



Alfaciónada

Alfa Romeo Owners
of
Southern California

P.O.Box 61

A DRIVING CLUB

Tustin, California

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ALFA-NIC II PICNIC AND RALLY SCHOOL

On Sunday, June 28th, A.R.O.S.C. will present its Second Combination Picnic, Tour, Rally School, and General Fun Time Event, run once again by Dick Miller. Following last years enjoyable format, we will all meet for an early breakfast, then tour up to Edgewater Recreation Area near Lake Elizabeth over some Alfa-type winding roads. Once there, any wives, kids, etc. who do not wish to attend a rally school and practice close by, can take a dip in the pool or sit in the shade and let the little ones roam free. Those who want to learn what a rally is all about or practice a bit can sojourn to a nearby area with lots of nice winding and hilly paved roads to roam over. The experienced Alfa rallyists will help out those who want to learn, and by the time the morning is over, all should be ready for the afternoon session. After a break for lunch there will be an actual navigational rally and a gimmick type rally for all to run, with trophies to the winners. The rest of the afternoon can be spent around the pool with food and drink. There is a restaurant on the premises serving cold beer and hot sandwiches for those who don't wish to pack a picnic. Do not forget the bathing suits and sun tan oil. For those who might like to come solo - do come, for no matter how many turn up, the most that can possibly be left over is one, and there's always room for one more in a Sprint. Last year we had over twenty cars in this event, so let's see if we can better that score this time. The only reservations are that we can not tolerate noisy exhausts or wild driving, since last year some of the locals were getting ready to stone us a la East African Safari.

SCHEDULE

Meet at "Alfays" Coffee Shop next to Alpha Beta Store, Sepulveda Blvd., just south of Sherman Way in Van Nuys for breakfast at 8.00 in the morning, Sunday, June 28th. Leave at 9.00 and follow this route:

R - Right Turn

L - Left Turn

C - Continue

1. R Out of Alpha Beta parking lot (onto Sepulveda Blvd.).
2. L Onto Sherman Way (at signal).
3. R Onto San Diego Freeway, North.
4. C Onto Golden State Freeway, North.
5. C Towards Bakersfield on U.S. 99.
6. R After "Highway Patrol 500 Feet" (Lyons Avenue).
7. L Onto San Fernando Road.
8. Follow sign towards Mojave.
9. C Onto Bouquet Cyn. Rd.
10. L Onto Spunky Canyon Road.
11. C To right at "Lake Hughes 8".
12. L Onto Elizabeth Lake Road.
13. L At "Merry C Ranch".
14. L At "Yes we're open Edgewater Recreation".

SEE YOU THERE

MAY MEETING

We would like to extend our thanks to Jim Gray of Briney-Gray, Long Beach for being at our last meeting and giving us an insight into some of the problems faced by a dealer. Probably one of the most interesting statements came when he was discussing the responsibilities of the owner, and mentioned that when an individual received what he considered to be poor service, he should complain to the service manager. If this does not bring forth the desired results, make sure that the owner of the business knows what is going on, for it may very well be that the service manager is trying to look good in his boss's eyes by keeping down warranty work to a minimum, and unless the owner is informed to the contrary, he will think that he has really got a top notch man working for him, until he notices a falling off in repeat business.

JUNE MEETING

Our June meeting will be held on June 19th, at Little Lake Park, when our entertainment for the evening will consist primarily of a tape recording of Jim Kaser's address to the Chicago Chapter of AROC on his experiences driving the factory cars at Sebring.

CASSANDRA'S CORNER

An opportunity unique in American motoring experience was presented us last week. A manufacturer interested in an objective analysis of a soon-to-be-imported sedan contacted us, impressed as he was by earlier reports. (GTO, Mustang, etc.). He felt that we could offer a total absence of bias since we test pour le sport (as we used to say about our old girl friend) and without charge (ditto G.F.).

Loaded with our usual test instruments we took ourselves to the test area. The car presented an almost animalistic look . . . one could see the native thrusting home the spear as it attempted to run. Two persons could be carried in the car and a baggage could be transported in the rear for short distances.

