



Alfaciónada

Alfa Romeo Owners
of
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

Volume 3, Number 7

August, 1964

MOONLIGHT RIDE I

Our event of the month for July, the SCCSCC open rally, was held on the 25th, with 22 cars competing, three from as far away as San Diego. This turnout was disappointing, particularly so since very few of the cars were from the club - of course, many of our most active rallyists were busy working the check points. The first car out left from the Lakewood Shopping Center at 7.31 p.m. and headed off in the general direction of Riverside, and the end came around 2 a.m. in the Disneyland area. The course was challenging for both driver and navigator, and nearly everyone had a good time except for a few broken marriages over "go this way - no left here" type arguments. Unfortunately several of the cars got a little lost here and there, failing to reach check points and thus classifying as DNF.

The navigational event was won by Bob Tarlton and Gene Kiggins from CAR driving an Alfa Veloce - it's a pity we can't talk Bob (who is one of the leading rallyists in the area) into joining the club. The SOP class went to Terry Ridgeway and Carl Knight of Harbor SCC, while Toni Dolinski, driving his new Lotus Elan, took the trophy for best AROSC member.

Our thanks go to the Medleys, Don Deane, Dick Miller, and all the others who helped rallymaster Mark make a success of his first event. It seems his efforts were appreciated judging from a very complimentary letter he received from the Rallye Team Leader of R.A.T.S., San Diego.

Results:

Navigational Class

1. Tarlton/Kiggins 3.80 error
2. Paulson/Paulson 14.51 error
3. Star/Abbott 17.80 error
4. Dolinski/Guth 72.51 error

S.O.P. Class

1. Ridgeway/Knight 10.49 error
2. Schmidt/Schmidt 15.83 error
3. Winston/Winston 26.85 error
4. Thornton/Frisbie 69.56 error

CASSANDRA'S CORNER

The conclusion now seems inescapable that we simply are not a rally club. The dedicated efforts of a few members .. the Medleys, Marcantonis, McGarrys, Kubotas, et al.. cannot offset the lethargy of many members and the downright irresponsibility of one or two. This is not in any way to be taken as criticism of those members not turning out for the rally .. I, for example, don't give a damn about rallying and I suspect that my feelings are shared by many other members .. but rather is a criticism of the club itself for not more accurately responding to the needs and desires of the membership.

What then are the "needs" of the Alfa owner-member? First, we are not a driving club but a talking club. We "need" an opportunity to get together and talk talk talk about Alfas and Alfa-associated matters. Second, we should be entertained. The raffles, racy movies, gay repartee among the members, all help in this direction. And finally we need to encourage a strong factory-dealer-service-owner relationship. All these things have been done and successfully in the past. My strongest hope is that we not permit anything to sway us away from this.

The rallyists and slalomists and the racists (didn't know we had any of those in the club) should be able to get together with the club's support and even encouragement but not expecting the club's active participation. Perhaps a rally team or slalom team would serve to provide a forum for those interested. But for me, I want to talk.

I came upon the following statement in the August 1964 "Harper's Magazine" that seems to explain more about Alfas than almost anything else I've ever read. Luigi Barzini, writing about "The Italian Character" reports "Italian medieval armor was the most beautiful in Europe: It was highly decorated, elegantly shaped, well designed, but too light and thin to be used in combat. In actual combat the Italians preferred German armor, which was ugly, but practical. It was safer."

I knew that I was seeing more Alfas but was surprised at the actual figures released by ARI: 3347 in California, 1300 in LA County. Now, why don't they learn to use their headlamp flasher?

LETTERS TO THE EDITOR

"I would like to call the attention of all Alfa owners to something good (for a change) that happened to me. In 1960, I purchased my first Alfa, Spyder Normal, and after 45,000 miles while doing a routine checkup, I found that my main and rod bearings were in perfect condition.

A week ago, in the process of reworking the engine of my second Alfa, 1960 Sprint Veloce, after more than 59,000 miles of hard driving, I was amazed to find again the main and rod bearings, pistons, and all other moving parts in the engine in a like new condition. I changed the oil every 2,000 miles, but I am sure the full credit for such performance will have to go to the makers of Pennzoil. Since I purchased my first Alfa, I always used Pennzoil 40 with 27.

