



Alfaciónada

Alfa Romeo Owners
of
Southern California

P.O. Box 261

A Driving Club

Los Alamitos, Calif., 90270

Volume 6, Number 2

February, 1967

GRAND

WHICH?

I mean, what the heck, when that many people pan something, its almost got to be worth while seeing, doesn't it? And so AROSC, being the swinging club that it is, went to see "Grand Prix". Admittedly, not many of us went, but those that did weren't sorry.

What was seen was some outstanding racing footage of the name brand circuits, some jazzy sound-track, and a thin, thin plot. There were many obvious shortcomings. (One of the funniest was the phony Formula 1 cars. Would you believe a BRM H-16 with the heads on crooked? Then there was the "Yamura" with the exhaust pipes made by a drunk kindergarten kid. Then there were the "bought" GP drivers, name brand types like G. Mill, P. Hill, D. Gurney, etc. who would come on and mouth a few lines and go. And there was somewhat of a weird plot, something like Boy A causes Boy B to wreck car so Boy A can sleep with Boy B's wife (Meanwhile Boy C is hustling woman Fashion editor who "really doesn't understand racing", but Boy C is really married to Wife C who owns controlling interest in company which sponsors car Boy C drives and they don't love each other...) while Boy B is being patched up in hospital so he can race again and beat Boy A so Boy B can win back Wife B, but Boy B doesn't win the championship, however he does get back Wife B implying that Boy A wins championship, because all Boy C got was his in a super-hairy wreck, everybody's got to get something, man, or something

like that...anyway, it was pretty thin.

But, Alfa fans, we do insist that you go see this flick. There are points at which you will absolutely lock in on the action, and you will find yourself applying the brakes way too soon, leaning with the car, etc., and being darn glad when the scene changes. And I must admit that if the Monza banking is anything like that of the film, I'll stick to slaloms, thank you, that sort of thing being just a bit hairy for me.

Summary - go see it, if you can tune out the ridiculous plot, good, if not, it's still well worth the time spent. An excellent event of the month!

The President's Message, or, The State of the Union? by Alan

Each year at this time, the President is called upon to set forth what he and the Board of Directors hope to accomplish in the coming year. There are a number of areas for improvement which we shall work on this year. It is our hope to improve our relations with Alfa Romeo in Long Beach. Since the first of the year, I have met a number of times with Mr. Mark Barratt, general manager of ARI, and we have seen eye-to-eye on most matters. I feel that this co-operation will continue throughout the year.

We would like to see more of the members active in the organization, and participating in its events. We also hope to increase our fine membership. To accomplish these goals, we will broaden our scope of activities, in order to make the club more interesting to more members. In the past, most of our events have been primarily concerned with the Alfa Romeo automobile. But to keep the ladies interested, as well as the men, we should plan a greater variety of activities, such as the movie "Grand Prix" which we attended in January. Although it was based on cars and racing, it was of interest to everyone. It is certainly not our intention, however, to neglect our technically oriented members who have joined AROSC to obtain assistance with their cars.

We hope to again have strong slalom teams and slalom support. This year the AROSC has again scheduled a SCCSCC Championship Slalom, to be held this summer. We would like to have more members competing, especially those neophytes who haven't tried slaloming yet. We invite you to come out and learn a little more about driving your Alfa. We shall of course schedule driving and technical events throughout the year, in hopes of helping those who want to know more about their Alfa.

I would certainly like to hear your suggestions for different types of events, as one of the most difficult problems is planning monthly activities of both a technical and social nature. Remember that the club is only as strong as the membership makes it. This is your organization, and we need your co-operation and assistance to make the club grow. And you slalomists -- let's triumph over the Triumphs!

LET'S GET TECHNICAL

Legalizing Fog Lamps - from Alfa Romeo Service Bulletin, January, 1957

Fog Light Conversion to SAE Recommendation - Giulia Super

Many states allow the fog lamps to be used only while the low beams are on. Giulia Supers are wired by the factory to allow the fog lamps to be used with either high or low beam.

