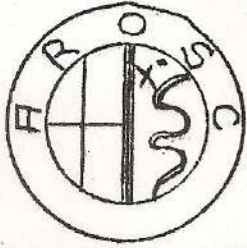


The Alfa's Bark



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NEW HORIZONS: From Our Leader -

We need help in getting introductory letters, applications and business cards into the hands of every Alfa Dealer in AROSC territory. This would best be done by having our members establish personal contact with the Dealer and "sell" the Club to him. The Dealer then could distribute 'membership-kits' (supplied by AROSC) to every Alfa sold or serviced. We will however need volunteers to call on local dealers. Would you contact Club G.H.Q. if you can do this?

It would also be helpful to have posters for display in show rooms and service areas. These would serve to bring the attention of the Club to many more owners. Who knows: ----- Again volunteers.

1. About designing such a poster? 2. About having them printed?

Spies report the continued presence of Alfas in the Southern California area that are not yet club members. This situation cannot be tolerated !!! Use your AROSC cards, powers of persuasion, a rubber mallet or better yet; give an AROSC membership for Christmas. (Sounds vaguely familiar.) It's not too early to think about that.

To all our feminine members and associate-members, I would like to dispel any thoughts, in your minds, of feeling excluded. For our Club to function as a good club, we need you, and your welcome support. If I have given any other impressions, it was very unintended. (Togetherness --- and let's see more of the girls at the meetings.)

OCTOBER MEETING: -

Friday, the 19th, 1962 at 8:00 PM. Little Lake Park. On Pioneer between the Santa Ana Freeway and Florence, in Santa Fe Springs. This will be a general membership meeting. Don Deane, a fellow member, will show his slides of the 1962 Le Mans Race, which he snapped.

NEXT EVENT: Technical -

Friday, November 2nd, 1962, 8:00 PM. Jim Parkinsons, Italiano Motors at 7919 Sunset Blvd. (Sunset and Fairfax). Ken Miles will discuss road-driving techniques, with special reference to Alfas. He has had wide experience with sports cars in general, including Alfas. Come out and hear the discussion on fast-handling and touring in an Alfa Romeo

SALUTIAMO: -

Welcome to Jim Gray of Brewster-Gray Imports, our first Dealer-Member, and to Jim Parkinson of Italiano Motors. Brewster-Gray is located in the Long Beach area and Italiano Motors in the Burbank area. Congratulations to you both.

Welcome also to our newest members, not yet on the roster.
David Benish, 2308 Shire Place, Whittier.
Mike Rubenstein, 5933 W. 79th Street, Los Angeles 45.

CLASSIFIED: -

'59 Veloce Spider; 16,000 miles, good condition, \$1600.

REAR-VIEW MIRROR DEPT.: -

Hizoh Ikeda, the Safe-Driver Award winner of Japan was a recent guest of the B1 Toro Sports Car Club. A rally was held in his honor and 6 AROSC cars were out. Dick Miller was the Rallymaster. With support from Datsun Motors and Carrol Shelby, an excellent rally was run. Later --- and without any fanfare we learned that the Champion drives and Alfa. Accordingly, AROC now has a member in Japan, since he was given AROC club membership on the spot. We will try to have him at our next meeting, if possible.

We would like to take this opportunity to thank Ross Limbaugh for an entertaining evening at the September meeting.

RALLY TEAM:

A rally and picnic is now being planned for December. This will be in the Los Angeles-Griffith Park area. Its purpose will be FUN, instruction and get-together. (Maybe, even rally.) More details later.

CALENDAR OF EVENTS:

Oct. 13-14	- Times-Mirror Grand Prix	-----	Riverside
Oct. 19	---- AROSC General Meeting	-----	Little Lake Park
Oct. 21	---- La Mirada SCC Rally	-----	La Mirada
Oct. 20-21	- Laguna Seca Grand Prix	-----	Carmel
Oct. 28	---- Santa Fe Dam SCC Rally	-----	Stonewood Shopping Center
Nov. 2	----- AROSC Tech Event	-- Italiano Motors	-- Sunset and Fairfax
Nov. 25	---- Rallye Associates Pro-Am Rally	---	Stonewood Shopping Center

TECHNICAL DEPT.: by Ed Gustin -

Don't wait for the first "clatter" of the starter to get better -- or worse. Promptly have the starter removed, cleaned, oiled and adjusted. Cost --- about \$6.00. Saved --- about \$45.00 for a new flywheel ring gear. Many Alfistas have the job done routinely once a year we think it's a good idea.

TECHNICAL CHATTER:

And from member Karl Knapp, comes this letter in reply to last months TECH. DEPT.

Anyone who "pops" his Alfa clutch deserves broken motor-mounts. The clutch should be "feathered" in first gear until the road speed of the Alfa is up to a point where the engine starts developing a reasonable amount of torque when fully engaged. This is easily done in any Alfa, racing Veloces included, that has a 4.55:1 rear axle ratio. It is less easily done with the 4.10:1 axle and the Veloce engine without starting at 4000 rpm.

It is HOT better to get into second or third gear "as soon as possible" when either low elapsed times or any other acceleration performance criteria is desired. This is especially true with the Veloce, where the engine was designed to extend the useable torque range past 7000 rpm. The lower the gear, the more torque multiplication. For example any well tuned Veloce puts more torque to the rear wheels between 6500 and 7500 rpm in first gear than it does between 3900 and 4500 in second gear at the same road speeds, regardless of the fact that the engine torque peaks at 4500 rpm. Needless to say, engine life follows an inverse reasoning. I do not advocate revving the engine to the point of valve float, but, particularly in first gear, I would stress the importance of not shifting too soon.

Anyone who seriously considers revving his Alfa past 6500 rpm is well advised to investigate the accuracy of his tachometer. My '58 Standard read at least 400 rpm low at the red-line; my '62 Veloce reads at least 500 rpm high at the same place. I heard other reports of Alfa tachs reading as much as 1000 rpm low, which could mean expensive noises after revving to a seemingly reasonable point.

After having your speedometer and tachometer calibrated, the relation between actual MPH and actual RPM is then given by:

4.10:1 (Veloce)	2nd gear	8.7 mph/1000rpm
	3rd "	12.7 " "
	4th "	17.2 " "

4.55:1	2nd	7.8
	3rd	11.4
	4th	15.6

(Based on a tire diameter of 74.6")