



*Alfaciónada*

Alfa Romeo Owners  
of  
Southern California

P.O. Box 61

A Driving Club

Tustin, California, 92680

Volume 5, Number 11

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# A FAT MONTH FOR EVENTS

## OCTOBER EVENT (OF THE MONTH...) - by Barry Thompson

While John Surtees, Jim Hall, Bruce McLaren, Parnelli Jones and all the other professional drivers were getting ready for the highly publicized Riverside Gran Prix, the real action was taking place in Cucamonga. There, twenty eight of the world's most loyal Alfa Romeo drivers were congregated for the first annual "Alfa Romeo Owners Club's Wine-tasting Enduro."

First on the starting grid at Cucamonga's Regina Winery were M&L Marcantoni, Paul McKerry, Ray and Shirley Britten, Tom and Pat Suter and Barry and Lynne Thompson. They introduced themselves to Tip Brown, the very knowledgable manager of the winery. Upon the arrival of still more Alfisti we were admitted into the bottling building to begin the tour. Mr Brown discussed some of the finer aspects of wine making as well as the future of the wineries in Southern California. As we walked past the fermenting and

aging tanks, we were all impressed by the remarkable craftsmanship embodied in the wooden casks. It reminded you of that fabulous tulipwood-bodied Hispano-Suiza. Mr. Brown also showed us how the champagne gets into the bubbles.

The second stop in our tour was the winevinegar plant, where Regina makes most of California's wine vinegar. "Phew" said Fritz and Paula Taggart. "This vinegary smell makes us hungry for a big crisp salad," thought hungry Bud and Judy Sherman. Ron Durrett, whose nose is somewhat protected by a beard, seemed unaffected and was busy telling Barb about the beautiful engine-turned stainless steel fermenting tanks.

Regina Winery not only makes good wine, and produces vinegar, it keeps stables with Lilliputian horses about as big as the Shermans dog, Casey. Tom and Jan Hutchings and George and Jan Eickhoff thought they were just the right size for their kids. After picture taking and thanking Tip Brown for the informative tour we adjourned to the wine-tasting room. There the happy group partook of the good spirits and chatted with Alfa friends, Dave Osbourne, Mike Ankenbauer, Howard Jackson, Don Deane and John Herniki. We bade farewell to the Brittons who left for Las Vegas for their honeymoon (or maybe it was their anniversary) and welcomed aboard Alan Ward and Phyllis Gaylard who had been detained by a fishing trip.

The evening was topped with dinner at the Magic Lamp Inn in Cucamonga where we met Barbara Goldfus, (another fisherwoman). We left Cucamonga, sad to leave the friendly crowd, but secure in the fact that we would know more about wine than anyone else at the Gran Prix.

#### NOVEMBER EVENT : Briggs Cunningham Tour...

The November event was scheduled as a tour of the Briggs Cunningham Automobile Museum. The Cunningham Museum is one of the world's outstanding collections of significant antique cars, and we should feel quite fortunate to have it located in Southern California. Mr. Cunningham must have somewhere in the neighborhood of \$1.5 million to \$3 million tied up in cars alone at the museum, a measure of his dedication to the finer things in the automotive world. Included in the current collection are a 1927 Delage Grand Prix machine, which is a jewel, a Bugatti "Royale", several of the older variety of Rolls Royce, a "Blower Bentley" of James Bond fame, several of the older Mercedes, including the SSK, and many of the later classics. Also, there is an engine display with many cutaway parts, etc. There are Mercedes engines, Lancia engines, Porsche engines, a Maserati GP engine, but no Alfa engine. I was disappointed, as I always did want to see what the insides of one looked like. Maybe someone could donate one?

The Briggs Cunningham Automobile Museum does all its own restoring. Their shop is very complete, and can perform any job short of leather work and painting. The restoration staff consists of 3 men, who do all the work, and must really love their work. They are currently in process of rebuilding a type 35 Bugatti, the one with the assembled crank-

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shaft. They were forced to make a new set of valves for it and they are beautiful and will no doubt work as well as the original parts. By the way, where do you purchase Bugatti parts? The turnout for the event was quite excellent, considering the fact that its half way across the world for most people. We had 42 Alfisti there, and only two people left due to the late start.

Mr. John W. Burgess, Sr., the general manager of the organization, gave us quite a tour of the facilities. Mr. Burgess has been associated with many of the cars years ago, and hence was able to drop some interesting back ground material to us. Like how the Delage machine was designed and built in 6 months flat, and this in 1927 in Italy. He also started many of the beasts for us, including a supercharged Alfa, which idled better cold than most of cars do hot. Disgusting. And then there was the Rolls Royce, that idled so smoothly that he was able to balance a nickel on the radiator cap. And it purred when it idled. In summary, the tour was enjoyable, the guide was enjoyable, and the machinery is beautifully maintained, exotic, and plentiful enough to cause even the most jaded Alfisti to blow his cool. We'll all agree that its a worthwhile place to spend an evening.

