



Alfaciónada



Alfa Romeo Owners
of
Southern California

P.O. Box 61

A DRIVING CLUB

Tustin, California

Volume 5, Number 1

January, 1966

PRESIDENTIAL ADDRESS

At the election last month I received virtually everyone's vote and then was unanimously elected president by the new board. Besides being a great personal endorsement (that boosts my ego no end), I feel that the vote carries with it a certain approval for going ahead and running the club in a manner in which the members think that I will run it (having judged from what they have observed of me in the past). I shall express some of my beliefs and prejudices concerning the club to perhaps further clarify the manner in which I intend to lead the club.

The interests of the club members are varied. Many are interested inslalowing, some in rallying, a few in racing, a large portion in socializing and absorbing the entertainment presented at meetings, and several in but reading the paper. Whatever each others interests are, I feel that it is a person's own business to do as he chooses, and although he should be encouraged, he should not be hounded or ostracized for not participating in other areas.

The club activities cannot answer everyones desires at once, but in the course of the year should try to answer them all.

I believe the key to an active club lies in the friendly personal relations members establish among themselves. There is an excellent core of active members who are old friends and always enjoy themselves, but there are also new members who somewhat because of the closeness of the old members feel they are "outsiders". Personal contact needs to be made with each of these people at meetings. They need a friend - someone to share their Alfa troubles with. Once they meet a few people, they won't feel "outside" and will be more active.

The meetings should be run with an aire of openness and informality while still remaining under the control of the chairman as in the past.

The club should operate with the minimum of restrictions and rules that will allow it to function successfully.

The club newspaper is extremely important and should strive to maintain interesting articles balanced between the "newsy" and "informative".

The club is strong, growing, and enthusiastic, and is heading into its most active year - at least for me.

WHAT IS AROSC?



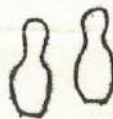
AROSC has roughly 100 members who meet regularly on the third Friday of the month, at 8 p.m., at Little Lake Park, 10900 South Pioneer Boulevard, Santa Fe Springs, just north of the Santa Ana Freeway near Florence, to talk about Alfas, drink coffee, and be entertained by movies or speakers. In addition, 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. The meeting this month will be held January 21.

JANUARY MEETING



This months meeting will be on January 21. Trophies will be presented to the winners of Veloce Uno. Dash plaques will be given to all who worked at the slalom. Entertainment will be provided by film - - "Shelby Goes Racing with Ford". Coffee and donuts will be served, during which time numerous spontaneous intelligent discussions will indubitably occur amongst the Alfacionada.

JANUARY EVENT



This month our event will be a bowling get-together, Saturday, January 29, at 8 p.m., at the Wonder Bowl in Norwalk. This is roughly two mile from our regular meeting place. It is located about four blocks west of the Santa Ana Freeway on the north side of Imperial Highway. Arrangements have been made (Alan Ward just happens to know the manager), and we will have several alleys reserved. There will be plenty of time to talk about Alfas between strikes (and some spares). The driving part of the event will be getting there. Incidentally, suitable beverages for promoting jovial spirits are served at this establishment and will no doubt be put to use.

LET'S GET TECHNICALSwaybar Mounting Bracket Reinforcement

Many club members have or are contemplating purchase of the heavy duty one inch sway bar for Guiliettas available from Auto Spring Supply, 8527 Loch Lomand Drive, Pico Rivera, California.

Breakage has been experienced around the brackets on the frame on some of these cars. All cars with or without heavy duty sway bar should be periodically examined in the bracket mounting area. The following article reprinted from the newsletter of the Alfa Romeo Association of Northern California describes how to remedy this situation.

The stock swaybar mounting brackets and backup supports are held in position by 16 guage frame sheet metal. The backup support is a double triangulated bracket containing captive nuts for mounting bolts and is located inside the frame end. The 1" heavy duty sway bar works the light guage sheet metal like a big thumb on the bottom of an oil can. In time the sheet metal fails and the whole bracket and support assembly tears loose from the frame with horrifying sounds. Professional repair at this point is at least \$50.00 and you will find it no easy task locating someone willing to do a guaranteed job!

