



# Alfaciónada

Alfa Romeo Owners  
of  
Southern California

P. O. BOX 61

A DRIVING CLUB

Tustin, California

Volume 3, Number 11

December, 1964

## DECEMBER PARTY

About 50 members, wives and sweethearts were at the Long Beach Lions Club to elect the 1965 Board of Directors and have a good time while doing it. The food as usual was excellent, thanks to Paul Deats, and the drinks became cheaper as the evening went on. El Presidente John arrived about one minute before the elections closed with the news that he had signed up his son, who had been born an hour earlier (John thought that an extra vote might make all the difference) whereupon the current barman, Fenton Jones, served him a drink of outside proportions that kept John's feet off the ground until the next morning. Two door prizes, a wood rimmed steering wheel and a pair of Italian driving shoes, the latter donated by Mark, were won by Mick Mikkelson and Clair Lair, respectively, and we owe additional thanks to Mark for organizing the whole affair. An award for the outstanding members of the year was presented to Ted and Flossie Medley in appreciation for all the effort they have put in this year on behalf of the club.

The Board was elected but did not select its officers due to the absence of some of the members through illness and vacation. At a late meeting the following officers were elected for the coming year.

John McGarry	President
Mark Marcantoni	Treasurer
Fritz Taggart	Secretary
Ed Gustin	(Corresponding Secretary)
Don Deane	
George Eickhoff	
Jim Kubota	
Mick Mikkelson	
Dan Ross	

PRESIDENTIAL PONDERINGS

With Christmas nearly upon us and the year coming rapidly to its end, I would like to thank the members of this year's Board of Directors for the assistance they have given me over the past twelve months, and also all those members who have helped us with our events during the year. Helping to run the club takes a great deal of time away from other hobbies and pastimes, and I am sure all the members of the club appreciate the effort spent. For next year we have several new directors so we hope that they will have some new ideas for your pleasure - incidentally if any of you have any suggestions please let us know. We intend to conduct a survey in the new year, similar to that held a couple of years ago, to see if the interests of our members have changed, and will try to plan our events on the basis of this survey.

It seems that the general situation regarding Alfas in this area is improving (with the exception of used car prices) as ARI becomes more firmly established. Effective January 1, there will be some changes at ARI. Mr. Vernon Bennett, General Sales Manager based in Newark, has resigned and will be replaced by a gentleman who was with ARI at its inception. Of more direct interest to our members, Fred Bonzer, former Hoffman Parts Manager and currently with Brigham St. John, will take over the Parts Department at Long Beach. Fred's long experience with Alfa makes him probably the most knowledgeable person in this area, and he has proved himself to be an able administrator.

With high hopes that you will all retain your allegiance to Alfa through thick and thin, I look forward to seeing your check for renewal of membership in the early part of next year.

COMING EVENTS

At the recent Board of Director's meeting next year's events were discussed, but before a final decision is reached you will receive a questionnaire concerning the type of events in which you are interested. Plans for next year now include the following tentative events:

January 30	Installation of Officers Banquet
February	Technical event
March	Participation in Rally to Las Vegas
April	Open slalom
May	El Mirage

The slalom and El Mirage may be moved depending on available dates, but plan now to attend the installation dinner, details of which will appear in the next issue of Alfacionada.

WELCUM WAGGIN

Alexander Barsh, 14506 Brink, Norwalk  
Denis Hayner, Caltech, Keck House, Pasadena.  
Addis S. McCarthy, 1318 Ocean, Seal Beach  
Thomas W. Sigmon, 349 Playa Del Sur, La Jolla

LETTERS TO THE EDITOR

From D. Black, Service Manager, Alfa Romeo, Inc.:

"I recently had the opportunity to receive a handed down copy of your October issue of the "Alfacionada". The contents of this issue proved very interesting and as well, reflects many composition and editing hours.

Since you had the opportunity to road test a new G.T., we felt that you might be interested to know some more details regarding specific points brought up in your test report.

The brakes are the latest Dunlop designs, which incorporate self-retracting pads and isolated rear cylinders. The rear cylinders are mounted approximately four inches (4") inboard of the rear calipers, providing mechanical actuation of the linkage. The purpose of this design is to eliminate excessive heat normally encountered where the caliper pistons are mounted at the rear wheel hubs. This system is used only on the rear as this rear is the most difficult in which to provide sufficient cooling ventilation. The front disc diameter is 11 $\frac{1}{4}$ " while the rears are 9  $\frac{3}{4}$ ". This Dunlop system is exactly the same as fitted to the new Giulia T.I. sedan.

As you probably have already noted, there is a great similarity between the front suspension of the G.T. and that of the T.Z. Here again we see that the G.T. front suspension is almost identical with the T.I. sedan with the exception of the coil springs. A cursory peak at the rear suspension will again reveal that the G.T. and T.I. sedan are truly derived from the same parentage.

