



Alfacionada

Alfa Romeo Owners
of
Southern California

P.O. Box 261

A Driving Club

Los Alamitos, Calif., 90720

Volume 6, Number 7

August, 1967

ANNUAL SUNBURN DAY

Well, gentle reader, it appears as if the annual exercising of our sado-masochistic qualities is over, and you may now come out of the woodwork without fear of hurt. Veloce Tre is now history. We hope that it was a good slalom, we put alot of effort and time into it. We were liberal with fun runs, we gave two runs per car, we had a long course, and we had nearly 250 competitors turn out. It was, however, alot of work, and it takes a great effort to get enough workers from the club involved to be successful. There are many arrangements to be made, things to be procured, people and authorities to contact, concessions

to be arranged for, etc., etc., etc. The club and the people that ran owe a vote of thanks to our Slalom Master, Dan Newton, to John McGarry who helped each time he returned from Europe, and to our President, Alan Ward, who did the bulk of the arrangements. The club also owes a vote of thanks to those who braved the heat, humidity and smells of Terminal Island to make Veloce Tre a moneymaking success.

In light of the above comments, it would seem that the board should seriously consider whether or not they want a championship event next year. If the board decides

to have one, they should then give serious consideration to collaboration with another club so as to lessen the load and strain on the people involved.

So don't put away your Sea and Ski and Cowboy hats, folks, there might be another!



FOR SALE

'65 Julia Sprint GT. Good condition.
Metalic Gray Laquor.
Contact Sil Almeida at 714-675-5496.

FOR SALE

Alfa 2000 engine and transmission complete.
In running condition. \$300 or best offer.
Contact Linnea Michik at 714-683-6079 after
6 weekdays, or anytime on weekends.

TECH REPORT - TYPE 33

At long last, there is some good solid technical information available on Alfa's new Type 33 prototype.

Basically, it's a 2-liter midengine sports car for group six racing. It has a new V-8 DOHC engine designed by Carlo Chiti, late of ATS and Ferrari, now with Auto-delta. The engine, incidentally has been designed with production possibilities in mind. The engine measures 78mm bore X 52.2mm stroke. The block angle is 90° between banks, and the bores are positioned such that a minor casting change will permit expansion to 3-liters. Fuel injection is used, though of the indirect type. Although the engine will wind to

10,000 rpm, the maximum HP (220-230) occurs at 9,000. If this isn't impressive enough, there is a 4-valve head in the works.

The gearbox is of the 6-speed variety, a non-synchro dog-clutch affair somewhat similar to a motorcycle transmission.

The frame consists of three pieces of large diameter aluminum tubing, joined in an H - pattern. The crossbar of the H passes between the driver and the engine. The top of the H is closed by a magnesium casting that carries all the pedallry, steering, etc. At the rear, the engine and transmission are used as a portion of the frame.

The car appears to be thoroughly state-of-the-art what with the use of lots of large magnesium castings and like that.

SEPTEMBER EVENT

Hark! There is going to be a family picnic on the last day of summer (for the kids that is - and maybe some of the rest of us who teach school too!) The planned date is Sunday, September 10th at the Newport Dunes. This private-type beach offers swimming, barbequing, sailing, paddle boarding, and such other fun things as that. The time will be from noon until... So plan to have a last fling before the kids go back to school and come join us at the Newport Dunes.

FOR SALE

'67 Alfa Duetto - white. 7500 miles. AM/FM radio, tonneau cover, MG mitten cover, headrest, concourse condition, never raced. Must sell. Asking \$3375. Contact Al Kapstrom at 213-934-8197. Wilshire and La Cienega.

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ALFACIONADA 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, P.O. Box 261, Los Alamitos, Calif., 90720. Articles, letters, and personal ads are always welcomed for publication and should be received by the editor fifteen 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. For information contact 1-213-645-6945 or 1-714-524-1092.

RE SAFETY...AGAIN

Well, there goes Dr. Willie Haddon, national safety honcho, off the deep end again.

We discussed a few months ago the National Traffic Safety Bureau's effort to make cars more crash resistant while continuing to ignore the related areas of maneuverability and driver training. Haddon's Troops have now proposed that each car must be equipped with a tamper proof speed governer. This proposal is, I'm sure, copied from a law proposed in New York that would limit the speed of any motorcycle to 35 MPH. It is obvious that any attempt to specify a maximum speed in that manner will probably contribute to the accident toll rather than detract from it. Haddon has done some good things in has crash proofing kick, but this is not one of them. Assuming that a certain number of vehicles are going to crash, then collapsible steering columns, safety belts, etc. are a good thing.

If, however, one tampers with the accident avoidability area and reduces the amount of accident avoidability available to the driver, then the number of vehicles that will crash goes up.

No, Dr. Haddon, if you are really concerned about traffic safety, get down to the nitty-gritty of the matter. Think about training the nut behind the wheel. Send him to a good high-school type driver education course. All of us could use it. Make him practice driving a car. Quiz him on courtesy. Tell him what rear view mirrors are for. Teach him defensive driving. Make him go three hours a week for six months. He will then truly make safe driving a habit. Then, Dr. Haddon, you should probably investigate the problem of crash avoidance. Rate cars on the basis of vehicle weight/swept area of brake lining. And weight/HP ratio. And E.T. 40 MPH - 60 MPH. And driver comfort and placement of controls.

I think Dr. Haddon, that if you approached your task the way any good industry would approach theirs, you would find that if you train the man in his job well, then give him good tools to work with, he will do his job well.



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