



Alfaciónada

Alfa Romeo Owners
of
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

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March, 1965

FEBRUARY MEETING

As many of you know, Peter Satori played host to our last monthly meeting, and treated us royally indeed with refreshments, checkered tablecloths, and a plentiful supply of Chianti, which Mrs. Satori felt was apt for our group. Judging by the consumption, she was right.

This was one of our best attended meetings, with roughly 130 in attendance to be the first to hear Alfa's U.S. racing plans. Alfa was represented by Fred Bonzer, Western Parts Manager, and President John read the announcement, the main details of which follow this report. The program certainly is tempting, and should result in many more Alfas on the track, and we are all anxious to see the C and D class cars in action. As a matter of interest Lloyd Berghagen was the fastest E class Alfa at Pomona, turning laps in 1.30.5. The class D winning Bristol was turning 1.28.7, so it looks as though a well prepared Giulia Veloce should really do well.

ARI's contribution to expenses will be as follows:

NATIONAL RACES	Class	Alfa Finishers		
		1st	2nd	3rd
	C	\$200	\$150	\$100
	D	100	75	50
	E	100	75	50
	F	100	75	50
	Sedans	100	75	50
	F Modified)	50 for any position		
	Formula B)			
USRRC & FIA INTERNATIONAL		200	150	100

In addition, anyone who wins a National Class Championship driving an Alfa will be awarded a 2600 Spyder. Also, each time a driver finishes he will receive a ticket for a drawing of an Alfa TI at the end of the year. Most mechanical parts will be available at a discount. Those who qualify may apply to their local dealer for the necessary registration forms.

Once again, our thanks to Mr. Satori for the fine spread he afforded us.

PARTS OPTIONS

It has come to our attention that several of our owners are unaware of many of the options available for the 1600 Spyder. Consequently we are listing some of the parts shown in Alfa's racing release. If you are considering using any of these items, be sure that they are compatible with the state of tune of your car.

<u>Part No.</u>	<u>Name</u>	<u>List Price Each</u>
10502.03.200.01	Camshaft (GT)	\$ 25.60
10121.03.200.00	Camshaft (Veloce)	25.60
10512.02.020.00	Conn Rod	26.46
10121.31.045.00	Oil Radiator	52.50
10121.01.021.00	Oil Pan	90.00
10510.17.043.00	Limited Slip Differential	123.40
10514.17.300.00	Limited Slip Axle Shafts	29.20
10502.17.021.01	Ring and Pinion 5.12	66.00
10516.17.021.01	Ring and Pinion 4.78	66.00
10500.17.021.03	Ring and Pinion 4.55	58.00
10514.17.021.01	Ring and Pinion 4.10	66.00
10121.31.041.00	Radiator, heavy duty	67.65
10516.28.010.00	Mag. Wheel 4½"	79.40
10510.28.010.05	Mag. Wheel 5"	129.35
	Close ratio gears	
	Various H.D. springs	

MARCH EVENT

As we advertised last month, we will once again be taking advantage of the Harbor SCC Annual Reunion Las Vegas Rally, this weekend, starting Friday at 10.01 p.m. (If you go on the rally you are excused the club meeting!) It's still not too late to enter, so for details call Mark at GE 1-4682.

1965 Dues

This is the last call for your 1965 dues. If you do not pay, this will be the last magazine you receive, and unlike some of the commercial magazines we carry out our threats. Surely this superb publication, with its wealth of gossip and technical knowledge, is worth \$5.00, even if you don't come to the meetings, and at least it gives you an opportunity to express your gripes!

Au Secours! (The Editor doesn't speak Italian.) We are in dire need of some technical articles, or at least questions, that can be printed in the magazine and be of general interest to the membership. Letters on any subject are always welcome, so let's hear from you.

CASSANDRA'S CORNER

It is of course a curse that we learned to accept centuries ago. We have grown accustomed to the slings and arrows hurled by those who demand only that they be protected from the truth. So let us say, without antagonism, that Mr. Mikkelson's apology for his inappropriate and unnecessary visceral outburst last month is accepted. So, let's have done with this sort of thing.

We learn that the factory (or ARI) is going to subsidize active Alfaracers. This is a move that is long overdue since racing does in fact sell cars. There is but one small problem: Winning races sells cars. This seems to be a minor detail that perhaps was overlooked in the enthusiasm. It's been a long time since we've seen an Alfa among the winners in Cal Club competition. Perhaps this is the time when the long-delayed geheimnes waffen should be brought out. . like an 1800 cc machine that is available at a rational price. Or, and we're just filled with good ideas this month, perhaps the Ings. from Alfa should talk to Ol' Shel. Finally, since we don't wish to overdue it, some consideration could be given to the improvement of sales, service, and parts. This, on occasion, sells cars too.