The throttle pedal vibration you experienced has been reported by some of the owners who have already purchased a G.T. Our factory is presently studying this vibration and will probably have arrived at a solution by the time you have read this letter. Efforts are being directed in the area of an improved throttle linkage.

Your comment regarding the dimensions of the interior are well taken. The truth in your second sentence is exemplified by the fact that the standard "occupant" used in the Italian Industry is slightly over 5'8". while here we find the SAE standards are 5'11". This problem has already been investigated by Milan, and you will find a solution in the enclosed technical information sheet. This modification allows approximately 2 $\frac{1}{2}$ " more rearward travel, and since the tracks are inclined, it also reduces the seat height by about 1". Drivers of 6'1" will find this small modification a great improvement.

I would like to suggest that you drive the new Giulia T.I. sedan at your earliest convenience. You will probably find that while its center of gravity is slightly higher, that its basic handling characteristics are the same as those in the G.T. Sprint.

We are enclosing some materials in which we think you will be interested."

EDITOR'S NOTE: Mr. Black will no longer have to rely on handed down copies of Alfacionada as he has been placed on our mailing list. Anyone wishing to see the materials enclosed with Mr. Black's letter will be able to obtain them at the next meeting.

CASSANDRA'S CORNER

We wish you a Merry Christmas...

To the Ford Motor Company goes our annual award for the outstanding single engineering achievement among both domestic and imported automobiles. As you all will remember this award was not given last year because we felt that there simply was no breakthrough sufficiently worthy. But this year!! The sequential direction signals on the Thunderbird fully warrant anything that anyone wishes to say. It is a development that should be copied by all manufacturers. If it isn't copied then legislation should be passed so that all cars would have the benefit of this notable advance. We find that we are sometimes following the big Birds just so that we can watch the lights go on. There is, in addition, a hypnotic quality about them... a kind of mongoose-cobra (small c) relationship. Anyway, this is our Single Achievement Award.

The Manufacturer's Trophy goes to Yamaha. Never have so many done so little.

Our Sportsman of the Year award goes to otherwise un-named representatives of a large Italian motor firm and one of their local representatives. This firm attempted to put your dear, fun-loving, charity-towards-all-malice-towards-none Cassandra in the position of the little kid in the dragon's mouth. This was a retaliatory response to something that they thought they read here. All is calm now. We simply agreed to never mention -### oglushrdlu again. And a small price it was for their happiness.

Our Best Journalism award goes to "The Alfa Owner". What we are going to do is to send their editor the trophy from 1962-63 since that was the last time we recall the paper having any real value for the enthusiast. We used to religiously save every copy of the "Owner" but now they go out in next AM's trash along with "California Sports Car". And they get an award too. While passing out kudos (and we give them because they eat only lotus leaves and bark at intruders) we cannot ignore "Car and Driver". There was an article in last month's issue that identified every single product used in his full-race Greenbriar, e.g. Schraeder valve cores, Harrison radiator, (Editor's note: radiator? Corvair?). Can't help but be a bit suspicious since I know I can be bought and cheaply. (Note to manufacturers: I'll plug almost anything. Just send along two of everything. The second one is for McGarry).

The last awards must come in a flurry (with fringe on top):

Most Improved Member: George Eickhoff.

Most Improved Car: Tony Dolinski.

Most Improved English: Mark Marcantoni and John McGarry (the latter really improved more than Mark but of course had further to go).

Most Valuable Members: Ted and Flossie Medley without whom AROSC would be just one more club lost in history.

And to ourselves we wish continued humility, patience, and perseverance in the fact of adversity like when the demned thing won't start.

And to all a "Good Night". Shalom.

LET'S GET TECHNICALA.P.I. SERVICE CLASSIFICATION - LUBRICATING OILS

Internal Combustion Engine Oils refer to crankcase oils for gasoline, diesel and LPG engines for automobiles, trucks, farm and construction machinery. Crankcase oils must lubricate, clean, cool, seal, and protect the bearings and surfaces to which they are applied, and suffer from contamination from air borne contaminants of consuming the fuel, as well as contending with a wide variation in speed, load and operating temperature. These oils, therefore, are sold more readily on quality and performance, than on price considerations.

Years ago the automotive and petroleum industries recognized the need for a system by which crankcase oils could be classified and designated on the basis of viscosity, replacing the vague and indefinite terms "light", "medium", "heavy", etc. To meet this need, the SAE Crankcase Oil Viscosity Classification System was adopted in 1926 and has been revised several times.

Today the SAE viscosity numbers are universally used in connection with recommendations of crankcase oils to meet the various design, service and oil temperature requirements affecting viscosity only. Other factors of oil quality or character are not covered by this system.

In the period just prior to World War II, developments in the design of both gasoline and diesel engines, and in the service to which they were subject resulted in the introduction of many types of crankcase oils which were used during the War. The American Petroleum Industry was asked to define these new oils to enable engine manufacturers to recommend them. This was done, and the A.P.I. definitions of oil types designated "regular", "premium", and "heavy duty" were published in 1947.

