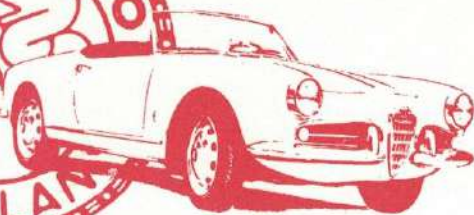




Alfaciónada



Alfa Romeo Owners
of
Southern California

P. O. Box 61

Tustin, California

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JOSHUA TREE

Our October event was held last weekend and apparently was thoroughly enjoyed by all who attended. Unfortunately this was the same old crew - it's a pity more of our members don't try some of the events, because we're sure they would enjoy them and maybe make some new friends. Moneyman Mark was the big winner on this occasion, arriving at the picnic spot at around 12.30 p.m., after being set off just after 8.30 a.m. by Rallymaster Ted Medley. The course ran around the Corona and Banning areas and then up into the high desert, where the temperature was very pleasant, although it had been a little warm at the lower elevations. The speeds were just fast enough to make it interesting but allow non-Alfas to compete. (Mark and family were in a station wagon!)

Once the steaks had been consumed and the Dodgers had won, Ron Durrett produced his ropes and gave a demonstration of rock climbing, and then offered instruction to the brave. One injury was sustained when George Eickhoff scraped his knuckles while repelling down the side of a rock - we hope it wasn't his shifting hand. As a result of the rally Fritz Taggart and his quote bum navigator unquote will enroll in a suitable math course next semester.

Results:

	<u>Error</u>
Mark Marcantoni	4.17
Alan Ward	4.48
David Benish	6.29
Ron Durrett	6.35
Barry Thompson	6.77
George Eickhoff	7.16
Ed Gustin	9.57
Fritz Taggart	19.76

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 (or \$2.50 for the remainder of the year), which includes a monthly issue of this magazine. Guests are welcome, and please be sure to introduce yourselves to a committee member.

MEET YOUR OFFICERS By Mark

When George Eickhoff submitted his resignation as Chairman of Slalom Activities, the board of directors elected Ron Durrett in his place. Ron was born and raised in the Windy City of Chicago. (This is why he wears that beautiful beard - to protect his chin from cold weather!)

He attended the University of Illinois, where he recieved his B.S. in Engineering Physics and M.S. in Physics. In 1963, after he married his lovely Barbara, he migrated to California to work for Autonetics in the field of gas laser research. Ron and Barbara recently were joined by a beautiful little daughter named April. (Ron has been trying to teach April to drive his Alfa but she has trouble reaching the gas pedal.)

During his college days, Ron amused himself with a Triumph motorcycle, competing in cross country endurance runs, through steams, mud, sand, etc. . . . His first sports car is his present 1962 Alfa Spyder Veloce, in which he competes regularly. From his first slalom about a year ago he has improved so much that now he is on the list of the "ten most wanted"- Alfa Club slalom drivers that is! Of course, in order to reach his fame it cost him a little bundle of money - improving his Veloce Spyder to be competitive.

His greatest satisfaction is when he can send home, wondering what went wrong, the other two "too good to be beaten 1300 Veloce drivers". Wife Barbara also drives in slaloms and is very much improving from one time to another.

Besides his interest in motoring, Ron likes to play the guitar (while sipping espresso coffee). He also enjoys rock and mountain climbing. My suggestion to Ron is to start competing in Hill-climbing races, instead of slaloms, that way he could race and mountain climb at the same time.

WELCUM WAGGIN

Robert Bradley, 10392 Dewey Drive, Garden Grove
Chris Cafege, 2503 Studebaker Road, Long Beach
Pete Purens, 3715 $\frac{1}{2}$ Dover Street, Los Angeles
Edward Thomas, 1226 W. Margarita Drive, West Covina

LET'S GET TECHNICAL By John McGarry

While running in a slalom last month following our club event at Lake Elizabeth, I had the misfortune to seize and spin No. 3 rod bearing. (Editor's note: Seems it's always No. 3!) On tearing down the engine I discovered the bearing surface had completely disappeared, as had the copper coating, and investigation showed that this was due to the collapse of the pistons (Jahns) around the pin bosses on three of the four pistons. I took the pistons to Jahns and discussed the matter with their engineer, who admitted 50% liability because of insufficient wall strength behind the circlips. However, he quickly produced a sheet of paper showing typical piston failures, along with possible reasons for the failure, and stated that one of these factors had to be present to damage the piston. On regrinding the crank I discovered he was absolutely right, since it was 4 thousandths out of line. He also indicated that pin fit could have been a contributing factor since Jahns pins fit very loosely in the pistons, but should be even looser on the rod, which had not been the case. A check on the Giulietta manual shows that Alfa agrees, showing tolerances of 0.6 thousandths on the piston and 1.1 thousandths of the rods. While having new bushings fitted at Hydrohead, a company that does a great deal of work for Traco and Shelby, I learned that on American "High Risers" they go as high as 1½ thousandths. The purpose of the loose rod fit is to prevent any side forces from driving the rod into the circlip. Ah well, we live and learn. . . .

