



# Alfacionada



Alfa Romeo Owners  
of  
Southern California

P.O.Box 61

A DRIVING CLUB

Tustin, California

Volume 3, Number 3

April, 1964

## SEBRING RESULTS-Alfas 1st and 3rd

The leading Alfa Romeo TZ driven by Jim Kaser and Chuck Stoddard came in 13th overall, completing 188 laps, and being beaten only by the Ferraris, Cobras, and Two Liter Porsches. Bussinello and Sanesi completed 160 laps despite being involved in a serious accident approximately 1 hour before the end of the race. The number 1 car also finished 3rd in the Gran Turismo Category #2 1300 cc. - 2000 cc. We have not been able to obtain the full details of the finishers, but we do know that the lead Ferrari completed 214 laps, and the 8th place Cobra ran 195 laps, so it seems that the Alfas acquitted themselves very well . . . Now if only Alfa would bring those GTZs out here to the west coast, we could see some really competitive Alfas, especially if they were in the hands of an experienced Alfa pilot, such as Frank Smith.

### RALLY TO LAS VEGAS . . . . . By Mark

The Club Event for March was to be the "Reunion Las Vegas Rally". I had expected that such an event would attract more enthusiasts from our Club, but only the usual rally mad showed up. The Long Beach branch of AROSC was the most active, with four participants. They were: Fenton and Mary Jones, George and Janet Eickhoff, Mark and Lillian Marcantoni, and Bob Greig and Don Jones driving a Jaguar XKE, but running for the Alfa Club. Also present were Ted and Florence Medley, Alan Ward and Barbara Goldfus, Jim Kubota and his lovely partner, and Paul and Lorraine Deats showing off their Sprint Speciale.

The rally was long but interesting and if they would raise the speeds a little, once in Nevada, it would be less boring. This year, the organizers were a little confused for they had to throw out two legs because of misspelling of words in the instructions. At the breakfast on Sunday morning they were so mixed up that they could not even find the trophies. Naturally, it is very difficult to put together a rally of such magnitude, but they have a whole year to get organized.

In any event, we enjoyed the trip, and I will be present at any rally that ends in Las Vegas, good or bad! Ted and Florence Medley won the trophy for the best time in an Alfa, and Bob Greig and Don Jones a trophy for the best time in a Jaguar. The rest of us just went for the ride - and the Girlie Shows, of course!!

TWO KIND OF ALFAS \* TWO KIND OF DRIVERS \* FROM ALFALAND:

I, like you I'm sure, am looking forward to the April 26 time trials on the El Mirage Dry Lake. This event should prove to be great fun, for here is an opportunity to "make like a Hero Driver" and yet with knowledge that even we "novice types" can slide and spin 'lil Alfie in complete safety. Instruction in driving techniques will be available from some of our highly capable Alfa pilots. Let's turn out and make this a successful event.

As I look forward to the El Mirage session, I can't help but recall my first experience in driving a timetrial. This took place a few years back at Reeves Field where a 1.9 mile, nine turn course had been laid out on the concrete runways. Like El Mirage, it is flat and presented ample opportunity for spinning off course with safety (of which I took considerable advantage). Alfas of that day had an edge, mechanically speaking, over competition and yours truly entered the event full of confidence of placing well in class. One small detail was overlooked, however . . . the human element. You know that old adage . . . you can't make a silk purse out of a sow's ear . . . nor can you make a race driver out of an uncoordinated checken-licken.

It was a great day, my first run gave every indication of the things to come. I "lost it" entering turn one, spun 180° and killed the engine. It seemed like hours before it kicked over and I was on my way once again. The balance of the first trip wasn't too bad with just a few slides here, a spin there, here-a-slide, there-a-spin, everywhere a turn and shift, and touch the brake, and don't forget to heel and toe-it; gad! I'll never know it.

The next attempt was much better . . . I was beginning to get the hang of it. In fact, it was great fun. I took turn one from the outside, in slow-out fast (how does that go now?) cutting the apex and just perceptively drifting into alignment for turn two. (Actually it was more like a four wheel broadside under full lock). Turns two, three and four weren't bad ( a little slow getting through, but the execution was technically correct). I never did find turns five and six, as I followed some well imprinted tire tracks off the concrete apron, negotiating a few unlisted figure eights, and on to the finish in non-record breaking time.