Several years ago the engine manufacturers and oil companies recognized that the definitions just mentioned had limitations. While satisfactory when established in 1947, the definitions did not provide for the many new developments in engines or crankcase oils since the war.

To correct this situation, two industry committees worked together: One, the Lubrication Committee of the American Petroleum Industry, representing both large and small refiners and marketers, and the other from the American Society for Testing Materials, on which the major manufacturers of gasoline engines and high speed diesel engines were represented. By this joint effort a new system of Engine Service Classifications for Internal Combustion Engines with letter designations for the various services was developed as a basis for selecting and recommending oils for these engines.

The SAE Viscosity Numbering System was in no way affected by the A.P.I. Engine Service Classification and is used as before to indicate the proper viscosity grades of oils for any service.

The current A.P.I. Engine Service Classifications include six classes of services, three for gasoline engines and three for diesel engines:

Service MS Service typical of gasoline and other spark ignition engines used under unfavorable or severe types of operating conditions, and

where there are special lubrication requirements for deposits, wear or bearing corrosion control, due to operating conditions or to engine or fuel characteristics. Service MS represents the most severe service encountered in the operation of gasoline and other spark ignition engines. It included two different types of severe or adverse operating conditions which are:

- (1) Start and stop operation, and
- (2) Operation at high temperatures, high loads or overloads or extreme high speeds.

Service MM Service typical of gasoline and other spark ignition engines used under moderate to severe operating conditions, but presenting problems of deposit or bearing corrosion control when crankcase oil temperatures are high. This is a more moderate service requirement than Service MS. Vehicles powered by engines which are relatively insensitive to deposit formation or wear when operated at high speeds or under heavy loads are included in this service, particularly when using fuels of suitable characteristics. It does not include extensive operation under the severe type of low engine temperature service such as start and stop driving or prolonged idling described under Service MS.

Service ML Service typical of gasoline and other spark ignition engines used under light and favorable operating conditions, the engines having no special lubrication requirements and having no design characteristics sensitive to deposit formation. This is the least severe service condition. It includes moderate speed driving or moderate load operation most of the time, with no severe low or high engine temperature operation. It also includes operation of engines insensitive to sludge, deposit formation, bearing corrosion, wear or fuel characteristics.

#### SLALOM NOTES

Our members have attended five slaloms since our last event in various parts of the state, the results of which are listed below. The most notable achievement was at San Diego where Dan Newton took top time of the day, and Nadeen Brengle in a Veloce had the best ladies time. In Dan Newton and John McGarry's private battle, Dan finished the year one event ahead of John, 10 to 9.

#### Palm Springs

##### Class F

1	F. Taggart	Alfa	53.4
2	M. Flint	TR3	53.7

#### Corvettes Ltd.

##### Class F

1	P. Ankeny	Peerless	38.68
2	J. McGarry	Alfa	40.16
3	R. Durrett	Alfa	40.97

#### San Diego

TTOD	D. Newton	Alfa	56.12
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Class A

1 J. McGarry Alfa 57.80

Class B

5 A. Ward Alfa 59.75

Les Chevaux MechaniquesClass F

1 P. Ankeny Peerless 64.7  
 2 D. Newton Alfa 65.0  
 3 J. McGarry Alfa 66.5  
 4 R. Durrett Alfa 68.0  
 8 F. Taggart Alfa 69.8

Class T

6 G. Eickhoff Alfa TI 70.3

Southgate

1 P. Ankeny Peerless  
 2 B. Thompson Alfa  
 3 R. Durrett Alfa

Slalom Team Point System

Beginning January 1, 1965, AROSC will inaugurate a point system for members of the club who participate in championship slaloms. Points shall be computed and published monthly. AROSC #1 Team shall be composed of the first five in point standings, #2 Team shall be composed of the second five, etc. The AROSC point system shall somewhat follow that which is presently being used by SCCSCC, but will be based solely on the results of club members only.

## Method of Point Computation:

- (1) The difference between the fastest and the slowest time, added to the slowest time, will be the BASE TIME for the event; computed to closest 1/100 second.
- (2) The difference between the fastest time and the BASE TIME shall be equal to 100 points.
- (3) Drivers shall be awarded points in proportion with their time and BASE TIME.
- (4) There shall be two classes; Men and Women.

Example: Fastest car = 60.00 sec., slowest car = 70.00 sec.  
 Difference = 10.00 sec., BASE TIME = 80.00 sec.  
 THEN: 20.00 sec. = 100.00 points  
 OR: 00.01 sec. = 000.05 points  
 THUS: For each .01 sec. a driver is faster than BASE TIME he shall be awarded .05 points.

Class H

1 N. Brengle Alfa 59.28

Class E

1 T. Medley Alfa 65.2  
 3 A. Ward Alfa 67.5

Class FW

3 P. Taggart Alfa 75.8

SEASONS  
GREETINGS

