



Alfaciónada



Alfa Romeo Owners
of
Southern California

P.O. Box 61

A Driving Club

Tustin, California, 92680

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AHCTPJUCPH TRIUMPHS

Unbeknownst to most of you, early in 1966 the AROSC chapter of the Ad Hoc Committee to Prevent Jammed Up Christmas Party Hangovers (AHCTPJUCPH for short) met and decided that AROSC would hold its party on December 10, 1966 at Mark's very accomodating pad.

Accordingly, on the 10th at about 8PM, people started arriving in little, furtive bunches with brown paper bags clutched tightly.

Inside, it did not take long for pandemonium to become omnipotent. Mark's house is large, but 60 people? Be serious! The booze, your own of course, flowed freely, and soon, some of the people (yours truly, for example) were flowing freely also.

There was an excellent spread, laid by Mark's better half, Lillian. There were Ettore's speciale meat balls, ham, roast beef, potato salad, cole slaw, and lord only knows what else. Twas good.

Mark Barratt, Western Region Director for ARI, had the kindness to bring several large jugs of Champagne, which were duly and ceremoniously disposed of around midnight. Good man, that Mark!

Suffice to say, that if duration is any measure of success, this one must have been a hit, for the last lost souls left and set their more-or-less steady* courses for home at 6AM. Well done, Marcantonis!

NOVEMBER MEETING by Bud

The November meeting is probably the most important meeting of the year, from an administrative standpoint. It is at this meeting that the membership exercises their right to comment upon the leadership of the club in the past, and if dissatisfied, to choose a new leadership. The results are available elsewhere in the paper.

More coffee gets drunk, more donuts eaten, and more raffle tickets bought at this meeting than any other. This due to the length of time it takes the new board to make up their mind as to who they want to do which.

The raffle prizes were of good quality, as usual, except for the fact that I was again conspired against by the gods of chance and did not win an MG Mitten Kleenex Kase, which I've wanted for years.

And we had a guest at this meeting. One of our members, Jim Gina, prevailed upon an acquaintance, Mr. Dick Steiner, to give us a talk. Mr. Steiner has an interesting and varied background that I envy. He is a member of the Model T Club, he has driven competition Go-Karts, and he is fluent with all well made automobiles. He was at one time the sole importer for the Centessa line, and is now in the food processing business.

Mr. Steiner was good enough to bring some slides of several of his trips to Europe, and it was good to note from these that he is even more nuts, if possible, about cars than we are. The slides and commentary were interesting and well received. We'd like to thank Mr. Steiner, and wish him back to our meetings in the near future.

Thus went the official portion of the November meeting. Now as for the un-official portion, down at the bowling alley...

JANUARY MEETING

The next regularly scheduled meeting will be held January 20, 1967, at Little Lake Park, 10900 So. Pioneer Blvd., Santa Fe Springs as usual. Entertainment for the evening will be - would you believe - a film on Alfa Romeo racing.

DUES DUE TODAY

A BORDER INCIDENT - anon.

Cast: 1 Alfa SS
 1 Alfa SS Driver
 1 Alfa SS Passenger (Female)
 1 "Hottie" VW
 1 "Hottie" VW Joe College Driver
 1 "Hottie" VW Passenger (Male)

Scene 1: Alfa SS stopped at border station in Blythe. 1 VW with racing stripes/tuned exhaust/VW racing team decals/wire headlamp covers/reversed rims painted yellow etc, etc., enters border station.

Joe College Driver (JCD) Hey, what's that sitting there?

Joe College Pass (JCP) Porsche?

JCD: No, looks more like an Aston.

(Whirr, rumble, pull up along side...)

JCP: The emblem on the trunk lid looked like an Alfa Romeo.

JCD: No S___!

JCP: Blip the engine and see if he scares..

Blip - grrr whiz whine and other VW noises.

JCD: Oh well, there he goes - we'll catch him later.

Yes officer - coming from Newport Beach - no fruits or plants - Thank you.