Therefore, friend, re-inforce while it is cheap! Here's how:

1. Fundamentally the approach is to cover the swaybar bracket mounting area with 11 guage (approx. 1/8" steel.)
2. Drop the swaybar.
3. Fabricate a template from heavy cardboard or heavy paper. The template should extend about 6" each way from the front frame corners - i.e. vertically, horizontally to the side, and back along the bottom of the frame. Shape the template vertically so that it fits between the flanged frame edges.
Note - a template will be required for each side.
4. Locate the bracket mounting bolt holes in the template.
5. Provide several holes in appropriate places in the template to permit rosette welding of the plate to the frame. To effect a good fastening to the backup support, provide rosette welding holes 1" and 2" back of lower bolt and 1/2" and 1 1/2" below front mounting bolt.
6. Fabricate a profile template that will show the contour the reinforcement plate is to follow as it bends around the leading edge of the frame.
7. Index mark the two templates with respect to each other so that the bend in the plate may be properly located.
8. An industrial sheet metal shop can supply the material, and fabricate the pieces using the two templates.
9. A trusted weldor can arc weld the plates in place by rosette welding in appropriate places, and edge welding to the frame.
10. The reinforcing plate will relocate the swaybar about an 1/8" from the original position. This may require that you either elongate the holes in the mounting bracket or make new brackets.

LETTERS TO THE EDITOR

"The Passing of a Year"

One year ago this month, the dust had not yet begun to clear in the feud between Cassandra and A.R.I. In May, we read the last "Letter to the Editor," that would comment on the problems of A.R.I. In fact the last letter published until December.

For seven long months, not one word has appeared in print against the Gods of A.R.I. and very few verbal comments have been made at the monthly meetings. We were told during one of the propaganda sessions, that the items on B.O. were running less than that of the Detroit barges. If this is the case, then Detroit barge dealers must still be B.O. buggy whips, or maybe I am unfortunate to live too close to an Alfa dealer with a real problem.

On December 6, 1965, I ordered two sway-bar brackets. I was told that I would be called when they came in or notified if they were in, and I was told they were B.O. The week before Christmas, I ordered two exhaust valves, and one intake valve, and reminded them that my sway-bar brackets had not come in and said they would call as soon as they did. Today is January 5, 1966, and still no word.

I find it hard to rally, slalom, or enjoy an Alfa, without sway-bar brackets or valves. When I lived in the Pomona area, I could call A.R.I. and the parts would arrive two days later by U.P. However, now that I live near a dealer, I went to them. What gives? Am I alone in the problem of getting parts? What has happened to Cassandra's fans? I want him back and I think A.R.I. should be put in its place and not Alfa owners in theirs. Will the new administration let A.R.I. talk all over it this year? A.R.I. should serve Alfa owners, not the reverse.

Maybe this is alot of hot air, but it is only a small puff, compared to what A.R.I. put out in the August meeting. Hot cars, not Hot air, win trophies. Alfa'a forever, (in the winners circle, not in the garage.)

Yours Truly,
Richard Lueck

Editors note:

The problem stated was largely due to a poor parts manager who has now been replaced. Valves are now carried in stock by this dealer as they should be. Sway bar brackets are not a B.O. (back order) item and were always in stock. Cassandra's articles were ceased at his own volition due mainly to his reaction to members who complained that his articles related little to the general Alfa owners' interests.

NEW GTA

Many of us have read about the new GTA - - racing version of the Sprint GT. February 15, only, one of the first to be imported will be on display at Marquis Motors, 1402 South Coast Blvd., Laguna Beach, Calif.

SLALOM NOTES

Things have been very quiet on the slalom front during the usual between championship- seasons lull. Many slalom Alfas are apart for preventative maintenance and further modifications. The highlights of the 1966 SCCSCC code revision that concern us are:

