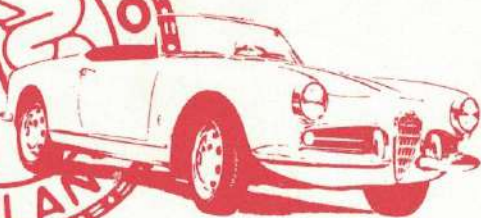




Alfaciónada



Alfa Romeo Owners
of
Southern California

P.O. Box 61

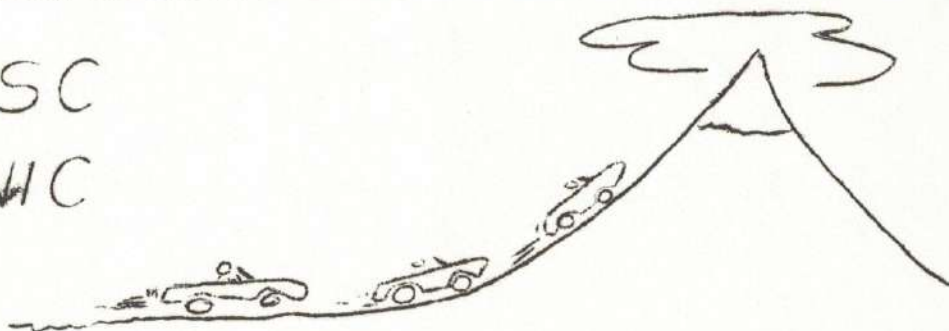
A Driving Club

Tustin, California, 92680

Volume 5, Number 9

September, 1966

AROSC PICNIC



The scheduled event for the month of August was to be a social event in which the entire family could participate. The board of directors decided that the time was ripe for a picnic and because the beach and the desert were a little hot at the end of August, we voted for the mountains.

Since I was elected to stage the event, I decided that Lake Arrowhead was the perfect site. It offers just about all one can desire from a day full of relaxation and fun.

We met as scheduled for breakfast at Arrowhead Lanes in San Bernardino to form the caravan. After all had been satisfied we left, as near to schedule as possible, with all forming a beautiful column of Alfa drivers with more Detroit irons than Alfas all the way to Grass Valley Lake. (ur first stop was at the corner of Bel Air and Brentwood. (My own little lot!) There we formed four groups. The first went sailboating to Lake Arrowhead headed by Fritz Taggart and Barry Thompson. The second decided that they would try horseback riding and the lucky horses carried around Karen Thompson and Pat Suter. The third group went to the shores of Grass Valley lake and enjoyed the sunshine and a brisk but refreshing swim. The last group

remained at the lot to rest under the trees talking about (is there anything else to talk about?) Alfas.

I was also fortunate to arrange a boat ride on the paddle wheeler through the courtesy of Bob Beaver of Lake Arrowhead Country Club Real Estate Company. So at 3:00 P.M., 24 courageous persons took the 45 minute boat ride around Lake Arrowhead. At 4:00 P.M. we all met at the Blue Jay picnic grounds to have the last and most important event of the day (to me) --- REST and FOOD! Everybody enjoyed a delicious BBQ, cooked on Ron Durrett's special grill. We also found time for playing a little baseball and football. In this field honorable mention should go to Fritz. He threw the ball so many times that his right arm stretched a full inch. Between 6:00 and 7:00 the group disbanded and all headed into the bog for home, tired but happy from a day well spent in the company of many pleasant people.

The members and families that made this event so enjoyable were: the Durrett's --- Ron, Barbara, and April, Fritz and Paula Taggart, the Akenbauers --- Mike, Margaret, Alan, Denise, and Stephen, the Eickhoffs --- George, Janet, and Ricky, Tom and Pat Suter, Bud and Judy Sherman with David and Blaine --- friend and relative (not their children), the Thompsons --- Stan, Karen, and Kay, Harry and Lynn Christian, Barry and Lynn Thompson, the Hutchings --- Tom, Jan, Danny, and Debbie, the Speeds --- Russ, Hedy, Robin, and Kenny, Norm Pickell, Dave Osborne and son, Pete, the Purcaros --- Richard, Donna, and Gail --- (we lost them, I think maybe they are still sailing at Lake Arrowhead), and last but not least the Marcantonis --- Mark, Lillian, Tony, Piera, and Marco. "El Cid" decided he would stay home and enjoy his steer bone in peace. In all we were forty five!