It was only with a sense of triumph (if you think that's a funny name for a car, wait until this one grabs you) that we discovered the engine in the rear . . . like an arrow or something. Everything else seemed to be in the right place . . . a semi-synchronized transmission was on the floor, the wipers were in place on the screen, and the seats moved. So, off to the track.

The engine started immediately and made its presence known throughout the test by a whirring noise that rose over a pronounced gear box whine. 0-60 times we estimate in the 25 second bracket, but there is no question that, once arrived at the high end, life becomes exciting. We got behind a bus and discovered turbulence; we discovered that at higher speeds the steering wheel controlled all four wheels and this takes a bit of getting used to. It was also possible to stop the machine, but no great sense of security was generated by the experience.

Fit and finish were excellent, with everything, absolutely everything, painted. Torsion bars were scratch free, but we did notice faint writing on some of the underside sheet metal. One read "Wir Fahren Gegen England", another something about "Winnie". Obviously some girl.

This unique machine is called the "People's Car". Now how on earth anyone can expect to sell anything with a name like that? We suggested something more exotic, even a direct translation into Hungarian or Sanscrit of the People's Car business. We must, in all honesty, state though that this car will never sell in the U.S. market. It is too small and underpowered, it handles badly, has no American-market "Pizzazz" and, besides, it looks funny. We must however pay tribute to the spirit of free competitive enterprise that would permit a manufacturer to attempt the sale of such an obvious failure. In sum, this machine must rank as one of the very worst automobiles we have yet tested although we are looking forward to trying out a Plymouth Barracuda.

Incidentally some of you have mentioned your envy of our job. You think it's easy to just go out and drive the newest and most exotic machinery in the world; to have dealers and distributors fall all over in their excitement when you appear; to be offered all kinds of gratuities . . . you think it's an easy job. Well, your damn right it is and I wouldn't do anything else on a bet.

SLALOM NOTES

Last month we suggested that our slalomists try to attend the Pacific SCC championship event in Long Beach, but unfortunately only 6 members turned out. However, relative to the other cars they all did better than in the past, everyone ending up in the top half of the class. There were 27 entries in Class F, which was won by Bob Zigler in a TR3B. John McGarry took a second place, 3/10ths of a second too slow to capture top honors, but picked up 96 championship points to retain his lead in Class F and move into 9th position overall in the standings.

RESULTS Class F

1.	R. Zigler	TR3B	Mavericks	75.322
2.	J. McGarry	Alfa	AROSC	75.671
3.	M. Risdon	Sunbeam	OCSCC	76.049
4.	S. Call	Alfa	Northrop	76.520
8.	T. Medley	Alfa	AROSC	79.912
10.	D. Robertson	Alfa	AROSC	81.570
11.	J. Kubota	Alfa	AROSC	82.950
13.	G. Eickhoff	Alfa	AROSC	83.546

Class M

4.	A. Ward	Alfa	AROSC	81.680
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Alan Ward has now returned his engine to 1300 ccs., so that he may compete in Class F, and in his first event, the June championship, was within one second of our great white leader. Results are not yet in for this event in which AROSC had 9 entries. Dwight Robertson had the misfortune to have his front suspension collapse on the last turn, which caused a couple of anxious moments. Stan Call of Northrop won this one, driving John McGarry's car - a sporting but rather ill conceived gesture on John's part!

RESULTS Class F

1.	S. Call	49.67	T. Medley	53.02
2.	D. Newton	49.87	D. Miller	53.68
3.	M. Risdon	50.00	G. Ross	55.39
4.	J. McGarry	50.47	D. Robertson	56.04
	A. Ward	51.69	E. Marcantoni	56.96
	D. Ross	52.35	J. Kubota	57.00

One of our regular entrants, George Eickhoff, is missing from the above results. He is rebuilding his car, so we can expect great things from him in the future.

SCC SCC CHAMPIONSHIPPOINT STANDINGS, UP TO AND INCLUDING MAY. CLASS F:

1.	J. McGarry	Alfa	282.2	P. Ankeny	Peerless	231.6
2.	S. Call	Alfa	281.1	T. Medley	Alfa	45.3
3.	M. Risdon	Sunbeam	279.6	D. Robertson	Alfa	35.8
4.	R. Zigler	TR3B	278.3	J. Kubota	Alfa	9.1
5.	D. Newton	Alfa	252.2	D. Miller	Alfa	8.1

MEET YOUR OFFICERS By Mark

In every car club there is one guy who is more of a sports car racing nut than all the other nuts. In our club it is my friend, Jonas Moore. (No offense to our leader, John). Joe Moore's place on the 1964 board is on the entertainment committee and he is also one of the club representatives in the competition circuits.

