



# Alfacionada

Alfa Romeo Owners  
of  
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

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## ALFA-NIC II

By George Eickhoff

"Hey Ma!! Look at all those funny little cars full of kids and picnic baskets". Such were the remarks we probably received as we left Alfays Coffee Shop in Van Nuys at 9.15, a couple of weeks ago. Well away we went in grand procession with Dick Miller and his wife to be in the lead; believe it or not, he drove at a very conservative pace, only 58.37 mph on the freeway; the car must have been sick.

And so on we went, as per route listed in last month's record breaking eight-page Alfacionada. As we hit San Fernando Road, Speed-Shift Marcantoni took over the pack lead by passing everyone at a blistering pace of 37.931 mph. Upon reaching Bouquet Reservoir, Barbara Goldfus and Don Dean decided that this would be a nice place to stop, but Dick "the Whip" Miller kept them in procession by lassoing the windshield of Don's almost veloceized 1600 and towing them the rest of the way. The only other problems encountered enroute to Green Valley were a few Sunday drivers who insisted on driving 3.71 mph on the best winding Alfa-type roads. For you non-rallyites, this refers to a beautiful section of well paved, curving road, which leads up and away from Bouquet Reservoir.

Upon reaching the Edgewater Recreation Area on the scenic shores of Lake Elizabeth, we all made a mad dash to claim a shady table, but were informed by the proprietor that they had reserved a special section for us. By now it was about 11.00 and Dick started the lecture session of his rally school. He went over the general instruction sheet and the rally instructions. Following the lecture session we all jumped into our cars, gave a practice growl and sneer to our navigators, and took off for the practice area. The operational portion of the rally school was devoted

to handling a maze, and was beautifully organized and run. There were three separate legs, each of which started and ended from the same check point where Dick was located to answer any questions. Each of the three legs was progressively harder and incorporated every possible situation which one might encounter in a maze. Everyone made it through the maze in good shape except a little blue AH Sprite which is probably still out there or on his way to Baja, California.

The weather was lovely, not too hot, and it was now about 1.15. Everyone was getting hungry enough to eat the radiator hose of the car, so we headed back to the food and the swimming pool. The after lunch session of the rally school called for an actual rally but as per last year there was no getting the gang out of the pool once they were in, and so the afternoon session was again postponed.

All in all, a good time was had by everyone, young and old alike. The day's statistics were 13 cars running, 28 people in attendance, 8 sunburns received, and only one set of keys locked in the trunk.

Interesting items noted during the course of the afternoon were: Ray Britton is in the market for a seven-passenger Alfa coupe. Saul Becker had better learn to water fight before he challenges a certain young lady to a second round. Barry Thompson's girl friend got stung on the fa--y (hand) by a bee. Marcantoni stayed in the pool for 3½ hours without even getting out to eat and in the process wore out all the kids and himself. Barbara Goldfus put on her bathing suit but didn't get it wet. J. R. Jackson and G. O. Eickhoff spent the afternoon in the shade whistling at all the young, shapely babes in bathing suits. Pam Conland will have to change her Alfa name tag to Pam Miller. We were also honored with the presence of several new-comers and we surely hope to see them again.

In summation of the whole thing are the words of eight year old Marco Marcantoni, "Gee, is there going to be another one next year?".

#### DECALS

The club decals have finally arrived. The one attached to the magazine is free, and additional ones may be purchased at the club cost of two for 25¢. We might suggest that you place them in the area of the "F" sign at the bottom of the front fender.

#### SLALOM NOTES

With the exception of the Golden State Grand Prix, no slaloms have been held since our last issue. The ROCA championship was protested at the SCC SCC meeting by this club and OCSCC on the grounds that helmets were not required, but "in this year of forgiveness", as it was described by one delegate, the protest was not upheld.

The club committee is currently attempting to set up a closed slalom for our members in August. By keeping the event closed, we can keep our entries down to a level where everyone can make sufficient runs to learn what slaloming is all about. We hope that all those who attended El Mirage will come out and support this event. The SCC SCC Championship this month will be on the 26th, so for those of you who drive the rally, this is very convenient - you don't even have to go to bed! On the 19th So Cal MG is running a practice event at Aerojet General in Downey to which we have been invited - call John McGarry for details.