In closing, let me say that this was without a doubt the most well received social outdoor type event so far experienced by our club. The little work encountered organizing the affair was well repaid by the attendance. We want to thank all of you who helped make this event so successful and also encourage more of you to come out and fraternize. After all, there is more to a sports car club than just working on engines, transmissions and suspensions!

ALFAC (NADA is the monthly publication of the Alfa Romeo owners of Southern California. Articles, letters, and personal ads are always welcomed for publication and should be received by the editor ten days prior to the monthly meeting.

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THE COMING EVENT

Yes, Alfisti, there will be a coming event. Due to the fact that Labor Day took precedence over the Board meeting this month, our monthly event has not yet been decided upon. We hasten, though, to assure you that notification will be forthcoming in plenty of time to make plans. ALFACIONADA has not the faintest idea of the nature of the event, so we'll all be pleasantly surprised. OK?

SLALOM TEAM

Our team put in a poor showing in the August Championship largely due to the spectacular performance once again shown by a certain TR3. Our team earned no points but continued to remain in first place overall. Richard Lueck, current class H leader will be driving on our team next month. Dick was driving for another club but has now volunteered to drive on our team to help us win.

SEPTEMBER MEETING

The next regularly scheduled meeting will be held at 8 P.M., September 16, 1966, at Little Lake Park, 1900 So. Pioneer Blvd., Santa Fe Springs, as usual. A film will be the entertainment for the evening. Coffee and donuts will be served.

SLALOM COLUMN by Clair and Sharon Lair

Brush Runners FCCA - August 14, 1966

Brush Runners, pronounced Bush Runners in our family, staged a mediocre, low pressure event at Pomona Valley Center. The Veloce drivers, however, felt the pressure and were looking for old, cheap solexes, the motto being; if you can't beat them, pick on someone your own size.

| Class F | |
|---------------------|-------|
| 1. G. Greenwald TR3 | 54.22 |
| 2. Dan Newton | 55.63 |
| 3. John McGarry | 55.87 |
| 5. Alan Ward | 57.16 |
| 9. Ron Durrett* | 59.79 |

| Class FW | |
|--------------------|-------|
| 1. Phyllis Gaylard | 58.82 |

| Class H | |
|------------------|-------|
| 1. Richard Lueck | 57.06 |

| Class HW | |
|---------------|-------|
| 1. June Lueck | 59.84 |

(Sharon's note: Clair, it's not how you play the game that counts, it's who wins.)

* President's note: Run on three cylinders with hole burnt through number 1 piston.**

Mestizo Championship - August 21, 1966

Class F Shuffled

Standard Triumph strikes again, twice. Dan Newton staved off the 3rd place TR3 to take a second behind charging Chuck Greenwald's TR3. Proving only that Alfas plow (under steer) worse than TR3's on Orange County's slippery surface. Points leader John McGarry dropped to 5th place in the shuffle behind Ron Durrett. As usual, Phyllis Gaylard placed first in FW, with Barb Durrett second.

And as usual, Richard and June Lueck bagged firsts in H and HW. Barry Thompson and Fritz Taggart let the Berkeley nose them out of second and they took 3rd and 4th.

| Class F | |
|---------------------|-------|
| 1. C. Greenwald TR3 | 56.12 |
| 2. D. Newton | 58.20 |
| 3. B. Tingleff TR3 | 59.12 |
| 4. R. Durrett | 59.44 |
| 5. J. Melany | 59.75 |
| 11. A. Ward | 61.38 |
| 13. R. Purcuro | 63.92 |

| Class FW | |
|--------------------|-------|
| 1. Phyllis Gaylard | 61.94 |
| 2. B. Durrett | 63.32 |

| Class H | |
|----------------|-------|
| 1. R. Lueck | 59.45 |
| 3. B. Thompson | 60.86 |
| 4. F. Taggart | 61.12 |
| 9. C. Blenney | 63.19 |

| Class H W | |
|----------------|-------|
| 1. J. Lueck | 62.17 |
| 2. P. Taggart | 63.02 |
| 4. L. Thompson | DNF |

Sorry we didn't make it to the Russ Davis Ford Event August 25, 1966.