PRESIDENTS GET ILL ABOUT THIS TIME.....

Ron Durrett is in Martin Luther Hospital in Anaheim and is quite seriously ill. The club has sent him flowers and the best wishes of all the members. We wish him an easy and speedy recovery. Cards and such may be sent to:

Mr. Ron Durrett  
o/c Martin Luther Hospital  
  
Anaheim, California

OR

Mr. Ron Durrett  
4942 Gem Lane  
Yorba Linda, California, 92686

CH SHAME

Refer to December, 1966, Road and Track, p.92. Kastner prepares a "Street" TR-4A that goes to Bonneville and turns 127+ MPH with SU's, yet. It is remarked the "... a race-ready Alfa Romeo GTA was timed at 123.882 MPH. This is a direct slap in the face to our marque. Now with a rear end change...

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ALFA IONADA is the monthly publication of the Alfa Romeo Owners of Southern California (AROSC). Subscriptions to this newsletter are included as part of the \$5 per year AROSC membership fee. For membership information, write AROSC, PO Box 61, Tustin, Calif., 92680. Articles, letters, and personal ads are always welcomed for publication and should be received by the editor ten days prior to the monthly meeting. Meetings are held the third Friday of every month at Little Lake Park Clubhouse, 10900 S. Pioneer Blvd., Santa Fe Springs, just north and east of the Santa Ana Freeway at 8 pm.

President - Ron Durrett  
4942 Gem Lane  
Yorba Linda, 92686  
714-528-9594

Editor - Bud Sherman  
4712 Garden  
Yorba Linda, 92686  
714-524-1092

LETS GET TECHNICAL

Since there was a goof made in the dyno run issue about the GTA which has caused much uproar, Alfacionada wishes to correct this, with vengeance. We herewith present the following:

D.I.N. HP

Auto Delta Meter

Type 532

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2700 - 50.97

3000 - 56.32

3500 - 65.70

4000 - 75.51

4500 - 93.87

5000 - 113.68

5500 - 121.61

6000 - 137.67

6500 - 148.47

6800 - 151.06

7000 - 154.05

7200 - 156.19

7400 - 156.67 max.

500 157.23

7600 - 157.70

7800 - 155.30

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GTA COMPETITION POWER OUTPUT &amp; SPECS.

SAE HP = D.I.N. \* 1.14

Cam Timing - Type 532

	Intake	Exhaust
opens	52° BTDC	64° BBDC
closes	73° ABDC	43° ATDC

Overlap - 95° - 137°

Duration -	Intake - 305°
"	Exhaust - 287°

Lift = 10.2

Valve Clearance:

Exhaust= .022"

Intake= .014

News for 101 veloce owners: Water hoses for this model can be purchased from any auto parts house handling Dayco radiator hoses. The Dayco GH-308 radiator hose designed for some Detroit iron can be cut in such a way that one half will fit the upper loop of the Alfa system and the other half of the lower loop. Moral: One hose, two birds.

FOR SALE

Most everything from 1959 Spider except Engine & Trans. Call Barry Thompson, 213-451-2092

WANTED

Fiberglas top for 1961 Spider. Call Gary Boehm, 714-628-7534.

THE INS & OUTS OF ALFA'S: by Con Form

Having Barry Chase on your pit crew at a slalom is In.

Having Barry Chase on your pit crew at a race is more In.

Being on Barry Chase's pit crew at a race is even still more In.  
Being on Barry Thompson's pit crew at a slalom is Out.  
Navigating an off-the-road pro rallye with Curta is Out.  
One inch swaybars are In.  
One inch swaybars with Bluestreaks are In.  
One inch swaybars with Bluestreaks & Konis are not only In, but terribly rough riding.  
Owning a Morgan 2+2 or +4 is Out.  
Owning a Morgan 3-wheeler is Out, unless powered by a Alfa 80-2300, in which case it is not only In, but understeers terribly.  
Bertone Giulietta Coupes are In, especially post 1959.  
Duettos are In, unless you are a Lotus Elan Type.  
Lotus Elan types are Out.  
Clair Lair's Slalom Column is In, except for the last 2 months.  
AROSC's ditto machine is Out.  
Driving a supercharged Alfa with a large oil bath air cleaner is In.  
Briggs (unningham Auto Museum is In, except for the Porsche 904 which is Out.  
(also dented)  
Restored 1954 Buick Skylark are In.  
Having 9 rallye lites on the front of your red MGA is Out, unless you have fitted leather covers for each one.  
Ray Britton's Rallye's are way Out.  
Porsche Speedster's have been Out for so long, that they are on their way back In.  
Converting your 5-speed box to 4-speed is In.  
Converting your 5-speed box to 6-speed is not only very, very In, but tremendously difficult.  
Owning a Giulietta steering wheel puller is In.  
Lending it to people is even more In.  
Telling people you have one after they've destroyed their wheel is very In, but dangerous.  
Owning a brand new GTV is In, if and only if you let the editor of Alfacionada do a road test on it.  
Old style Webers are In, if you don't hard chrome the throttle shafts.  
New style Webers are more In, unless you paint the top casting Ultra Gold, in which event they couldn't be more Out.  
Porsches aren't really Out, just the people that drive them.  
The Chapparal would be more In if the spoiler were higher & wider.  
Air conditioning is In on a 1948 Ford 2-door Coupe.  
Restoring a 1948 Studebaker or a 1952 Sunbeam Talbot is In.  
Stirling Moss was In when he had hair.