1st gear roar - 2nd gear roar and whine etc.

LATER...

JCP: That must be the car back at the border, see his lights - .

JCD: Yes - we'll get him in a few minutes.

Scene - four lane stretch east of Blythe.

"H" driving H = Alfa SS Driver = AD

"V" passenger V = Alfa SS Pass. = AP

Alfa SS @ 75 mph.

"H" Here comes that VW.

"V" Oh No ! Not again.

"H" Yeah ! That Porsche speedster was just practice.

"V" I don't think I can take it! I'm embarassed for them.

Scene - in the VW.

JCD: Gee, that's a wild car (following in the Alfas left rear blind spot.) Well let's quit playing and blow him off.

JCD's foot goes down - engine note changes and revs begin to climb.

JCD: Hey, show some teeth to his honey while we blow off that fancy car.

JCP: Bitchin' (and other "in" college phrases)

JGD & JCP: as they pass along side thinking to themselves - what's that guy smiling at us for? What's that noise - NO! He didn't really down shift did he? Not at 80 mph!

JCP: Hey - did you shut off?

JGD: (fleeting glimpse at rear of Alfa SS before it vanishes into the night ahead.) I didn't notice that clever loaf before - do you think it means anything?

And so; on into the night chugs VW racing team perplexed by the mystery of the demon Alfa (or How in hell should I know the damn thing had five gears)

End of Story...

The above was found scribbled on the back pages of a VW owners manual lying near a thoroughly burned out and stripped VW in the local junk yard. All that was recognizable was a part of what appeared to be a decal on the rear window saying "Next year my Mommy's going to buy me a Judson, too."

1967 DUES DUE YESTERDAY

UNDER THE HEADING "MISCELLANEOUS"

Please dig the January R&T, especially the article "Sports Car Country" by Crow, and then get your bottle of Reising, loaf of sourdough bread, bottle of Dijon mustard, whichever meat and cheese you choose. Throw the whole mess into your Sprint Veloce, add the honey of your choice, and go drive Cal 1 from Monterey to Morro Bay;

Note also the increased interest in the electric car as a means of resolving the thing. For an excellent popular type article on this see November Scientific American. Also check SCG, January "The Last King", and wonder about the whole mess.

We are thingling of importing Joe Mathes from up north (Alfa Romeo Assoc.) to put on a Rally in conjunction with Ray Britton. The last leg will be the Battan Death March.

FOR SALE

Dyna Stereo 70 amp and PAS 2 pre-amp, hand built by the master electronic genius, Herr Fweetz T. (for tweeter) Taggart. Both units checked and had tubes freshened up before being taken out of service. Seventyfivish each. HO 9-3227, NO4-6215.

13 Metcalf sailboat with trailer, both in very good condition. Call Bud 1-714-524-1092

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CHAMPIONSHIP RESULTS

OK, so all year long these few guys are scheming, modifying, prodding, reading the SUSCO Slalom Code, changing things, wondering why others go faster, griping about events, praising events, wearing out tires, cracking frames, building cars, etc. They get up at ridiculous hours when their class runs early, and in any event go to bed late the night before after squeezing the last little tunable pony-power out of the old mill.

They say it isn't as rough as racing, but these people have never been accused of spending too much of their time watching the rev counter and keeping it under the red line that the factory, in their infinite wisdom, has set for us. And consequently they all indulge in the between the seasons ritual of new rings, rod and main bearings, etc.

In case you haven't guessed, these are the slalom people. For all their efforts, they accumulate championship points, and of course the one with the most points at the end of the year is champion.

In relation to these slaloming Corvettes or Cobras, the number of Alfa drivers is small, but baby, do we dominate our classes. Here's how it came out this year...