## CASSANDRA'S CORNER

Aren't the new Alfa ads well done? It seems to us that they not only convey the message of a fine product in some technical detail, which is important to that person of discernment and taste who would buy one, but also tend to make the already-owner feel better about his judgment. Racing certainly sells cars but so does advertising. And speaking of advertising, isn't the contrast between some of the utter junk that is used to publicize cars, and the GTO "Tiger in the Streets" a delight? Perhaps the motivational researchers are correct when they project "everyman's" phallic needs into their copy, but we like to think of ourselves as being influenced primarily by desire, possibility, and, ultimately, choice.

It seems to us that perhaps automobile writers and other technical experts read the stuff handed out by the factories on the apparently free road-test junkets. We're thinking of R & T's initial published impressions of the Mustang contrasted to their current road test. It seems that the car now is simply another Made in USA sporty-car variation. For a while there we feared perhaps the Barracuda had gotten Mr. Bond.

We've just given home to a Ford Galaxie, a small one (only 289 c.i., which figures out to something over 18,000 ccs) rather than the Xtra Large which is really big. If corners are approached with great conservatism, like 15 mph, it handles well. On the freeway though it is utterly smooth, quiet, and responsive. Fit and finish is certainly better than the Alfas of some year or so ago, and service looks like it will be problem-free. We had occasion to call about a small disorder and were made to feel like they really wanted to put the thing right. No apology, no defensiveness ("what are you, some kind of a car nut?") but rather "when can you bring it in?" Refreshing and Alfa dealers please note.

No road test this month. We've been having too many problems in testing and developing our own personal transport to take note of the newest wheeled exotica and erotica. We have though been taken by one machine that seems to be an ideal package: Compact, no production problems with artificial scarcity, low maintenance, fast and maneuverable . . . all in all a fascinating concept. Now, how can we road test a jack rabbit? We've considered this from many angles, e.g. living with them; like them self-hypnosis . . . all to no avail. Perhaps those driving motorcycles could best understand jack rabbits from the inside out. If, dear reader, you have any ideas about how this test could be conducted within the bounds of Anglo-Christian propriety, then please let us know.

Whatever happened to the bitching and moaning we used to hear at all the meetings about dealers, parts, prices, etc.? Are we becoming senescent or simply resigned. Perhaps it's a sign of beginning saintliness, and other-worldliness, where such things as having the correct front wheel bearing no longer matter. It does seem though that we've lost a good and cherished friend.

WELCOME WAGGIN

Bob Atkinson, 6061 Marita Street, Long Beach 15.

Renzo Cesana, 1926 Vista del Mar Avenue, Hollywood.

Pete Lestrel, 3864 Inglewood Boulevard, Los Angeles 66. 398-3303.

Fritz Taggart, 1773 Griffith Park Boulevard, Los Angeles 26. No 4-6215.

LETTERS TO THE EDITOR

Robert W. Ennis, while notifying us of his change of address, added: "I managed to cram a suitcase, two sleeping bags, and tent all into the trunk of my Giulia and took off on a jolly driving and camping honeymoon. I had heavy duty sway bar and Gabriel adjustables on "hard" installed by Bob Tharp of R & T for about \$57, and very pleased with improved stability and almost flat cornering. It is quite firm but thoroughly acceptable for city driving. A picturesque and narrow winding road highly recommended for Alfa driving for anyone in the area is the road that goes from Carmel up through Carmel Valley and down to highway 101 at Greenfield. I meant to send the address change last month in time to get the paper, but, well . . ."

RECENT ALFA RACING RESULTS

Lexington	Class Cp:	2nd, Chuck Stoddard, Giulia TZ
	Formula Race:	1st, George Alderman, Cooper Alfa
Vineland	Formula Race:	2nd, Sy Kaback, Lotus Alfa
Elkhart Lake	Class Ep:	1st, Al Allin, Veloce
Lime Rock	Formula Race:	1st, Sy Kaback, Lotus Alfa
Portland	Sedan Race:	2nd, Howard Jackson, Giulia TI
Grayling	Class Ep:	1st, Pete Winberg
Bridgehampton	Formula Race:	1st, George Alderman, Cooper Alfa
Hammond	Class Ep:	2nd, J. Locario, Veloce 3rd, H. Richards, Veloce
Courtland	Class Ep:	4th, Rasey Freezell, Veloce