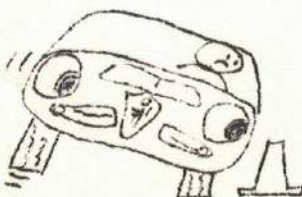
1. Pylons will count for three seconds instead of last year's five.
2. Last year's rule saying "interior gutting is not allowed" has been deleted.
3. Vehicle weight now may not be less than that described for it in the SCCA production car specifications and General Competition Rules.
4. Classes have been reorganized as follows:
 - F Alfa Romeo Veloce (both 1300 and 1600), Austin Healey 100 and 100-6, Peerless, Triumph TR2 and TR3, Sunbeam Alpine, Morgan Plus Four.
 - H Alfa Romeo Normal (both 1300 and 1600), MGA, Datsun (1500 and 1600), Glas GT, Fiat 1500, Morgan 4/4 (Series III and older), MG "T" series, Berkeley.
 - J Alfa TI (1300), Renault (except Alpine), VW (1200 and 1300), MG 1100, Austin, Morris, Imp BMW 700, Fiat, NSU, Prinz, Triumph Herald, Ford (under 1500 cc).
 - K Alfa TI, Corvair, Volvo, Jaguar (except XK-E), Mustang, Mercedes-Benz, Cortina, Barracuda, MG Magnette, BMW 1800, VW (1500 and 1600).

Competition in Class F will be particularly interesting. The same dauntless 1300 Veloces and the Peerless will be pitted against each other, but this year we have John McGarry's and Alan Ward's 1600 Veloces to compete with also. In addition, it is heard that Bob Zigler, a stiff competitor in the past, will be driving a TR3 once again this year. Bob Berney, the Sunbeam driver, was becoming exceptionally keen at the end of the year. On top of it all we have the A-H's and Morgans tossed in which occasionally turn in very good times.

Class H will be interesting also. At last ol' Fritz Taggart will be free of the Veloce plague and will be able to start winning. A hot 1600 Normal would make a highly competitive car in this class if anyone gets one going.

We know of no TI's planning to be slalomed, but if properly prepared these, too, would make quite competitive cars.

Next slalom is January 30 at the May Co. parking lot in Buena Park Shopping Center. The year's first championship slalom will be February 6 at the Los Angeles Coliseum parking lot, put on by the Porsche Owners Club. All entrants to championship slaloms must have a SCCSCC card. These cards are available free to slaloming club members along with a 1966 Slalom Code from Ron Durrett..



SLALOM TEAMS

It's finally happened! SCCSCC championship slalom team points will be awarded on the basis of points earned in the class rather than by the times as used in previous years. This means our club will have a chance at winning team points next year (we won one point last year!). It also means our team will probably have women on it also, since women often earn as many or more points than men by the point system used. A method for determining who shall be on the team has not yet been determined. We will probably enter two to three five-man (woman?) teams. Let's drive and show those funny rear-engined German cars. Alfas Forever!

THE PARTS SHELF

Due to the number of people in the club that are interested in working on their cars (and obtaining the parts at somewhat less than over-the-counter price), the club has decided to initiate a new feature in the paper called "The Parts Shelf".

"The Parts Shelf" would operate in the following fashion: Members with parts sitting around or concealed in the dark recesses of their garage should:

- a) Contact a board member, or
- b) Mail the information to P.O. Box 61, Tustin.

The information should include:

- a) The part name, and if possible, the part number.
- b) Your name, address, and telephone number.

The mechanics of the matter are such that the first list would be essentially complete. Succeeding lists would be devoted to updating the file, with additions and deletions.

It is hoped, that by doing this, we will accomplish two purposes:

- 1) To make the more technically minded members aware of the contents of each others junk boxes.
- 2) To do it in a more or less organized fashion that would be current, and useful.

FOR SALE

Front and rear bumpers, hub caps, complete top assembly, pair standard cams, two almost new Pirelli recaps, heater, battery cover and hold down, 4.55 ring and pinion, axle shafts, assorted other items - all from 101 series 1300 standard. Also 2-1600 rear axles and differential cage. Ted Medley (213) 374-8663

Genie Alfa 1598cc \$3900 Tom Tobin (714) 444-9067

1965 Sprint GT. Factory maintained. Zillions of goodies too numerous to mention. \$3250. Fred Bonzer SP5-3395

ARI SLALOM AWARDS

Winners of the 1965 Championship Slalom awards have been determined. Points were awarded to all Alfas entered in events sponsored by NCSCC, SCCSCC, and San Diego Asebring Drivers. Points were based on 100 points for the best, to 50 points for the worst Alfa time at each event. Several times many of our club members drove to San Diego to earn points in their events, and one enthusiast towed his car 500 miles north to drive in two northern events (consequently to beat your poor president out of \$50 prize money). It is clear that Alfa slalomists in the L.A. area (almost entirely from our club) are more active than those in San Diego and Northern California. The prizes are Alfa Romeo parts awards of the value listed. A dash plaque in recognition of having competed was awarded to all Alfa drivers who entered a slalom. Thirty men and ten women earned points.