The third time is charm, so they say, and this seemed to have some merit as a saying. By this time I had learned, to some degree, how to stay on course and was able to move rather rapidly into the back straight, winding it out in third, into fourth, when shutoff marker number five loomed in front of me. A glance at the speedo showed an indicated 80 mph, a stab at the brakes and into third at marker number three, but at that point marker number one was behind me and I was into the turn. Another stomp on the brake, a blip of the accelerator, and down shift into second followed by a roar and a bellow of blinding black smoke, as the tach needle sailed past the red line, past 8000, off the dial and bounced crazily against the back side of the zero need. No serious damage done to this now carbon free engine. Results of the days activities? A real barrel of fun, a tremendous experience, a pair of motor mounts needing replacement, and a knowledge that I wasn't deadlast. (My wife was).

Sunday, April 26th at El Mirage. I'll be there . . . will you?

APRIL MEETING

Our regular monthly meeting will be held at the usual place, Little Lake Park, Pioneer Boulevard, Santa Fe Springs, at 8 p.m. on Friday, April 17th. This month Messrs. Walter Swink and Lee Allison, General Manager and Parts Manager of ARI, will be coming along to let us in on their plans for the future and to explain Alfa's program for the West Coast. Also we hope to have some slides of the recent Sebring race taken by Mr. Paul Harsanyi.

MEET YOUR OFFICERS . . . . . By Mark

This time I will tell you about our president, John McGarry. I refer to him as "The Quiet Man" who gets things accomplished. John was born in England about thirty years ago. He graduated from the London School of Economics and spends his working hours as an economist for an oil company. He is married to a lovely girl named Ann. Before coming to California they lived in Canada.

John dislikes British cars "except those he cannot afford" and we are fortunate that he chose an Alfa for his fun driving. His interests in cars and motors go back to his early youth and his army days. While in Canada he raced a Borgward, under factory sponsorship. He also competed regularly in European style rallies, including the famous Canadian International Winter Rally. Now that he has changed to an Alfa Veloce Spyder, his favorite competition is the Slalom, in which he excels. His enjoyment in this form of competition is shared by his wife, Ann. John does most of the work on his car (and I assure you better than some dealers!).

His hobbies are lawn tennis and photography, which helped him through school. He likes to spend his vacations camping (weather permitting). His comment on Californian v. English living: "It would take a very large stick of dynamite to get me back there". That suits us fine, John, because we like having you in our club and we plan to keep you with us as long as we can!!

WELCOME WAGGIN

We have recently acquired several new members, and we would like to welcome you all to the clan. Unfortunately our membership roster does not distinguish between old and new members, so we'll have to welcome you as a group. If any of you have any literary tendencies, we would certainly like to have some contributions from you for Alfacionada - also from some of our older members.

We would especially like to welcome Walter Swink and Lee Allison of Alfa Romeo Inc. . . it's nice to see that Alfa is taking an interest in us. Dan Newton has also joined the club this month. As some of you know, Dan has been the foremost Alfa slalom driver in this area for many years driving for P.S.C.C. Maybe if more of our members turn out we will be able to field a good team of our own next year and get Dan to change allegiance.

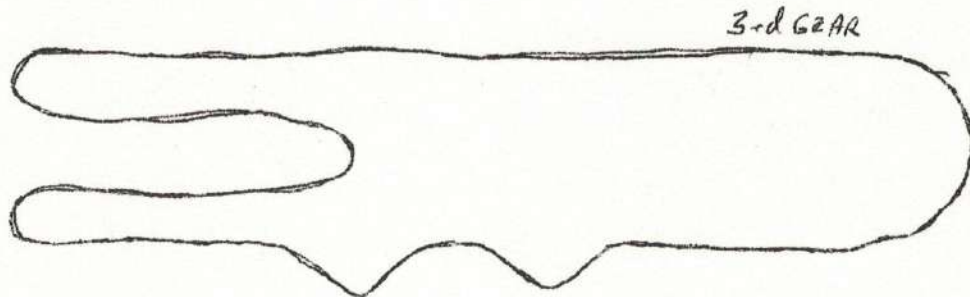
FOR SALE:

'59 Spider - roll bar - belts harness - helmet - windscreen - Goodyears - too much to list it all. Enough equipment for street or racing - SCCA approved - great car for a beginner - relocation forces sale. Call Dave Nagel, Ho 2-4653 evngs/week ends.