Championship Results

F		FW	
1. John McGarry	798.5	1. Phyllis Gaylard	768.3
2. Dan Newton	738.1	2. Barbara Durrett	574.8
5. Ted Medley	459.3	4. Flo Medley	252.4
6. Ron Durrett	357.5	5. Judy Sherman	178.3
7. Alan Ward	354.5		
H		HW	
1. Richard Lueck	812.6	1. Paula Taggart	793.5
2. Fritz Taggart	685.2	2. Lynne Thompson	535.8
3. Barry Thompson	476.6		
4. George Eickhoff	442.1		

ALFACONADA is the monthly publication of the Alfa Romeo Owners Club of Southern Calif. (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, California., 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 So. Pioneer Blvd., Santa Fe Springs, just north and east of the Santa Ana Freeway at 8 pm.

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LET'S GET TECHNICAL

Heavy Front Sway Bar

The replacement of the stock front sway bar on Giulietta and Giulia models is a necessary part of slalom and race preparation. The heavy bar cuts down body roll, keeping the fenders off the front tires, cutting down wheel spin by keeping the inside rear wheel on the ground, and cuts down understeer on slow turns.

The installation of the bar is not difficult. The steps are:

- a. Remove the sway bar from the car by removing the two front brackets and the link rods attaching the ends of the bar to the spring plate.
- b. Remove the link rods from the ends of the bar after noting their position.
- c. Remove rubber buffers from sway bar.
- d. Ream hole in rubber buffers to one inch diameter or use late model Ford station wagon buffers and trim to fit.
- e. Install rubber buffers on heavy bar.
- f. Install link rods on heavy bar in same position as on the stock bar. Replace rubber silentblocks if they were damaged in step b. (Part number 1620.10.012)
- g. Mount bar on car. The front support brackets will be difficult to install and is sometimes a two man job. The stock front brackets occasionally break. Heavy brackets can be fabricated from steel strip using a propane torch and a drill.

If the car is to be slalomed, the front frame should be reinforced by welding plate on the frame where the bar mounts to eliminate distortion and eventual breakage of the frame. At this time, the rear traction master supports should be reinforced.

To finish the job at the front end install Gabriel or Koni shock absorbers and set camber $\frac{1}{2}$ to 1 degree negative.

Where to get things done:

Heavy sway bar - Dale Jones, club member

Frame reinforcement - Bear Frame and Wheel, Duarte
Phone 359-9355

or Hollywood Welding

Negative camber - Johnson's Wheel Alignment,
Redondo Beach

or

or Bear Frame and Wheel, Duarte

Those who PAY DUES before the raffle on Friday night will receive TWO FREE raffle tickets.

DO YOU KNOW ...BY Mark

On all the major highways and freeways in Italy, there are now in service some small truck-wagons, called "Romeo-Assistance", furnished by Alfa customer service departments. These trucks are small traveling garages, carrying all parts for an Alfa including complete engines, transmissions, and rear ends, and they are driven by factory trained mechanics. They are there to assist all Alfa owners in trouble on any highway, where specialized mechanics and some parts are hard to find. This is a very commendable gesture on the part of a car manufacturer. We wish more would follow.

When Alfa Romeo Inc., introduced the new "Duetto" to the USA, last May, it was done with such magnificent splendor that the affair will be remembered for a long time. To begin with they used the newest and biggest Italian liner, the Raffaello, for transportation. Next, during the stay of the liner in Cannes they invited many movie personalities to a reception on board, for a special viewing of the new beauty. During the Atlantic crossing, three new Duettos were at the disposal of the passengers to drive around one of the bridges of the Raffaello. After the arrival of the ship in New York the Alfa Romeo Inc. directors gave a press conference attended by more than one hundred journalists. Following the conference, thirteen hundred invited guests arrived to attend this unforgettable premiere. The ship's crew catered a superb reception. All the liner facilities were at the disposal of the guests. Dott. Guiseppe Luraghi, Alfa Romeo Inc., president, saluted those present and introduced with a short speech, the new Giulia 1600 Spider Veloce, remarking that this was the last lovely creation of the master designer Pininfarina before he passed away. Last, but not least, a drawing was held with the prize a new Duetto! The lucky winner was one of the top New York fashion models Miss Heidi Gover. She went to the factory in Milano to pick up the Duetto of her choice. As a guest of Alfa Romeo Inc. - what a masterpiece of public relations that was! You have to agree that the introduction of the Duetto in the USA was, with no doubt, one of the most lavish affairs in many years.