This letter is meant to be a helpful suggestion to other Alfa Owners and also a public thanks to the makers of Pennzoil.

Sincerely, Ettore Marcantoni (Mark)"

"I have many problems concerning my Alpha and other things. Perhaps your great technical staff and other staffs would answer some of my questions.

1. Why are the wheel studs on the right (passenger) side of my Alpha manufactured with right hand threads? This confuses me when I mix up the wheel nuts.
2. What color brake fluid should I use? (My car is chartreuse)
3. Who is Cassandra? Boy she sure knows a lot about cars!!! Is she really out living with the jack-rabbits this month?
4. What kind of oil should I use in my transmission? My neighborhood service station has an all-purpose oil that looks pretty good. Is it O.K?
5. About how many miles should I run on my original spark plugs? I have some old ones that have been around a couple of years. Do you think they have gained some of their "old spark" by sitting idle?
6. Oh yes - one last question - how can I get that sticky black stuff off the underside of my car?

CONFUSED"

" I was reading in a recent edition of the British "Motor" magazine about the strong possibility of rallies being rationed in England. It seems there have been many complaints from local residents regarding the sports cars roaring about all over the place and the Government has decreed rallies and other on-the-road events will be limited. The proposed limitations would bring events down to one daytime and two nighttime events per month in a given area if recommendations of the Motor Rallies Advisory Committee are accepted by the Government. It is estimated approximately 8,000 public highway events are organized each year by affiliated and non-affiliated clubs in the Tight Little Island. However, events with an entry of not more than 12 cars are exempt from this control, as are events which take place wholly within a single county police area, and are either not timed or confined almost entirely to main highways. These will come under the authorization of the Local Chief of Police in whose area the events are held.

A great deal of work and planning will be entailed in this project run by a Central Control Agency established jointly by the R.A.C. and the A.C.U. and it is obvious that extra staff will be required to cope with the flood of applications. This necessary extra staff would have their salaries paid by the fee charged to clubs for authorization of events. Then there will have to be a written draft of regulations governing the rationing of rallies, etc., based on recommendation of the Committee. This draft will, in turn, have to be circulated to all interested parties for comment.

It all sounds horribly complicated and it's a sure thing there will be fewer rallies and they will be more expensive to compete in. With the amount of organization involved it seems unlikely control of rallying will come into effect before early 1965. From what I have read about traffic conditions over there since I left, a rally would bog down in traffic almost before it got started and would still be there twelve months from next Michaelmas!

Nikie Williams"

WELCUM WAGGIN

Nick Catalano, 520 East Adams Street, Long Beach, 423-8122
 Vincent Giobbe, 649 West 11th Street, San Pedro.
 Denis R. Hubbard, 475 West Avenue 46, Los Angeles 65.
 W. J. Hutchinson, 165 Linda Vista Avenue, Pasadena, SY 5-6667
 Peter Irving, 1440 West 17th Street, San Pedro.
 Dick Krause, 6033 Silva Street, Lakewood, To 6-2454
 Clair Lair, 3215 North Mural, Pomona, Na 6-8091
 John C. Shore, 11421 Hermosa Drive, Fullerton, La 5-4082
 Doug Taylor, 220 Park, Long Beach, Apt 1, 433-6575
 CHANGE OF ADDRESS: John McGarry, 318 Allendale Road, Pasadena.

ALFA MAINTENANCE By Toni Dolinski

Most of the early 1600 Alfas, including the TI tested by R & T in 1963, had considerable roughness at selected engine speeds. This roughness may be caused by any number of reasons, the dominant one being engine imbalance. But, out of five severe examples, only one had a questionable engine balance, while all were cured by simply cleaning up the very poor fit of the exhaust manifolds. Grinding away the obstructing misaligned sections of the exhaust passages removed all traces of engine roughness and, at the same time, noticeably improved economy and performance.

The operation is neither difficult nor expensive. A complete set of exhaust gaskets - four at the head and two at the end of the manifold - is all that is necessary. Tools required are a combination of various 14 m.m. wrenches, box, end and sockets, some screwdrivers, plus the use of a hand grinder.