FOR SALE

1964 Volkswagon, 1500 Super, Variant Stationwagon. Driven 8,000 miles. Safari Beige, Swedish-made shoulder safety strap. Leatherette upholstery 66 hp engine, dual carburetor system, rear vent windows, side mirrors, et  
Anxious to sell. Make offer. George Eickhoff, 423-4627 (Long Beach)

## New Alfa parts:

Front wheel bearing seals	Window crank handle
Clutch disc lining	Water temperature plug
Pressure plate - complete	Differential housing bearing
Starter ring gear	Differential shaft bearing
Fiat pressure plate - complete	Differential ring nut
Bumper over rider guards, front and rear	Outer front wheel bearing
Hood chrome strip	Steering assembly complete
	Shift nob

Make offer. George Eickhoff, 423-4627 (Long Beach)

Marelli distributor, new points and condenser. \$15.00

David Benish, 695-7178 (Whittier)

Two half worn Pirelli recaps. \$6 each.

Ted Medley, Fr 4-8663 (Manhattan Beach)

JUNE AND JULY MEETINGS

We owe our thanks and apologies to Frank Smith for providing the entertainment at our last meeting. Frank brought along some home movies of himself and others in action, and gave us considerable insight into what goes on at a drivers' training session - the line for the No Roll Bar Session at Del Mar forms on the left. Unfortunately most of the movies were in slow motion due to a fault in the projector, which finally expired about two-thirds through the program.

Our program for July 17th is still not firm, but it will most likely be a movie, along with the usual bull session - come along and talk Alfa.

## MOONLIGHT RIDE I

As you know from our previous publications, the club is sponsoring the SCC SCC open rally of the month called "Moonlight Ride I". Mark, our rallymaster, along with several other members of the club, has put in a good deal of effort to make this event a success and gain a good name for the club among local rallyists, so we hope that all of you who are not working the event will come out in droves to support him. ARI has donated \$50 toward trophies, and Briney-Gray of Long Beach has donated a special trophy for the first AROSC member home. See our Coming Events section for full details on time and place.

MEET YOUR OFFICERS

Any club that plans to be successful needs lot of members, (and their money). To recruit new members the club elects a membership chairman. In our club, such a man is Dwight Robertson. Mr. Robertson was born in Boise, Idaho, in the year 1943 "on the outskirts of the potatoe fields". This makes Dwight unique . . . not many people are born in a potatoe field.

He attended Lakewood High. (How he got to Lakewood from the potatoe fields is unknown). Later he chose the profession of latherman, in the building business. He was married in May, 1964, to the "greatest girl in the world". We are in complete agreement with this last statement!

Dwight drives a white Alfa Spyder 1600, and is very active in slaloms and rallies. How active? It shows on his car. Like some other sports car enthusiast, Dwight recently acquired a Honda and does a lot of hill climbing. (In his heart, he still is a nature loving boy!) One of his fondest dreams is to get his wife interested in sports car activities and maybe even get her to drive.

NEW CAR PRICES

The Giulia Veloce can now be purchased on the overseas delivery plan for a mere \$117 extra over the normal 1600. The prices for delivery outside Italy are \$2,628 for the Giulia, and \$2,745 for the Veloce. If Alfa can maintain this differential over here, they should sell a lot of Veloces. The price of the 1600 Sprint Speciale has been reduced to \$4,995.

WEDDING BELLS

Congratulations to Dick Miller and Pam Conlin, and Dan Newton and Paige Hudson - may they produce many little Alfas. As mentioned in Letters to the Editor, Robert Ennis also took the plunge recently, and our best wishes also go to him and his wife.

GOLDEN STATE GRAND PRIX . . . . . By John McGarry

As was publicized in the magazine last month, this event, a two day slalom in aid of charity, was held over the July 4th weekend. The club was well represented by Ted and Flossie Medley, George and Janet Eickhoff, David and Karen Benish, Alan Ward and Barbara Goldfus, Don Deane, Jim Kubota, Dan Newton (running under PSCC colors) and Ann and myself. A sufficient number of assorted parts, tools, tires, etc. went with us to build a couple of Alfas if we couldn't win with the ones we had. David Benish was the first casualty of the day, when, after driving nearly two hundred miles, he found that his driver's license had expired. This was tough luck since he had put in a good deal of work on his car for this event. Jim Kubota had just rebuilt his engine, so he decided that 8000 rpm was not a good running-in speed.