LET'S GET TECHNICAL

ALFACONADA is fortunate to receive each month from Champion Spark Plug Company a small blurb called "Pit Steps". It is generally oriented in the sport's car direction, toward those who do most of the routine maintenance on their cars. Depending upon an individual's particular level of sophistication, some of the contents may or may not be obvious. We herewith present a brief condensation of some of the information.

Particularly applicable to Marelli equipped Alfas is the following advice. When using jumper cables to start a car, do not use a voltage appreciably higher than normal. i.e. if your car runs on 12 volts, do not figure that 18v or 24v is $1\frac{1}{2}$ or 2 times as good for starting. It is only $1\frac{1}{2}$ or 2 times as expensive in electrical system repairs. Using overvoltage to start will turn points blue, burn coils, not to mention the associated damage to starter and regulator. Particularly critical are engines equipped with transistor ignition.

Those of you that have replaced a set of prints in your distributor will have noted that you are charged to "lubricate lightly with an approved film of lubricant. Care must be taken not to use too much lubricant". Now, if you know what the "right amount" is, you're in. If not, continue.

The "right amount" appears to be a volume equivalent to the volume of a kitchen match head. More will cause splattering and contamination of the prints, less will not lubricate the cam-to-rubbing-block surface. Use only approved lubricants, as others will break down.

A standard 6 cylinder stick shift car (Detroit Iron) may average about 17.6 miles per gallon. Adding two more cylinders and an automatic transmission (a good trick if you can do it) can cut this by $1\frac{1}{2}$ mpg. If an air conditioner is involved this will cut about 0.6 mpg. more. If the car is a station wagon, lop off another 0.9 mpg. Now if your Alfa has 6 cylinders, an automatic transmission, an air conditioner, and is a station wagon, you can estimate your mileage.

FOR SALE

1959 2000 Roadster. Good condition. Must sell.

Al Longo 7385 Emily Lane Apt. #5 Downey 869-9784

1961 Spider with '65 1600 Veloce engine, 5 speed 1600 transmission, 1600 rear end, 1600 disc brakes on front, good seats, new top. \$1200.

Bill Bryant Corona 737-0417

13 foot Metcalf Sailboat with trailer. Complete sails, just refinished. \$600.00

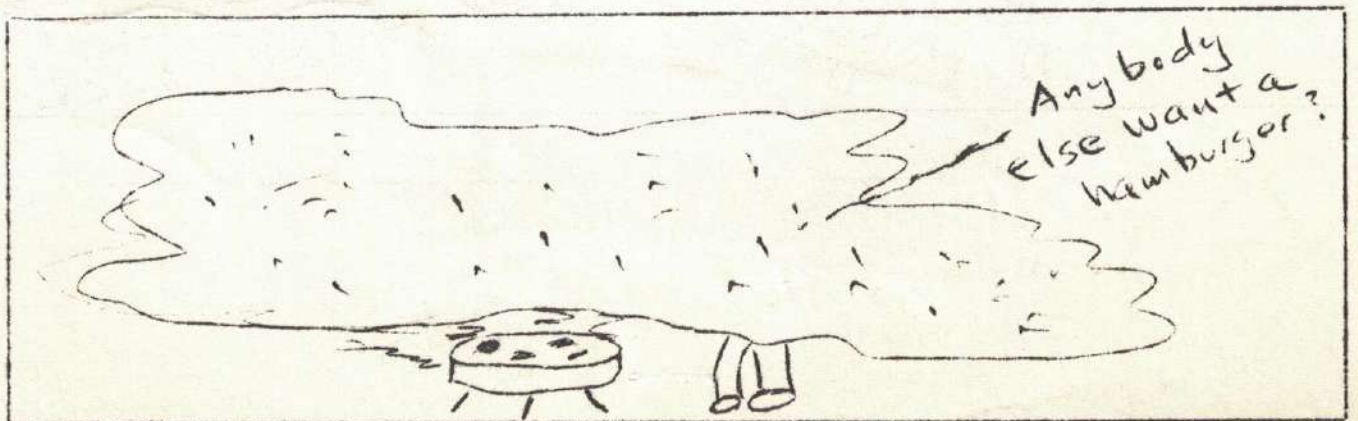
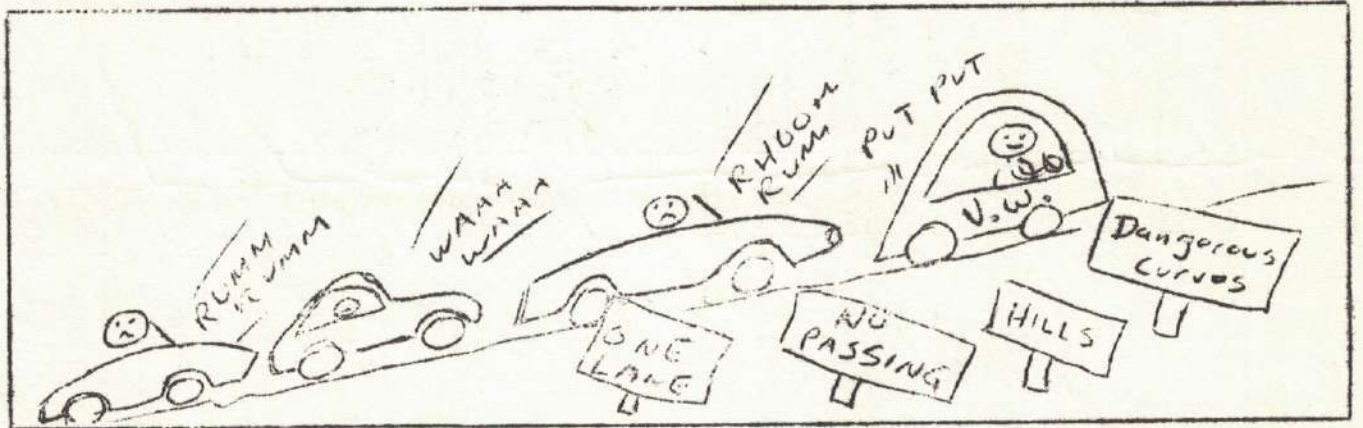
Call Bud 714-524-1092