The job can be done quite conveniently right out on the driveway. Turn the steering wheel to the far right or, better yet, jack up the left front wheel and remove it. Loosen the U-bolt clamp on the exhaust pipe at the transmission. Remove the asbestos protection plate near the master cylinder. Remove the air cleaner assembly. Now, using the most convenient 14 m.m. wrench, unbolt the eight brass manifold nuts at the head and pull manifold back. This allows more clearance to remove the six nuts at the base of the manifold and each of the two manifold pieces are now free.

During removal of the manifold, let the gaskets remain on the studs at the head until both pieces are down. Then remove the gaskets and carefully lay over the parts of the manifold facing up. Examine the surface and see how the carbon build up shows up the areas of misalignment. With a sharp tool scribe around each carbon ring at the parts of the manifold. It is questionable whether the misalignment will overlap the gaskets, in which case even the gaskets (new) should be filed to fit. Normally, only the manifold is out of shape and must be carefully ground to the scribed marks. When this work is complete, the reconnected exhaust manifold should not have any obstructing surfaces to confuse the rapidly extracted engine gasses. Any obstruction at this point sets up powerful compression pulses which cause significant roughness detectable at select points on the RPM range.

When the grinding is complete, replace the components in reverse of the order of disassembly. The job is now complete, although, at this point, a reminder is due with respect to the carb. jets. Do replace the 125 primary main and the 135 secondary main with 130 and 140 respectively. Reset the idle mixture and speed and now the 1600 is ready for a road test. The results should be quite gratifying.

RALLY ROUTES

Our rallyists seem to be somewhat of a dying breed, with very little activity taking place during the last month. Our only entries were in "De Wheel Bounce", but we failed to place in the money. Dwight and Pat Robertson had to abandon their effort before the first check-point due to sickness (probably caused by driving a Comet - their Alfa is in bits and pieces), while the Medleys, Jim Kubota, and Barbara Goldfus all missed check-points. Don Deane ended up with a ten minute error around tenth place, while results are not in for Dick Miller and Saul Becker.

We have two members well placed in the current SCCSCC point standings, Dick Miller in fourth spot in the drivers' competition, and Saul Becker in thirteenth position among the navigators.

AUGUST MEETING AND EVENT

Our August meeting will be at our usual meeting place, Little Lake Park, on the 21st. This month we will have a movie plus our usual raffle of goodies, including a Lucas Spotlight. Bob Tharp of R & T Motors has again donated a free lube job and scope analysis. We have had some complaints from members about not being notified in time for the meeting, so we'll state once again that the meetings are always held on the third Friday of the month except for the month of December and sometimes January.

For our event of the month we will be playing host to SoCal M.G. and running a practice slalom. This is your chance to learn what it's all about, and also get to know what your car will really do in the handling department - something that may come in handy avoiding a freeway fracas one day. Don't be shy about being a novice - many other people are too, and we will definitely have some of the more experienced drivers there to give advice and assistance. One piece of wisdom right now - pump up your front tires, because we don't want to see any sparks flying from rims when an Alfa does its famous Leaning Tower of Pisa act. Everyone will be expected to do some pylon watching at some time during the day. The location is ^{AERO-3 ET} Astrodome Parking Lot on Hall Road between Bellflower and Woodruff, one block south of Firestone, in Downey, on August 30, 1964, at 9 a.m.

For September we intend to have a technical session demonstrating valve and cam timing adjustment - time and place to be announced.

FOR SALE

- 1962, 1300 Spider, radio, belts, mirrors, good tires, extra rim, \$1700.
Dick Ondrasek, Du 1-3331 (office); 635-3784 (home)
- 1964, 1600 Spider, 11,000 miles, black with red int., AM/FM Blaupunkt,
2 speakers, custom built headrests, tonneau, \$2650.
Fred Schmaldt, 714-633-5695.
- 1962, 1300 Spider, white with red, 35,000 miles, recent valve job, \$1750.
Dave Dozie, 714-Ki 5-3723.
- Custom made sports car trailer, 7' x 4', designed to carry motor scooter.
Axle can be raised for towing by domestic cars. \$175.
John McGarry, 388-6531.