## EL MIRAGE APRIL 26th

Our April event will be a time trial-cum-driving school slalom on the dry lake. This event is for club members only, and is being put on in conjunction with the Morgan Owners Club. The course will enable you to engage third gear in at least one place, and is perfectly safe even for the novice driver. Experienced drivers will be on hand to ride with the who wish to take advantage of the opportunity (remember Stirling Moss' words to the effect that most men will admit that there are better tennis players or golfers, but few will concede anything about their driving abilities.).

This is a dry lake, with no facilities, so bring your own food and drink, and shade if required. We will be ready to go at 9 a.m. and intend to practice all morning, with final timed runs later in the day. There will be a \$2 entry fee, and we will make as many classes as we can depending on the number of entries. This lake is one of the few areas where you can really see what your Alfa will do with complete safety, so don't miss this opportunity. Since a heavy rain in the area could wipe out the event, all those who intend to come should check with either John McGarry, 388-6531, or Joe Moore, Orange County 673-7262, during the week beginning April 20th.



Route instructions will be available at the April 17th meeting.

### CASSANDRA'S CORNER

The reports in the wind about the new brooms from ARI continue to sound favorable, at least from the standpoint of Alfa owners. Hoffman has sold its parts inventory to ARI, and ARI will not be selling across the counter to owners as part of their program to strengthen dealers.

Talked to a dealer the other day. He seemed enthusiastic about the shift and further seemed, at least to me, to have a most realistic appreciation of the multiple problems involved in both selling cars at a profit, and maintaining them to the owner's satisfaction. There are factors that the owner probably isn't aware of . . . thus making criticism both unjustified and unfair. Now if only a dealer would talk to us.

Perhaps though it won't be necessary. We've spent some interesting hours in the last few weeks trying out the competition, and it is our opinion that if Alfa doesn't make some effort to keep up with other marques, their owners will abandon ship. For instance, and purists need read no further, a Pontiac GTO will deliver for around \$3,200, with four speed, etc. It handles quite well, goes like stink, and is guaranteed for 24 months. Yes Virginia, it isn't an Alfa, but it is a fine package. A BMW TI, in the neighborhood of \$3,500, handles better

than the Alfa, has superior fit and finish, is considerably faster, but lacks the "image" of a proper sports car. And have you read the Mustang report in "Car and Driver".

All of this should be noted by the Alfa factory people if they have any concern for (a) the U.S. market generally, and (b) the SoCal market particularly. We agree with C & D that a car for U.S. use should have a 0-60 time of around 10 seconds, with handling somewhat superior to that of the 1956 Buick Roadmaster.

Now if Alfa would package a Guilia TI in an SS body and then put the price in a reasonable bracket they could get by with the relatively obsolete suspension system and the small engine. But our prognostications have little worth: We were among the first to publicly state that major league baseball would never succeed in Los Angeles!!

Doesn't it get pretty sickening following some of the childishness in our Southern California sports car magazines? Not only are the bulk of them badly written and poorly composed, they also seem preoccupied with bickering and backbiting among themselves. Wouldn't it be nice if we had one publication which devoted itself to sports cars rather than compulsive dedication to Empire Building. Most of the publications seem to be more interested in either propogandizing for their advertizers or reporting on who is sleeping with who.

