monthly issue of this magazine. Guests are welcome, and please be sure to introduce yourselves to a committee member.

VELOCE UNO

Veloce Uno, the first open slalom to be put on by the club, proved to be a smash hit with the slalom crowd. 193 drivers came out to the Go Cart Track at Riverside, which is a good sized entry for this time of year, especially considering that the Porsche Club was holding its own event on the same day which took away roughly 25 cars.

Slalom Masters, Ted Medley and John McGarry, feel that the most rewarding facet of the whole affair is the way in which the club turned out to help - 41 members gave many hours of effort, many being there from dawn to dusk, and some of them leaving home at 3 or 4 in the morning. There were also many hours of work spent prior to the event on such things as advertising and making flags, signs and scoreboards, all beautifully done.

At the SCCSCC meeting last week we received the comments that our organization was perfect, and that we made the best use of the track so far. As a result, the club was awarded the June Championship for 1966.

Many of the workers were also out on Saturday setting up the course, and then proceeded to drive their tires off. We had 19 entries, and Dan Newton continued his dominance of club events with a fine third run of 69.8 Clair Lair lead the Normals in his coupe, with a 74.4. The Alfas were hitting about 70 mph at the end of the straightaway and their times would have been very competitive on Sunday, although they did have more practice. Top time of day on Sunday was taken by Don Wilcox driving a special slalom car in 65.09, followed closely by Chuck Beck in an Alfa Special, with a time of 65.85. Several new drivers were out on Saturday and we hear that a couple of them have become addicted to slaloming.

## Saturday results:

Veloces

1. D. Newton	69.8
2. G. Eickhoff)	71.2
2. T. Medley )	71.2
2. J. McGarry )	71.2
5. R. Durrett	73.0
6. A. Ward	75.2
7. B. Sherman	78.4

Normals

1. C. Lair	74.4
2. J. Forrest	77.8
3. R. Britton	81.3

Ladies

1. B. Durrett	77.0
2. F. Medley	78.0

TI

1. J. Riggs	81.7
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Non-Alfas

1. D. Ross	73.1
2. T. Dawson	75.0
3. T. Hutchings	81.1
Ladies	
1. P. Gaylard	77.9
2. A. Beck	79.5

ALFA ROMEO, INC. very generously guaranteed the financial success of the event by donating \$250 toward the trophies.

### LET'S GET TECHNICAL

#### Got Top End Trouble?

You say you just had your engine tuned? And you even installed new spark plugs? And you are using 100 octane fuel? And you still can't keep up with your mother-in-law's Honda? Is that what's troubling you, Car Buff?

Well .... lift up your hood, take off your air cleaner, stomp on your accelerator and look down your air horn. You could be suffering from throttle-not-opening-all-the-way-itis!

According to the Service Engineers at Champion Spark Plug Company, it is not at all unusual for a car owner to assume that when his accelerator pedal is depressed fully the carburetor throttle plate(s) will be opened fully. This is what is supposed to happen, but there are plenty of cases on record to indicate that it doesn't always happen the way it should.

For example, Champion Service Engineers were called upon recently to find out why a five-year old, six-cylinder pick up truck, with 140,000 miles on the odometer, never would deliver more than 55 miles per hour even after many tune ups. After a thorough check-out, it was determined that the carburetor throttle plate was less than 3/4 open when the accelerator pedal was depressed fully. They made a quick and simple shortening of the throttle rod to establish the proper relationship between the throttle plate and accelerator pedal, and the engine came to life with a real roar at the top end.

If you suspect your engine may be suffering the same handicap, Champion advises blocking the accelerator pedal in its fully depressed position, removing the carburetor air cleaner, and viewing the throttle plate(s) through the carburetor air horn. In this situation, the throttle plate(s) should be in the straight up-and-down (wide open) position. If not, your engine will never be able to reach top RPM. To correct, adjust the length of the throttle rod as required. Most throttle rods incorporate a clevis-type arrangement for this purpose.

Courtesy, Herb Carrier for Champion Spark Plug Company

#### FOR SALE

Spyder windshield \$25. Sprint rear window, tinted \$25. New Marelli starter \$30. Marelli distributor \$10. Marelli distributor cap \$3. Webber down draft carburetors - 2 barrels \$10. 10 Cam cover gaskets for 750 and 101 series, 50¢ each. Spyder grill, perfect, \$5. Lucas electric fuel pump, rebuilt. \$15. 6 pistons for a 2600, 1000 miles, with rings \$40. Crankcase for 101 series \$100.

Rolf Kielnecker, NO 7-2200.

Roll bar, made to Cal Club specs. \$50. John Linden (213) 276-2211, Ext. 665 (days), or write 1266 North Laurel, #14, Hollywood.

Custom built hardtop to fit 1300. Fiberglass, full head liner, transparent visors, air vent, easy installation. Dean Allen, 963-3427.

### LETTERS TO THE EDITOR

From Doug Heinforth, 3311 Foothill Road, Ventura,

"I recently received my "Alfa Owner" for October '65 and was happy to see that they finally decided to put in a listing of local chapters. For the past 2½ years I've been the proud owner of a Giulia Spyder and although I've belonged to the National Owners Club I have wanted to join a local chapter; however due to various factors, i.e., distance from chapter, time, etc., I have been unable to do so. I now find that I have a bit more time and am most interested in getting together with "Alfacionado".

"I would appreciate it if you or one of your members could drop me a line letting me know the details on your activities, meetings, dates, etc., and that hopefully I may be able to attend some of these activities in the near future. I think that I could help in furthering the growth of membership in the chapter since there are quite a few Alfa owners in the Ventura-Santa Barbara area.