Joe was born in Los Angeles, "40 plus years" ago and makes his home in the beautiful city of Newport Beach, with his very patient and loving wife, Jane. He has two active teen-age daughters, both "Alfa Jammers". A graduate of the University of Nevada and Southern California, he is a chemical engineer, employed by Northrop Space Laboratories.

In his garage you will always find a White Alfa Sprint Speciale, a grey Alfa Spyder Veloce, and Joe, with hands covered in grease, working on his latest adventure, "THE CLASS H MODIFIED NARDI CROSLY RACER", which he races in SCCA events. He also enjoys rallies, when he can find someone willing to navigate. To his dismay, the Nardi-Crosley is for sale, because of "Wife Pressure".

His dream is to build a Superlight H Modified Class racer and win some races. My friendly suggestion is to leave such things to the young of "40 minus years" and come back with we peasants satisfied with slaloms and rallies and an occasional drag race.

NURBURGRING

Although Alfa hardly received a mention in the sporty car magazines, two TZs driven by Biscaldi and Bussinello did very well at the Ring, finishing 13th and 14th overall. The only cars to beat them were the Ferraris and Porsche 904s, with the two Alfas ahead of the disintegrating Cobras and Stuttgart prototypes. What were those remarks we used to hear about the reliability of domestic machinery compared to Italian?

FOR SALE

2 Litre Gran Turismo. Factory hard top and soft top, new Pirelli tires, Blaupunkt AM-FM radio. An exquisite touring convertible. Like new. Best offer over \$2000. Telephone 714 871-7309.

One 57 Alfa having succumbed to a Rambler, being wrecked by owner.

Items for sale:

Seats, red in excellent condition.	Instruments.
Floor mats, black and carpet, red.	Rear bumper, excellent.
4 Cinturatos, 1 recap on Pirelli case.	Tail lights, perfect chrome.
5 wheels.	Deck lid, perfect.)
Top, black, six weeks old.	Doors, perfect.) white
Delco battery, six weeks old.	Rear end.)
Tonneau, white.	Rear sheet metal.
Hub caps.	

(Engine and transmission already sold)

Contact Charles R. Betz, 8383 Beethoven Drive, Buena Park, 714 521-9531.

Ed. Note. Since wrecked cars are an invaluable source of cheap parts, we intend to try to keep a list of known wrecks. Please tell a committee member of the location of any that you may know about.

ALFA MAINTENANCE By Toni Dolinski

Your Alfa engine is made of aluminum and, as with all alloy engines, there is always a problem with corrosion. This problem is accentuated by the fact that the engine is liquid cooled, and critical points inside the block, especially surrounding the gaskets, are subject to the corrosive effects of the coolant. This is most evidence when the head is removed from an engine and the gasket surface is examined to show a substantial area of metal etched away by corrosion.

Most of the water and oil leaks, as well as blown head gaskets, on correctly assembled engines are caused by corrosion. However, there are methods available which will drastically reduce the corrosive effects of the coolant and fortunately these methods are both simple and inexpensive.

According to Ferrari maintenance manuals, the corrosion is caused by two kinds of reaction. One is chemical and the other electrolytic. The chemical reaction of the cooling solution with the surrounding metal, fiber and rubber surfaces cannot be entirely eliminated, but a half pint of soluble oil added to the water is quite effective.

Alfa owners have always been encouraged to use distilled water in the radiator. Also the addition of a high grade antifreeze is recommended.

The elimination of electrolysis requires a little rigging. The idea is to replace the aluminum with some other corrodable metal. A small piece of metallic zinc suspended in the radiator by a length of stainless steel wire does the trick. The zinc corrodes away after a while and may drop off the wire causing complications, so inspect the rig often and replace when things begin to look suspicious.