RPM v. ROAD SPEED . . . . . By John McGarry

Several persons in the club have changed to, or are contemplating changing to, a 5.12 rear axle ratio. Unless the speedometer drive gear at the rear of the transmission is also changed, the indicated speeds will scare the blazes out of any passengers. True speeds in the gears are as follows:

| RPM                          | SPEED MPH              |                        |                         |                         |
|------------------------------|------------------------|------------------------|-------------------------|-------------------------|
|                              | 1st.<br>(4.47/1000rpm) | 2nd.<br>(7.57/1000rpm) | 3rd.<br>(11.88/1000rpm) | 4th.<br>(14.84/1000rpm) |
| 3000                         | 13.4                   | 22.7                   | 35.6                    | 44.5                    |
| 4000                         | 17.9                   | 30.3                   | 47.5                    | 59.4                    |
| 5000                         | 22.4                   | 37.8                   | 59.4                    | 74.2                    |
| 6000                         | 26.8                   | 45.4                   | 71.3                    | 89.0                    |
| 7000                         | 31.3                   | 53.0                   | 83.2                    | 103.9                   |
| 7500                         | 33.4                   | 56.8                   | 89.1                    | 111.3                   |
| 8000 - Pistons<br>are cheap! | 35.8                   | 60.5                   | 95.0                    | 118.7                   |

APRIL 3 TECHNICAL EVENT

The evening spent with an engine analyzer generated considerably more interest than we had expected, with approximately 25 - 30 members coming to R & T Imported Car Service in Pasadena. Bob Tharp provided an interesting explanation of what the machine can and cannot do, and proceeded to demonstrate some of its capabilities on club members' cars. The major outcome from the five cars tested was the warning that maybe your coil needs replacing, since three of the cars showed weak coils, and the fourth was on its last legs (John McGarry did make it home!) Thanks must go to Bob Tharp for the refreshments he thoughtfully provided, and plaudits for his spotlessly clean garage - seems the Ajax Knight dropped by to get his armor oiled just before we arrived!

SLALOM NOTES or The Case of the Vanishing Tralom . . . By John McGarry

Last month we publicized the M.G. practice slalom in this magazine and at the club meeting, and several of our members turned out. Unfortunately, due to some lack of communication the event was held at Aerojet General instead of Astrodata, and some of us spent a frustrating couple of hours searching for the venue, the only consoling note being that there were several other noisy little automobiles from other clubs that didn't find it either - better luck next time, or maybe we should take up rallying.

The only major slalom held during the last month was an open event put on by R.O.C.A. The course was very tight in places, due to the limitations of the lot, and was not very well suited to the peculiar handling characteristics of the Alfa. This event saw the return to competition of David Benish, who ended up in fourth spot. The only other club member running was yours truly, who managed a magnificent fourteenth position, so I promptly went home and rebuilt my engine while in a fit of pique.

Points standings in S.C.C.S.C.C. competition are based on a percentage of the margin by which the winning car beats the middle car in the class, with no points being received by those below the mid-point. Points for the year to date in Class F are as follows:

|                |          |       |               |        |      |
|----------------|----------|-------|---------------|--------|------|
| M. Risdén      | Sunbeam  | 188.3 | N. Hudson     | Alfa   | 25.6 |
| S. Call        | Alfa     | 119.7 | R. Potter     | TR3    | 18.1 |
| H. Cox         | TR2      | 100.0 | J. Park       | TR3B   | 13.8 |
| D. Newton      | Alfa     | 96.6  | C. Tucker     | TR3    | 12.9 |
| *J. McGarry    | Alfa     | 86.4  | *D. Robertson | Alfa   | 9.8  |
| B. Zigler      | TR3      | 78.9  | D. Newby      | Datsun | 8.8  |
| P. Ankeny      | Peerless | 70.2  | *D. Miller    | Alfa   | 8.1  |
| D. Connor      | TR3      | 50.1  | A. Hancer     | TR3    | 6.2  |
| W. Vandersande | TR3      | 28.7  | M. Chalmers   | TR3    | 4.7  |
| T. Marlow      | TR3      | 41.8  | B. Berney     | Alpine | 2.9  |
| B. Lang        | TR3      | 39.9  |               |        |      |

\* Club member

(D. Newton is a new member, but will continue to run for P.S.C.C.)

ASTRI INDUSTRIES has offered 10% discount to members of the club on purchases made from their catalogue. A copy of the catalogue will be available from John McGarry.

DONT FORGET  
EL MIRAGE

APRIL 26th

Brmm Brmm .....