We are asking your help once again, this time to compile a dictionary of commonly used words and phrases that would aid the new Alfa owner and Club member to more effectively establish his in-group relationships with other members. Nothing can be more frustrating than not understanding what one's peers are talking about. For example, our paper now and again offers a car for sale. The ad states "never raced". Of course not . . we all know the car and it would never even go on the street. Besides the owner never had his license long enough to learn to drive it. But it was slalomed . . it had the living hell beat out of it in the Sunday Destruction Derbies that we euphemistically call slaloms. Caveat emptor. There are others: Caveat Emptor is the sign that all used car salesmen have indelibly on their hearts-of-gold. It means, in Basic English, "Abandon all hopeye who enter here". It's your turn now. Send in your contributions. We will also publish a pronouncing gazateer: e.g. JOO-Lya; JOO-lee-ett-a; Chin-toor-rahtoh. See, now you can even talk like an enthusiast.

Next month we will resume our road tests. Coming up is a RRR on the blown Monza Corvair, the newest Makahanee skateboard, and, if we can get a dealer to turn one loose for a bit, the all-out Plymouth.

Ciao. (Trans.: It's time to eat).

FOR SALE

1962 red Spyder in excellent condition throughout. Expertly maingained. \$1,295.00. Fred Bonzer, 435-8055 days. No 2-8790 evenings.

50 series engine gasket sets. \$2.00. Alan Ward, 645-6945.

1956 1900 Touring body, beautiful condition. Within the last year new paint, brakes, engine, Stellite seats, alternator, radiator, upholstery. Good Michelins. Open to offers. Jud Goldfedder, AX 5-9098.

MEET YOUR OFFICERS By Mark

This week I have a refreshing surprise for you all. I finally found a native (Californian) in our club officers' group. Dan Ross is the man! He was born in Los Angeles, where he spent his early youth. Later moved to Duarte where he resides at the present time. Dan is married and has three lovely children, ages 8, 6, and 5.

He is employed by a rock products and ready mix concrete company as a dispatcher and traffic manager.

His major interests rest with cars and motorcycles. Dan is a slalom enthusiast and is doing very well with his Alfa Sprint. In his "scuderia" one can also find a Citroen II, a Matchless motorcycle and last but not least, the new "Detroitter fad", a Mustang. (Ford, that is!)

LET'S GET TECHNICALSynchronizing Webers

The best way to synchronize Webers is with a Unisyn, in my opinion, and in view of all the methods I've tried. The Webers are connected to the manifold by rubber bushes. They're there to minimize frothing from engine vibration but they are quite stiff in shear. There's no need to be alarmed about the little bit of movement allowed. The carb throttles must be completely independent of each other. This is easy with 40 DCO 3's and only a bit more complicated with the newer 40 DCOE's.

The point is this, in regard to flexibility: Do not make your final hookup of the linkages until the cold air box is back on and is supporting the carbs in their operational positions. As you've no doubt noted, the carbs are not horizontal or even on the same plane with each other when the cold air box is on. Loosen the linkages, adjust the draw of each carb with the idle speed screws with the Unisyn, put on the cold air box and tighten the linkages. If you do it right, there's nothing I know of which will approach this system in accuracy.

It's difficult to do it right with a rubber tube because of the back-firing through the carbs at idle (due to cam overlap) although it's a lot closer than the sparkplug shorting method favored by some Italian mechanics whose names I won't mention. Once this job is done right, it's done. With everything locked up properly, and un-fiddled with, how are the carbs going to get out of synch? If they're way off, it may take you an hour exclusive of r & r of the cold air box. Don't forget to work with the mixture screws while you're there, because the engine will have a frustrating tendency to race or die while you're playing around with the throttles. Also back the manual idle control of the dash fully off. You should plan on an eventual idle speed of about 1,000 rpm when everything is bolted back up. If your car has the 40 DCO 3 units, you'll have to drill holes in the Unisyn face to do the job right. Use one of the gaskets from the cold air box for a pattern.

Reprinted from The Alfa Owner, June, 1963

Having trouble with a weak bulb in the left hand instruments? Glen Reynolds has come up with a bulb that solves the problem, and will have some at the next meeting, price 25 cents.

MARCH MEETING

Our March meeting will be held as usual on the third Friday, March 19, at Little Lake Park, 10900 South Pioneer Boulevard, Santa Fe Springs, just north of the Santa Ana Freeway near Florence. Mr. John Potter, General Sales Manager of Alfa, will address the meeting and give us some idea of ARI's future plans. In addition we will have a short movie of Craig Breedlove's record breaking run on the Salt Flats, and our usual raffle of goodies.

LETTERS TO THE EDITOR

From J. R. Jackson:

"Alfacionada arrived this a.m. and was quite surprised to learn (from it) that A.R.I. had contacted me by long distance. If so, who? It is news to me and whoever made the statement is rather careless with the truth.