In order to convert the fog lamps you need only:

1. Open hood, remove fuse box cover. Locate white wire with black fuse holder. This wire is on the "Parking Lite" fuse terminal (5th fuse from front). Disconnect this wire by pulling it off the terminal.
2. Take white wire with fuse holder and connect it to the unused terminal blade on the "Low Beam" fuse (1st fuse). Replace fuse box cover, close hood.

All of the connections are SAE type push-on terminals, therefore no tools are needed.

TIME REQUIRED: 1 Minute

HELP HELP HELP WE NEED A SLALOM COLUMNIST HELP HELP HELP PLEASE HELP

FOR SALE

1959 European Spider. As is, bad lower end, late style gear box, good tires, plastic hardtop, body, chrome, interior all OK. As is \$300. Fred Bonzer - ARI Long Beach 213-435-8351.

Two Sclex 44 PPH 44mm Side Drafts. Call Alan Ward. 213-645-6945.

1 1959 Spider Body and odd assorted parts. Contact Jim Gina Jr. 213-246-5985

1960 Alfa Spider, Dark blue, new top and brakes. Excellent condition. \$900/offer. Call I. Rosenberg, 10711 Woodruff, Downey. 1-213-869-7913

DUES DUE ** DUES DUE! This will be the last copy of ALFACIONADA that you will receive if you have not paid your dues by March 10, 1967. Send your money - \$5 for AROSC and \$5 for AROC to Mark Marcantoni, Box 261, Los Alamitos, Calif. 90270.

Why don't you guys write some articles and send them to us for the paper. We need articles from you to publish so that our paper will be nice and fat and we will get lots of compliments. If you have something important to say but feel that you are not a great writer, just send us the outline and we will do the rest for you. Please, let's hear from you!

THE RUMOR MILL

John Shankle, one of the best speakers ever to appear before this club, is now the proud owner of, would you believe...2 GTAs. He must not subscribe to the theory that says a man can only have so many toys... Anyway, you will recall that John packed in his GTA last year. Well, he bought an interest in Lloyd Berghagen's GTA. Then I guess somehow the car got wrecked and John bought out Bergie, and now John owns two wrecked GTA's. Wonder what's on his mind?

For you old timers, we've learned that maybe Jim Kubota maybe is going to become active in the club again. Welcome back Jim, and pay your 67 dues, baby!

Also, for you people in need of various types of Alfa engines, there is one of each, 750, 101, and 1600, available. Jim Gray has the 1600, and will gladly chisel with members on the price. Contact Alan Ward for the 101, and Bud Sherman for the 750 (the best of the lot, obviously...).

And when anybody hears when Alfa Romeo is going to un-crunch the three 2liter V-8 prototype cars, please let us know. The season is starting, you know. And speaking of the sports car prototype season, what about those ill tempered output shafts in the Ford Mark IIs? Lets get those quality control men on the ball, Henry!

SOME THOUGHTS ABOUT SAFETY...

Having just received this month's onslaught of auto mags, and having read them cover to cover, we note, in conjunction with previous magazines, a certain responsiveness, if you will, emerging. There is extant in the enthusiast mags a concern over two great problems associated with motor vehicle transportation. Namely smog and safety. By and large, the internal combustion powered auto of today contributes greatly to the former, but detracts greatly from the latter.

The smog problem is, in the long run, the most formidable of the two, and unfortunately is not the topic of this blurb.

The intrinsic safety of the auto, however, is. There are two approaches to the subject. The first is chosen by our government, and does bear consideration. Basically, it involves making the auto crash proof.

An examination of the government's requirements for autos will reveal a myriad of devices to protect a driver if and only if (in all its implications) he is involved in a collision. Implicit in this is the assumption that he will be involved in a wreck at some point, and should be protected from the consequences of this fact.