1959 Bug-eye Sprite. In kit form. Some hotsie work on engine. No reasonable offer refused.

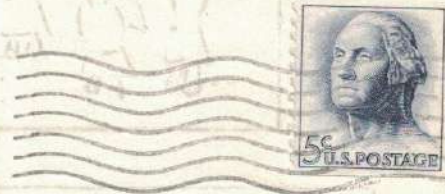
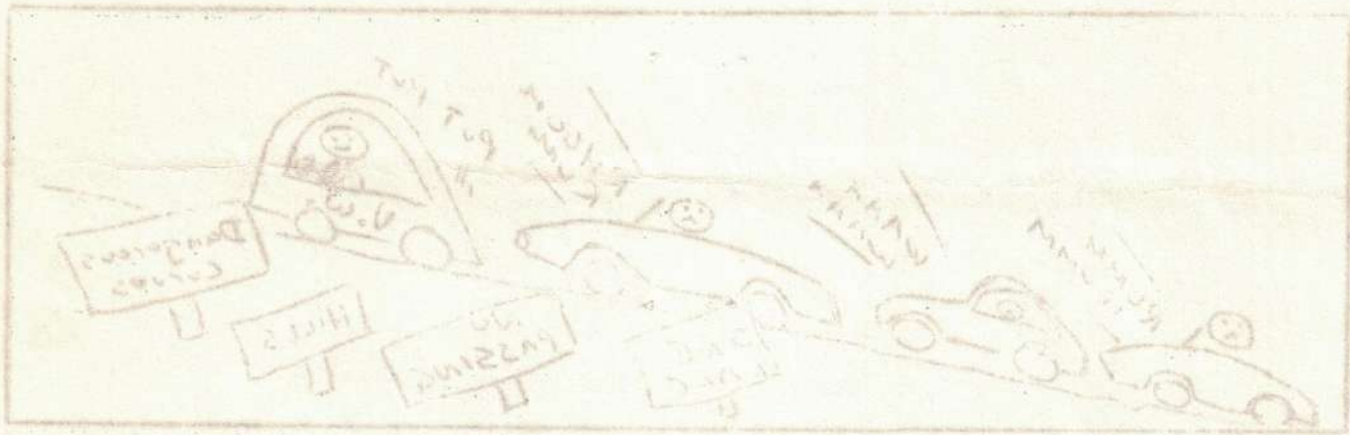
Call Bud 714-524-1092

**A likely story!

at the picnic....



at the picnic...



And boy
I like many a
them...

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