Looking forward to hearing from you soon.

P.S. Alfas forever!"

Editor's Note: Much as we would like to have Doug Heinforth as a member of our chapter, we recently talked to the dealer in Santa Barbara who is attempting to form a chapter in that area, and we have put Doug Heinforth in touch with him.

### SLALOM NOTES

There were three non-championship events held since the last issue of the magazine. George Eickhoff had his first win of the season at Pomona, while Dan Newton won at Riverside, and again in Class H at the Ladies Slalom, where Alan Ward followed him home to beat the Porsches 1, 2.

Final SCCSCC standings are listed below. It is interesting to note that Mellissa Washburn won SW even though she was in Alaska for nearly half the year.

<u>Class F</u>		<u>Class FW</u>	
1.	Dan Newton	716.8	
2.	Ted Medley	673.2	
4.	Ron Durrett	462.4	
5.	John McGarry	461.2	
6.	George Eickhoff	299.5	
7.	Barry Thompson	236.4	
10.	Fritz Taggart	153.7	
11.	Clair Lair	145.1	
			<u>Class TW</u>
			1. Mellissa Washburn 415.9

Class HW

2. Barbara Goldfus 622.3  
5. Ann McGarry 128.4

Class T

2. Don Washburn 541.5

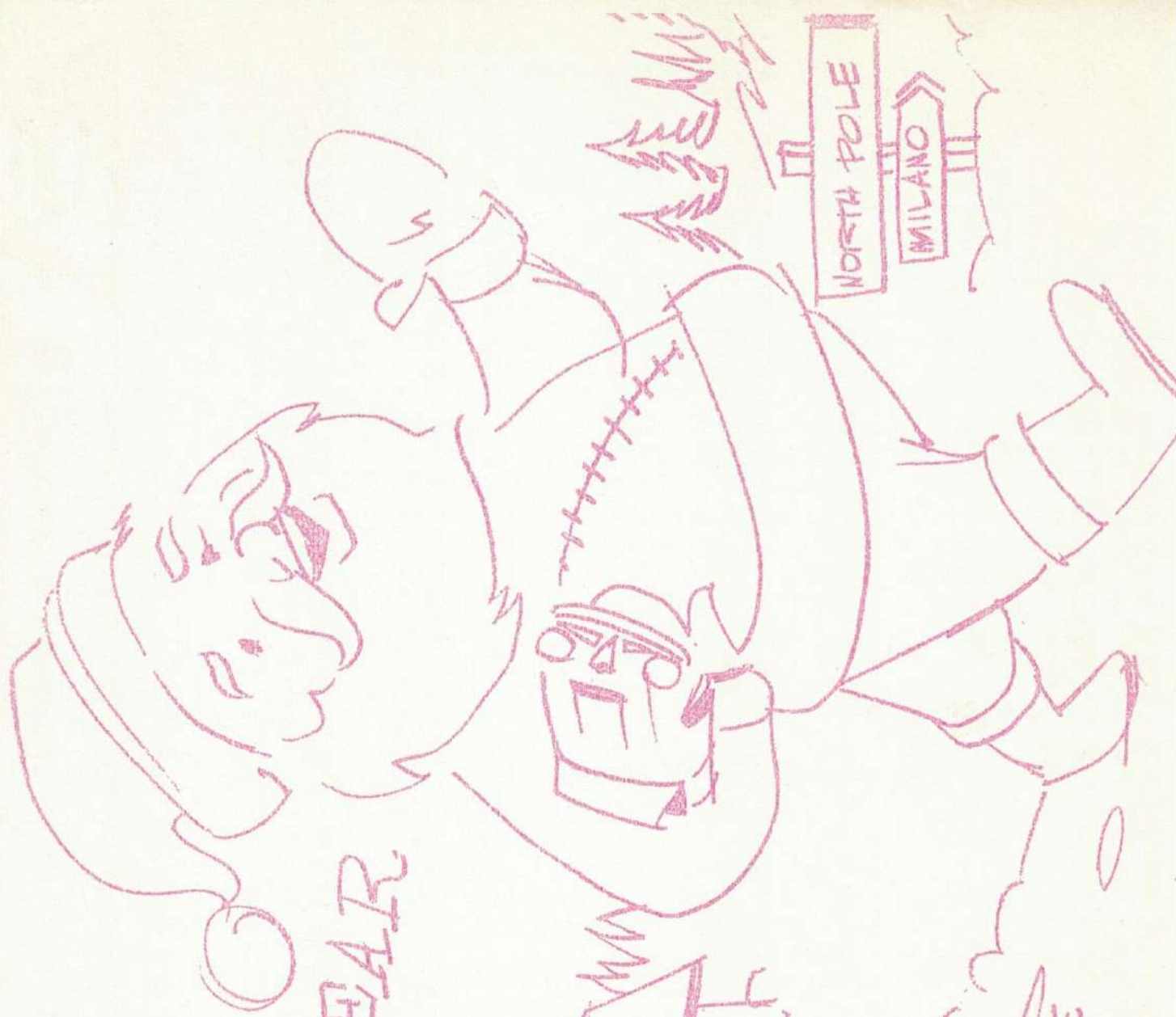
Class NW

2. Sharon Lair 278.4

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In order to avoid the many inquiries we had last year, the name of our visiting cartoonist is board member, Mick Mikkelson.

MERRY  
CHRISTMAS  
AND A  
HAPPY NEW YEAR



LOOKS LIKE WE  
WAS 'PHASED OUT'  
THE DAY THAT DARN  
ALFA CAME OFF THE LINE