ABOUT RON DURRETT by Bud Sherman

It should be fairly common knowledge to all club members that Ron Durrett, president of ARCSO for 1966 died November 26, 1966. The tentative cause is a fungus infection of the brain. Ron leaves behind him Barbara, his wife, and April, a daughter.

Ron did quite a bit for the Alfa club, and for Slaloming in Southern California. He was almost single handedly responsible for securing more participation in club events. He was the first to promote and defend our favorite marque, and one of the first to swear at it when things weren't right. Not to mention being a source of parts, advice, and cartoons for the club.

At a slalom, he was a different sort of person. Had it been possible to subject slaloming to a detailed analysis, he would have succeeded. He would agree, upon occasion, to loan his car to a newcomer, or an oldtimer who was in need of a ride. And boy, was he a competitor!

On Sunday December 11, AR(S)C and S(S)C, with the help and cooperation of all the clubs of S(S)C, put on a memorial slalom to generate funds for his wife, Barbara.

It is fitting that it was the most heavily attended, and most loosely, but well run slalom of the year 1966.

Slalom Results

F		FW	
2. Fritz Taggart	61.37	1. Barbara Durrett	66.76
3. Ted Medley	61.96	2. Barbara Goldfus	67.86
6. Alan Ward	62.51	3. Florence Medley	68.05
16. Howard Jackson	66.37	4. Phyllis Gaylard	DNR
22. Joe Pulone	69.24	5. Ehlah Gilland	DNR
26. John McGarry	DNR		
28. Howard Gawa	DNR		
29. Jean Gilland	DNR		
H		HW	
1. Barry Thompson	62.95	1. Lynne Thompson	64.88
4. Cle Blennov	65.96		

BOARD ELECTION RESULTS

Not wanting to hamper the Christmas rush in any manner, it is the custom of AR(S)C to hold their annual election of officers in November. Since we are a rather loosely run organization, it follows that our elections should be rather loosely run. They are. We do not elect officers per se, but rather nine board members. The nine elected board members then choose who of their number they wish to act as President, Vice President, editor, treasurer, Secretary, etc.

AR(S)C is pleased to announce that it is fortunate in securing the services of handsome, talented, lucky, and competent Alan Ward as president. Besides which, he knows somebody with a Duetto. Let's hear it for Al!

The other eight board members are:

Ray Britton	I	N - New Member
Phyllis Gaylard	N	I - Incumbent
Dale Jones	N	
Richard Lueck	N	
Mark Marcantoni	I	
Bud Sherman	I	
Stan Thompson	N	
Tom Suter	N	

The board chose as its major functionaries Vice President and Editor, chief PR man, label typer and stamp licker - Bud Sherman.

Treasurer, custodian of the red ink, and the probable owner of a 1967 Red Sprint GTV 18 (If the books balance out right) - Mark Marcantoni.

Secretary, chief correspondent, and keeper of the executive car (427 Stingray) for our peerless president's occasional use - Phyllis Gaylard.

The next issue will carry Alan's official presidential address, also a more complete list of the functions of the board members.

* A contraction between steady and queasy - also a typing error.

p.s.

1967

DUES DUE

NEWS FROM ABROAD ----- by Mark

Most of our members are familiar with the tremendous success achieved in racing by Alfa Romeo during the past season. Therefore, I will dedicate this article to those of you who are not so familiar with these accomplishments.

Let us start with the "European Challenge for Tourism cars". Of the eight races counting for points, the Alfa GTA has placed: Five times first overall, twice second place, and once third. Next was the conquest of the "Trans-American Sedan Championship". Of the seven races, Alfa GTA placed first five times in class B, (up to 2000 cc.) thus winning easily the championships and finishing on top in total points. The most brilliant achievement of this championship was the victory at Sebring, in March, in which Alfas finished first, third, fourth and fifth over a powerful aggregation of other makes, including Ford and Chrysler.