GIULIA SPIDER VELOCE - Details from SCCA Rule Book - Class DENGINE

Manufacturer: Alfa Romeo
 Type: 4 cyl. in line 00121
 Bore x stroke: 3.07" x 3.23"
 Capacity: 1570 cc.
 Head mat'l: Alum.
 Block Mat'l: Alum.
 Valve head diameter:
 Intake: 1.62"
 Exhaust: 1.46"
 Carburetor:
 Make: Weber
 Type and size: 40 DCOE
 No. fitted: 2

TRANSMISSION

Clutch diameter: 8"
 Gearbox - Ratios

	<u>Std.</u>	<u>Alt.</u>
1	3.30	2.54
2	1.99	1.70
3	1.35	1.28
4	1.00	1.00
5	0.79	0.85

Overdrive: None

Final drive ratios:
 4.10
 4.55
 4.78
 5.12

SLALOM NOTES

Fourteen members and wives competed in the SoCal M.G. practice slalom to which we were invited, with several others in attendance as spectators. Unfortunately more people turned out than were expected, so we didn't get anywhere near the number of runs we had anticipated. However, we will make up for that this month when we organize the event, and the only other entries will be from So Cal M.G. Dan Newton was the winner! Class F, only one tenth of a second off time of the day set by Ernie Carrillo in a modified Lotus 7. It was nice to see two of our lady members competing - it seems that once they try an event, they're hooked.

RESULTS:

D. Newton	Alfa	62.5
J. McGarry	Alfa	63.6
P. Ankeny	Peerless	63.8
B. Zigler	TR3	64.7
B. Berney	Sunbeam	65.6
D. Ross	Alfa	66.4
T. Medley	Alfa	66.5
G. Eickhoff	Alfa	67.0

CHASSIS

Wheelbase: 88.6"
 Tread - Front: 50.9"
 Rear: 50.0"

Wheels:
 Rim dia. x width: 15" x 4.5"

Brakes: - Front Rear

Type:	Disc	Drum
Dia:	10.8"	10.5"

CAPACITIES

Radiator: 8 qt.
 Fuel Tank: 15 gal.
 Oil sump: 6 qt.
 Official weight: 1970 lbs.

APPROVED OPTIONAL EQUIPMENT

105.10.17.04300 Ltd. slip differential
 105.14.17.30000 " "
 105.14.17.26700 " "
 101.21.31.04500 Oil cooler
 105.16.04.01000)
 105.16.04.01100) 2 Weber
 45 DCOE carb.
 with Manifold
 Wheels 15" x 5.0"
 15" x 5.5"

Ladies:

F. Medley	Alfa	73.4	A. McGarry	Alfa	74.2
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Two championship events have been held since the last issue of Alfacionada both with record entries of 350 plus, and each time Class F was taken by Merle Risdon in an Alpine. Since the last event was the seventh this year, competitors may now drop their worst event for the purpose of calculating points. The standings are not known at this time, but Merle Risdon should be in the first five, with Dan Newton, Bob Zigler and John McGarry in that order somewhere around 10th, 11th and 12th.

JULY - 31 entries - Class F

1	Risdon	Alpine	73.383
2	Ankeny	Peerless	74.041
3	Newton	Alfa	75.186
4	Zigler	TR3	76.091
5	McGarry	Alfa	77.044
6	Medley	Alfa	79.393
7	Eickhoff	Alfa	80.440
16	Mickens	Alfa	86.320
20	Robertson	Alfa	87.960

AUGUST - 25 entries - Class F
(times approx.)

1	Risdon	Alpine	60.3
2	Newton	Alfa	60.6
3	Ankeny	Peerless	61.0
4	Zigler	TR3	61.5
5	McGarry	Alfa	62.6
8	Medley	Alfa	64.2
	Mickens	Alfa	68.0
	Robertson	Alfa	69.0
	Ward	Alfa	70.0

Ladies:

8	Medley	Alfa	98.136	McGarry	Alfa	71.0
9	McGarry	Alfa	99.509	Medley	Alfa	74.0
	FTD	Porsche	71.427	FTD	Porsche	56.0

John and Dan also competed in the Corvettes Ltd. event on July 16. Paul Ankeny took this one in his flying Peerless in 70.3. John was second in 72.7, and Dan was third in 72.9.

D O N ' T F O R G E T

Practice slalom - August 30, 1964