The first day, run under SCC SCC rules, showed that the Alfas could hold their own. A well prepared northern Sunbeam (their class champion car) just beat out Dan Newton for first spot, at a time of around 57.50 seconds. Dan had a time of 57.80, followed by a northern TR3. Ted Medley, running his first event with a 5.12 rear end came in fourth, a second behind Dan. I was next with 59.75, and George and Alan were close on my heels within a second. One northern Alfa managed to sneak in between us somewhere, but another two were some way back. Nadine Brengle (who uses a 2600 Sprint as a tow car - wowie) took the ladies class in around 58.70.

The southern course was marred by a lot of loose gravel, so the Junior Chamber of Commerce got to work and the next morning a street sweeper was on the scene at 6 a.m. The northerners laid out a considerably faster course, and our main opposition came from the TR 3 and 4s and the Corvairs which could really use their power on the straightaway (and don't think they can't go around corners!) Dan Newton and I decided that this was a course for Goodyears, and since we each had two, we flipped for the doubtful privilege of driving first, which neither of us was keen to do since we had never driven on four Goodyears before and weren't certain how they would behave. The ensuing scene, as Dan came off course and I prepared to go on, was reminiscent of a Lotus Indy pit stop, with all the club boys pitching in to get the wheels changed.

With the benefit of Dan's advice I turned a 97.997, which looked good enough until the very end, when one of the Corvairs managed to stay on course for both laps and got in ahead of me. Dan's time of 99.243 was fast enough to hold down third place, though several Corvairs were nipping at his heels and he was heard to be uttering little words of encouragement to them such as "Spin it, damn it". The next Alfa home was some way back, a 1400 Veloce, with a 105. Ted Medley came in with a 106, George 107, and Alan had the misfortune to get all four wheels off course and received a DNF. This course definitely gave the Veloce an edge, and Nadine Brengle brought in her race prepared car some two seconds ahead of mine, but got a little out of shape in one turn and incurred a four second pylon penalty, and even then took the ladies class.

The fastest times of the day were taken by Don Wilcox of SCC SCC in a Devin Corvair (52 seconds) on Saturday, and O'Shea of NCSCC in a Cobra (91 seconds) on Sunday. The north beat out the south quite handsomely, mainly due to the fact that their rules allow much greater engine modifications (1400 kits are legal). We all ended up having an enjoyable weekend and getting sun burned - what more could you ask for July 4th.

LET'S GET TECHNICALDWELL ANGLES

Listed below are the distributor dwell angles to be used when setting the distributor points with a dwell meter:

<u>Model</u>	<u>Dwell Angle</u>
Giulietta, all models	57 deg. $\pm$ 3 deg.
Giulia, all models	57 deg. $\pm$ 3 deg.
2600 Bellina	40 deg. $\pm$ 3 deg.
2600, Spider and Sprint	45 deg. $\pm$ 3 deg.

These specifications are the same regardless of the brand distributor fitted.

GEARBOX ALTERNATES

The following gearbox alternates are now available for the Giulia series:

		<u>RATIO</u>	<u>TEETH</u>	<u>LIST PRICE</u>
10516.13.027.00	1st gear	2.54	(35T)	\$ 24.80
10516.13.025.00	2nd gear	1.70	(30T)	\$ 24.40
10516.13.023.00	3rd gear	1.26	(26T)	\$ 23.00
10516.13.031.00	5th gear	0.85	(21T)	\$ 19.20
10516.13.304.00	5th gear spacer			\$ 3.20
10516.13.028.00	cluster		4 (30)	\$ 48.40
			3 (27)	
			2 (23)	
			1 (18)	
10516.13.301.00	cluster 5th & rev.		5 (32)	\$ 22.00

Coming Events

- July 19: So Cal MG Practice Slalom, at Aerojet General, Hall Road, Downey, one block south of Firestone, between Woodruff and Bellflower.
- July 25: MOONLIGHT RIDE I, Lakewood Shopping Center, Del Amo and Graywood. First car out at 7.30 p.m.
- July 26: SCC SCC Championship Slalom, at Norair's Parking Lot, 120th Street and Van Ness Avenue, Hawthorne.

SEE YOU AT

MOONLIGHT RIDE I