To enumerate the 200 races or more won by AlfaGTA in 1966 the world over would require too many pages of words, therefore, I will only mention the most important ones, as follows:

- March 20 FOUR HOURS OF JOLLY CLUB run on the famous track of Monza, Italy. Alfa GTA took the first seven places with DeAdamich-Zeccoli winning over 28 participants representing seven car manufacturers up to 2000 cc. engine displacement.
- March 25 SEBRING 4 HOURS first overall, Alfa GTA of Rindt.
- March 26 SEBRING 12 HOURS Gexi-Andrey with Giulia Tz, fourteenth overall and first in class 1600 sport.
- April 17 GRAND PRIX OF VIENNA Alfa GTA gained second place with DeAdamich, losing only by 2/10 of a second. (one yard)
- April 25 1000 KM of MONZA for International Trophy of Sport and Prototypes. De Adamich-Zeccoli placed first in class sport up to 2000 cc.
- May 8 TARGA FLORIO-ITALY -- this is considered the oldest and most glorious of all road races in the world. The Giulias TZ of Pinto, Bussinello and Geki classified 1-2-3 in sport 1600cc and Pinto was also fourth overall. Of seventy starters, only fifteen finished! Three Alfas started--three finished!
- May 29 SECOND TROPHY OF JOLLY HOTELS Alfa GTA driven by Vaccarella (of Ferrari fame) finished ahead of a Ferrari Le Mans (WOW). Third and fourth were also GTAs.
- June 5 1000 KM OF NURBURGRING--GERMANY Bianchi and DeAdamich finished first and second with Giulia TZ class 1600 cc Sport and Bianchi also, placed thirteenth overall.

- July 3 SIX HOURS OF NURBURGRING First DeAdamich-Zeccoli Alfa GTA
- July 23 TWENTY FOUR HOURS OF FRANCOCHAMPS--BELGIUM in class 1600 Alfa classified first and second. Also, second and third overall.
- July 31 500 KM OF SNETTERTON--ENGLAND first overall DeAdamich-Zeccoli Alfa GTA over BMW 2000cc and Lotus Cortinas.
- Sept. 4 ZANDVOORT CIRCUIT--Holland first DeAdamich and second Manni, Alfa GTA (Seven more Alfas classified in the first twelve places)
- Sept. 18 GRAND PRIX OF BUDAPEST--HUNGARY Alfa GTA first, second and third with Pinto, Zeccoli and Damseaux.

I confess that it is getting a little monotonous by now, but before I wrap up this article, let me tell you a little about the Alfa engines in international boat racing.

WORLD CHAMPIONSHIPS--Inboard class 2500 cc, May 22, first F. Libanori, (Alfa Romeo-Celli)
 Inboard class 1300 cc, June 12, first F. Gaimi, (Alfa-Romeo-Molinari)
 Inboard Kg 350 limit, September 18, first L. Casanova (Alfa Romeo-Molinari)

EUROPEAN CHAMPIONSHIPS--Inboard class 1300cc, July 3, L. Casanova.
 Runabout 2 E 3000 cc, Cannes, France, August 7, first, Adrianno Maggi, (Alfa Romeo-Celli)
 Inboard class 2500 cc, Venezia, Italy, Sept. 11 first, Antonio Petrobelli (Alfa Romeo-Celli)

All in all, I would declare the 1966 season a pretty good one indeed, one that fills our hearts with pride and joy. Now you can walk with your chins up, among sport car fans and smile, because, you are an "Alfa Owner"!

Since this is my last article for the year, I would like to wish all the members a very Happy Holiday Season.



McGarry, John
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[The body of the letter contains several paragraphs of text that is extremely faint and largely illegible. The text appears to be a standard letter format, possibly containing a greeting, a main message, and a closing. Some words like "Dear" and "Sincerely" are barely discernible.]