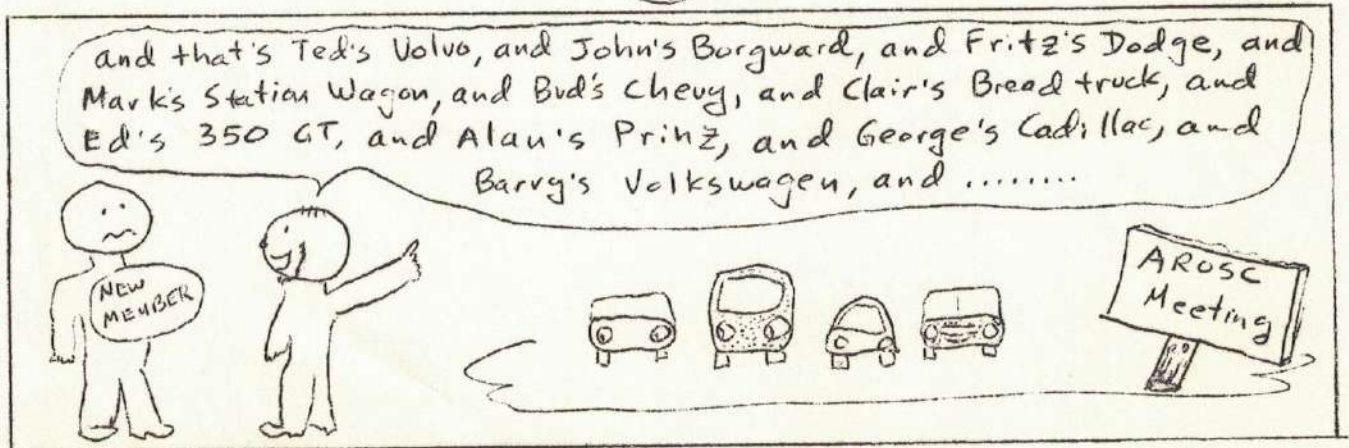
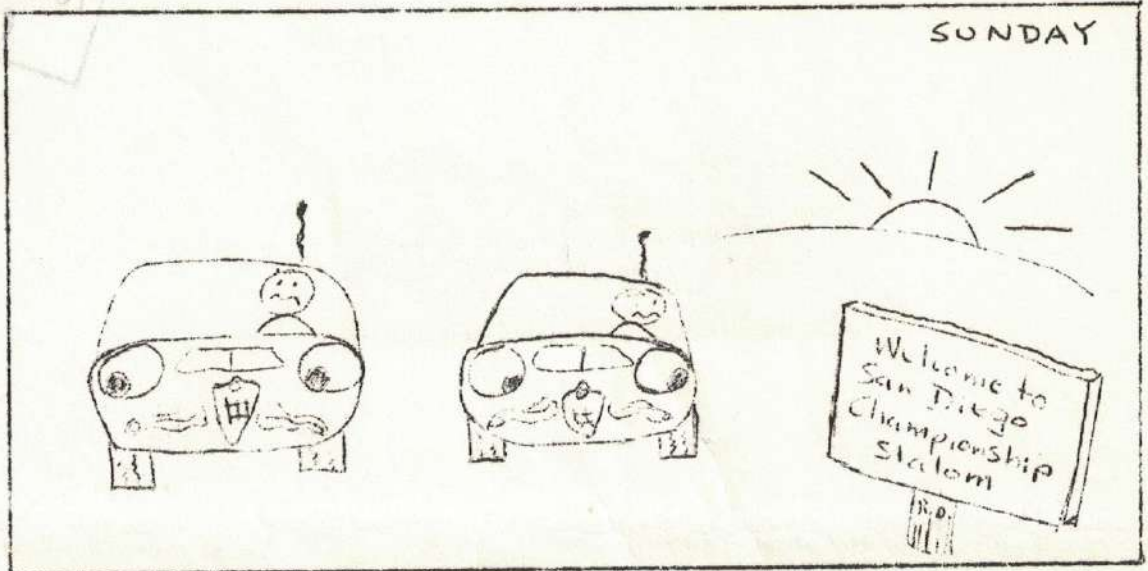
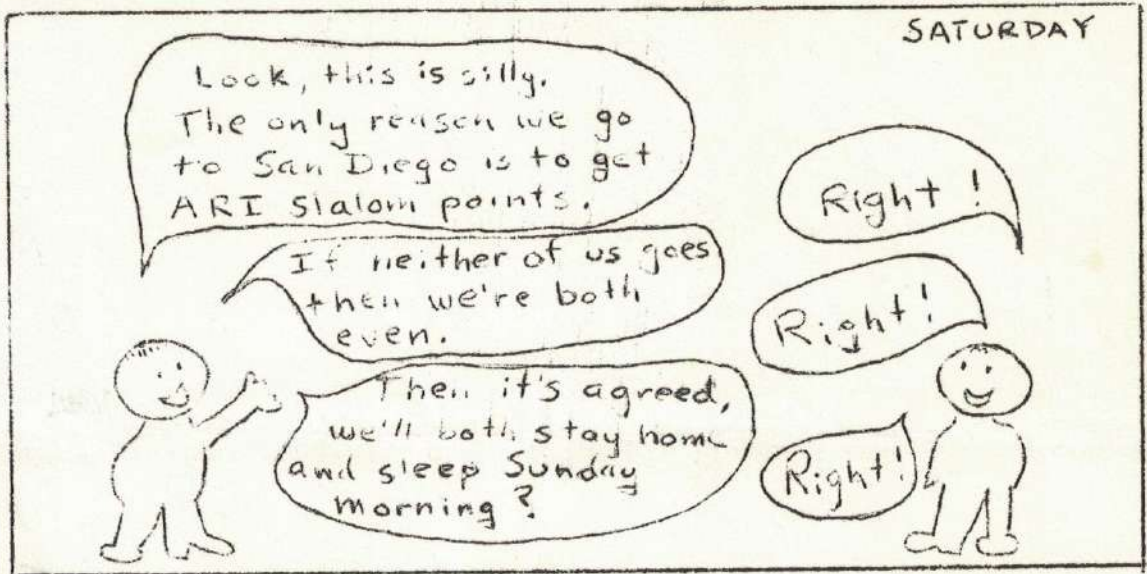
1965 ARI Point Standing