Jack Brabham is innishly out.

People who pronounce it Bray-bum are getting more out all the time.

In - out articles have been out for 4 years.

ALFA ROMEO HISTORY FROM POST WAR DAYS TO THE PRESENT - by Mark.

Some time ago, I announced in the Alfacionada that I would write a series of articles which I would call "News from Abroad". The major source of information would be the official publication of Alfa Romeo, "Il Quadrifoglio".

During the years immediately following the war, the industrial situation in Italy was crucial. Like many other companies, Alfa Romeo, too, was left in a critical condition. The factory in Milano was almost completely destroyed. Fortunately, their racing department, thanks to the "Alfetta 159" was going quite strong and winning important races. Somebody decided that now was the time to use all past racing experiences and publicity to start something going in the car production field. Therefore, in the year 1950, the "Alfa Romeo 1900" was created. The rising success of that car, determined the change of Alfa Romeo production from the artisan to the industrial dimension. Then, the "Family car that could win races too", was born. This was a success of "Quality rather than quantity" due to the modest size of facilities for production, that were available. From all indication, they were on the right track. They went ahead and in the year 1954, another beauty followed....the "Giulietta Sprint" with body by the famous "Bertone". This was a car of new concepts, with mechanical and technical innovations that are still going strong after twelve years.

The year after the family model was on the market, the "Berlina 5 posti", that was to achieve tremendous success throughout Europe. Not long after, molded by the Maestro Pininfarina, the Alfa "Spyder" was born. Fresh and unpretentiously beautiful. In more limited numbers, two other models followed: Bertone SS (Sprint Speciale) and Zagato SZ, the latter catering more to the sport racing minded customers.

Now, finally Alfa Romeo has decided their future: build production cars with particular customers in mind, cars that would please the young and old, the fast driver and the easy going housewife. Their policy paid off. The production advanced from 1,332 automobiles in 1951, to 36,311 in 1960. Having established the fact that quality production was possible, the next step was to raise the capacity of production. The old factory in Milano was by now much too small and crowded, so the company purchased an enormous parcel of land near the town of Arese, for future construction. The planning and construction went on, with the help of the most advanced technical advisors. After studying similar conditions throughout the world, the final result was that Alfa Romeo's new factory is the newest and most technically advanced plant in the automobile field. The total future capacity of production could reach 150,000 units per year.

The year 1962 marks another giant step forward. The Giulia was introduced as the big sister of the Giulietta and we all know the international success gained by this car in all models, from the all conquering G.T.A. to the family racing car, Giulia Super, and the new, sleek and beautiful Duetto. But now another big problem was arising. It is all well and good to build beautiful cars, but it is also necessary to have a proper network for marketing and servicing. This, too, has been surmounted and completely solved. Today, customer service and replacement of original parts are easily available to Alfa owners through selected dealerships. In the North American continent we have the A.R.I. subsidiaries, stationed in the strategic points of Newark, New Jersey and Long Beach, California.

Last, but not least, here are a few figures about the ever growing success of Alfa Romeo. In Italy, in the class from 1300cc and up, Alfa's were 19.7% in 1962, 32.9% in 1965 and up to 42.2% in the first 6 months of 1966. Quite an accomplishment. Naturally the management of Alfa Romeo is looking straight into the future and the only way to go is: "Higher and better". In the future, plans are not only for passenger and sport cars, but also going back to the production of Diesel trucks and engines for aviation. Speaking about engines, I am sure many Alfa owners do not know that the versatile Alfa engines hold a number of inboard and outboard records—World, European and Italian in speed boat classes from 1300cc to 2500cc. (One more plus to add, so that we can be proud of being part of that wonderful fanatic group: "The Alfa Owners").

My next article will review the very successful 1966 racing season for Alfas.

John McGarry  
26248 Birchfield Ave.  
Palos Verdes Pen., Calif.  
90274