CLASSIFIED

FOR SALE 1962 Giulietta normal. \$850.00. Must sell.
David Benish, (714) 776-5346

SITUATIONS

VACANT

Wanted, one Alfisti, to act as editor, author, publisher, printer, stapler, and stamp licker, of Alfacionada. NO PREVIOUS EXPERIENCE NECESSARY. English speaking a definite asset. No salary. Submit resume to A.R.O.S.C., P. O. Box 61, Tustin, Calif.

PARTS AND SERVICE

A point of interest that we have been meaning to mention for some time is that late 1600 Normals now come equipped with 4.55 rear ends.

ARI has sent us information regarding a new clutch unit for GTs and TIs that can be used as a replacement. We also have installation data on defroster blower units for the rear window of these models.

The new optional .85 ratio fifth gear utilizes roller bearings. This information will be available on request at the club meeting.

Will whoever borrowed the instructions on seat lowering and leg room extensions on the GT please return them at the next meeting.

SLALOM NOTES

Sunday, September 19, was a big day for slalomists, with three events being held in one day, including one in San Diego, and George Eickhoff somehow managing to make all three. Ron Durrett took the one in San Diego and Dan Newton won the event put on by the Porsche club. Results are not available for Orange County's event. Dan also won last week's event at San Bernardino.

The championship this month was something new in that it was on the dirt at Ascot. (El Mirage experience was helpful.) Dan was once again the winner, closely followed by John McGarry in Dan's car. Ted Medley was one of the first to run and was a little out of shape in the $\frac{1}{4}$ mile oval turn and proceeded to **take** out a pylon and a hay bale. The announcer gave a five second penalty for the pylon but let him off scot free for the hay bale. Ted says he doesn't recommend hitting hay bales though since he's having a tough time keeping the chickens from homesteading the spare wheel well.

Results:

Class F

1.	D. Newton	Alfa	54.88
2.	J. McGarry	Alfa	55.07
3.	B. Berney	Alpine	56.32
4.	T. Medley	Alfa	56.95
5.	R. Durrett	Alfa	57.04
7.	A. Ward	Alfa	58.68
9.	F. Taggart	Alfa	59.01
11.	G. Eickhoff	Alfa	59.52
13.	P. Huff	Alfa	61.18
	(non member)		

Class FW

1.	N. McLeever	TR3	60.40
3.	F. Medley	Alfa	63.20
4.	B. Durrett	Alfa	66.09
5.	F. Taggart	Alfa	69.80

Class M

1.	C. Beck	Alfa	52.08
		Special	
8.	B. Thompson	Alfa	58.75

Class MW

1.	D. Stearns	VW	59.05
2.	B. Goldfus	Alfa	66.70

Clair Lair, driving his Devin Tank, took a 5th in Class N with 54.61, and Shirley in NW, 3rd with 61.19.

AROSC POINT STANDINGS

	<u>Last event</u>	<u>Total</u>
Dan Newton	97	757
Ted Medley	76	750
John McGarry	95	725
Clair Lair	100	653
Barry Thompson	57	626
George Eickhoff	50	622
Ron Durrett	75	597
Fritz Taggart	55	577
Alan Ward	58	562

Don Washburn		546
Dick Lueck		361
Prosty Blossom		279
Jack Forrest		218
Jim Kubota		171
John Hibbert		128
Ray Britton		119
Bob Childers		83
Dave Herting		50

Ladies:

Barbara Goldfus	68	740
Flossie Medley	88	700
Paula Taggart	50	571
Sharon Lair	100	511
Melissa Washburn		398

COMING EVENTS

Saddleback Club is presenting a time trial event on Sunday, October 17, at Carlsbad Raceway. This is the first time the course has been used for sports cars and will be the full race course, except for one turn which will be chicaned down to 15 m.p.h. with a quarter mile straight on which the Alfas should reach 90 m.p.h. or better. Spectators are welcome, but why not come and drive. This is a good opportunity to get on a race course without a license and equipment.

Our own club open slalom has been changed to December 5, at the Adams Go Cart Track, Riverside, in order to avoid Thanksgiving. We will need help, so please volunteer your services at the next meeting. In addition there will be a closed club practice slalom on the Go Cart course the previous day. Instruction and demonstration rides will be available. At our last practice event we picked up two of our most avid slalomists, Fritz and the bearded monster. Come along and try at least one run. The entry fee is all of 50¢ (to cover insurance).