			prize
1st	Dan Newton	1067.87	\$250
2nd	John McGarry	1036.59	150
3rd	George Eickhoff	1004.32	100
4th	Ron Durrett	945.26	50
5th	Alan Ward	926.09	25
6th	Ted Medley	923.31	25
1st lady	Barbara Goldfus	1041.77	50
next closest	non-AROSC driver		
9th	Mathes	406.93	

1966 DUES ARE DUE

Each year the club has the headache of collecting dues. Most people do not wish to keep from paying the measley five dollars but instead, systematically procrastinate or forget. The unfortunate byproduct is failure to receive Alfacionada. If the paper is cut off the first month of the year, people are enangered and may just quit. On the other hand, if allowed to go on, people never get around to paying their dues. Our policy is this: No payment prior to issuing of March issue, no March issue. The incentive for paying on time; payment prior to raffle at the January meeting earns two free January raffle tickets. Payment prior to the February meeting earns one free February raffle ticket. This means that if you pay now, you will receive three free raffle tickets.

mail your check now to
AROSC p.o. box 61, tustin



SATURDAY

Look, this is right.
The only reason we go
to the station point.
It is that of us does
with us both
even
then it's done
and keep Jordan
waiting?

Right!
Right!
Right!



SUNDAY

John McGarry
26248 Birchfield Ave.
Palos Verdes Pen, Calif.

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ARASC Meeting

and that's into John and John's...
Mavis Station...
Ed's 350...
George's...
George's...