However I do owe Briney Grey Imports of Long Beach an apology. Out of desperation I took my car back to them Monday the 15th and they found two rod bearings shot and the crankshaft had to be ground. (They are picking up the tab). The mechanic? who worked on it is no longer there.

Thanks to Alfa owners for anything they may have done to help."

Editor's note: Sorry we goofed - we were investigating three complaints at the same time, and the long distance call was to one of the other two.

Mr. Walter Swink has resigned from ARI and effective March 8, Mr. Mark Barratt will assume the duties of Western Divisional Manager. Judging from the information bulletin below, Mr. Barratt is very well qualified for the position.

"Mr. Barratt is a native of England. His more than ten years in the car business has been with one company. After a three year management course, divided between production, service and parts and sales, Mr. Barratt was transferred to London in charge of customer relations. In this capacity, he gained a wide experience of retail sales and customer service.

In 1960, Mr. Barratt was transferred to Canada to re-organize the warranty and service program of the subsidiary company. Having accomplished this, he was transferred to the U.S.A. subsidiary with a similar assignment.

In 1962, additional duties were added including responsibility for administration of service staff, operation of the car preparation center and the warranty program on a national basis.

We believe you will find Mr. Barratt efficient and competent to assist you in all fields of operation."

SLALOM NOTES

Starting with this issue of Alfacionada a complete running list of AROSC slalom points will be given every month. These points are earned only at SCCSCC championship events, one each month, and a running total will be kept. From this running point total the top ten men will be chosen for our first and second men's slalom team. The top five women will also be chosen for our women's team.

Now comes the important part. According to SCCSCC rules a list of all teams and their members must be submitted in writing to a SCCSCC official on the day of the slalom, and this list must be submitted prior to any team members first timed run. We will make up our teams in accordance with the published list of club points. If you are listed in the top twelve men or the top six women and you WILL NOT be able to come to the next championship slalom, PLEASE, PLEASE notify George Eickhoff by phone or mail one day in advance of the event so that team substitutions can be made in time. Should you fail to follow these instructions it will result in the disqualification of our teams. Remember, if you cannot make it, call collect or send a letter postage due if you have to, but let us know in time.

If you would like to run a SCCSCC championship slalom it is necessary that you have a SCCSCC identification card, said card can be obtained free of charge by merely dropping me a line and asking for one.

The SCCSCC championship slalom for the month of March will be held in the City of El Segundo at Imperial Highway and Douglas Street. Tech inspection is from 7.45 a.m. to 1.00 p.m. First car to run at 8.30 a.m. For slalom information contact George Eickhoff, 5610 Orange Avenue, Long Beach 5, California. 423-4627.

The first championship of the year was held on February 21, and resulted in an Alfa benefit, despite the fact that the event put on by POC was not fast as advertised. Dodger Stadium had been completely resurfaced and covered with a sealant that proved to be extremely slippery and would have been dangerous had the speeds been high. The first two places in Class F went to Dan Newton, who is running for the club this year, and Ted Medley. Ted's conversion to a Veloce appears to have been worthwhile. Alan Ward sportingly loaned his Giulia Veloce to John McGarry, who is awaiting delivery of his own car, and Fritz Taggart did the same for Ron Durrett.

<u>Name</u>	<u>Class</u>	<u>Position</u>	<u>Time</u>	<u>Points</u> <u>this month</u>	<u>Total points</u>
J. McGarry	H	3	61.58	100.00	100.00
D. Newton	F	1	62.32	98.60	98.60
T. Medley	F	2	62.46	98.34	98.34
D. Washburn	T	3	64.98	93.59	93.59
A. Ward	H	7	66.28	91.14	91.14
F. Taggart	F	12	66.98	89.82	89.82
B. Thompson	F	13	67.32	89.18	89.18
J. Kubota	F	15	67.55	88.75	88.75
G. Eickhoff	T	8	68.63	86.72	86.72
R. Childers	F	21	70.11	83.93	83.93
J. Forrest	F	31	75.51	73.75	73.75
R. Durrett	F	32	75.95	72.93	72.93
C. Lair	N	13	88.12	50.00	50.00

Womens

B. Goldfus	H	2	67.82	100.00	100.00
F. Medley	F	3	72.96	83.74	83.74
P. Taggart	F	4	83.62	50.00	50.00

Dear Ol' Uncle Shel has made his parking lot available to the ladies to practice their slalom skills twice per month, at a cost of \$1.00 a day. Instruction will also be available. Anyone interested please speak to John McGarry.

WELCUM WAGGIN

Alan Brengle, 5749 TrinityPlace, San Diego, California
Nadeene Brengle, 5749 Trinity Place, San Diego, California
Alan G. Johnston, 13609 Chadron Avenue, Hawthorne, California
David A. Lopez, 1910 North Allen Avenue, Altadena, California
Richard E. Lueck, 4631 Kingsley, No. B, Montclair, California

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