On the basis of intent, this approach cannot be attacked. On the grounds of completeness, however, it fails. Were it the only approach, we would all be required to tool around in large, slow moving vehicles somewhat akin to tanks. They would be completely padded inside, and the operator and passengers would probably be suspended in some kind of fluid medium. (crazy!

The more complete approach involves making means available to avoid collisions. The average motorist, trying to avoid an oncoming car at say 75MPH would: a) Brown out, b) flip, slide, or otherwise loose control of his motorcar, and c) probably not avoid the vehicle in question. Having the means available to avoid collisions then implies two things: a) the equipment to avoid them, b) the training and/or responses required to utilize the equipment, if available. Face it, the average driver in a freeway situation is asleep, man!

If the government feels compelled to legislate, one would think that they should legislate upon the total picture. It is vehemently agreed that cars should become more crash-proof, as they do get involved in crashes. However, sensible legislation should also be introduced to apply to the undersprung, undershocked, undertired, and dangerous tanks many of us drive on the freeway every day at near roadrace speeds. For the most part, these pigs are incapable of a decent rate of deceleration, cannot withstand repeated applications of brakes, become unstable when subjected to large steering inputs at speed, and/or do not respond in predictable fashion to above stimuli.

Further, Mr. Average Freeway Driver is not aware of the above situation, and doesn't care. He is going to need his crash-proof car.

The true answer, then lies in three facets.

1. Provide a vehicle capable of being maneuvered such that it can avoid objects and/or situations at speed.
2. Provide training for the driver of this vehicle so that he may utilize the above mentioned equipment to avoid accidents, not survive them.
3. Provide the driver with a certain amount of crash proofing.

This, then, is a start. It is an interesting subject, and a vital one. It is pertinent to our club. As we are a driving club, we should determine that we will be a responsible driving club. Become enthusiastic about it, and make noise!

(For you Math types who drive Alfas: What is purple and commutes?)*

A SUGGESTION... by Bud

Ah, the April trip to El Mirage...Lovely El Mirage, where the wind blows constantly, and covers one and all with a mono-molecular layer of scruffy, sticky light brown dust. Cars likewise, only this dust comes off people better than cars. My coupe is still loaded underneath.

The course is not to neat out there, as it always breaks up, and by mid-morning, it approximates dirt-track conditions. It's fun though, what with all the high speed spins, etc.

Doesn't it sound like a neat place to go next April?

In my opinion, no!

There is a much better place, cleaner, nearer to civilization and not quite so windy.

On the first weekend in February, LOM held a practice slalom at a deserted airport near Desert Center. (Half way between Indio and Blythe). From Orange County, it took $3\frac{1}{2}$ hrs. to get there, towing, and the distance involved is maybe 135 miles. This makes it reasonably close to the same distance as El Mirage for me, and the end result is much better.

At the airport, there are about six miles of runway in reasonably good condition, and a hardstand (concrete) that is more than adequate for a Terminal Island type slalom. Here, we have facilities for high speed running, slaloming, desert hiking and sunbathing. At night, bring your flashlight and .22 and you can jacklight rabbits and kangaroo mice. And when you get the urge, hop in your car and go to the gas station three miles down the road to relieve it under civilized conditions.

The weekend was very successful, what with a great cozy campfire at night, bench racing into the wee hours, and, of course, I discovered go-karts. And all day long Sat. and Sun., drive, drive, drive. Drive on the slalom course in the Alfa, drive on the slalom course in the go-kart, drive on the runway in the Alfa, ride on the runway in a Corvette, etc. (We never did take the kart out onto the runway, which would have been some sort of exercise in futility.)

Overall impressions: Much cleaner, much less windy, much better driving conditions, nearer to civilization. The ideal place for a high speed driving outing. I recommend that the board consider this for our annual April bash rather than El Mirage.

YOU GUYS
BETTER PAY
YER 67
DUES

SEND YOUR MONEY TO US AT

AROSC

PO BOX 261

LCS ALAMITOS, CALIF 90270

*(An Abelian grape, Daddy!)