The proof, of course, is in the pudding, and I personally witnessed the disassembly of an Alfa engine treated in the above manner by Jack Buembly, noted Ferrari-Maserati expert. The sixty thousand miles and three years of operation showed normal mechanical wear, but the head surface, when cleaned, looked as if it had just been machined. This remarkable fact inspired a quick search for some zinc - a spectrograph zinc was found, about a foot of stainless wire was threaded in it, and this bait is happily hanging in my radiator now. Does anybody know where to obtain some soluble oil? (Ed. note: Any good gunsmith should stock soluble oil)

GOLDEN STATE GRAND PRIX

For those of you who feel like a nice drive on July 4th weekend, why not come up to Santa Maria Airport. This year, for the first time, will see a two day charity slalom sponsored by the Northern California and Southern California Councils, the first day run under SCC SCC rules, and the second under NCSCC. The basic difference between the two groups is that NCSCC events are generally faster, and the classes are different. In the northern event Alfas will run against Corvairs, Corvette 6 cyl., Jaguars XK 120, 140, 150, Mercedes 230 SL, Morgan 4-4, Peerless, Triumph TR 2-3-4, and Volvo P 1800s - a bunch of big engined monsters. All the top drivers from both groups will be there, so you are guaranteed some good driving. Entries are closed, with 125 drivers from the north and 125 from the south. May the best council win.

WELCOME WAGGIN

Kent Henderson, 3020 East Third Street, Long Beach.
Capt. Kenneth R. Hughey, 12901 Vermont, Apt L-2, Gardena, 329-4871.

EDITORIAL By John McGarry

Last week I spent an interesting lunch time with four representatives from Alfa Romeo, Mr. A. Reitz, President of A.R.I., Mr. W. Swink, West Coast Representative, Dr. Alloisio, President of Alfa Romeo S.p.a. and Dr. di Nola, General Manager of Alfa Romeo S.p.a. The last two named gentlemen were over here on a coast to coast trip talking with A.R.I., SCCA, dealers and owners, in an attempt to improve the Alfa sales and service in this country. The economic troubles at home are forcing Italian companies to seek foreign markets more actively, and car companies in particular have been badly affected by a heavy sales tax imposed on automobiles as an attempt to limit inflation.

We had a very frank discussion of the problems which owners and dealers face, particularly poor service and the parts problem, and spent considerable time talking about assistance for competition drivers in line with that being offered by other manufacturers. Alfa seems particularly keen to sell the Giulia TI sedan, which they feel is considerably superior to similarly priced cars. I have driven a TI only a very short distance, but I was extremely impressed by the handling of the car, which Alfa agrees is probably superior to that of the Spyder. The new sedan arriving here soon will be equipped with "five on the floor" and bucket seats. I also had the opportunity to drive a 2600 which quite surprised me, (see Car and Driver this month for performance figures) since I chirped little pieces off the Michelins in the first four gears (never reached fifth, though I wouldn't be surprised if you could burn rubber there too!). The car is unusual in that it does not feel anywhere near as big as it looks, and the disc brakes make my Veloce look sick in the stopping department.

I am sure that the general situation regarding Alfa will improve in the future, and it's nice to know that someone back home is aware of the situation here on the West Coast, which is Alfa's biggest market in the U.S. As an aside I was told that these gentlemen had just come from the SCCA reclassification meeting, and I see in the latest issue of Competition Press that the Giulia Veloce Spyder has been inserted into Class D, and the TZ downgraded to Class C, classes in which both cars could do very well if properly prepared.

AL MILANO SAYS

All this hassle over running gas or alky at Indy has caused quite a stir with the Freeway set. It has set more than one person wondering about the hazards of driving the concrete strip each day, but why people should suddenly be concerned over fuel is rather ridiculous isn't it? Yet a number of local "sports writers" are using the incident of Indy to help sell their columns, advocating curtailment of racing activities. I'm sure that we can look forward to an increasing drive to abolish auto racing events and to outlawing rallying and sports car driving events in general. It has been accomplished in some areas and it will not take a great deal of bad publicity to help push this type of thinking to the forefront in the minds of some of our legislators. One of the aims of our organization is to promote good driving skill and understanding of the marque. Now, since we have all mastered these tasks, we must watch out for all of those other guys . . . and remember there are more Detroit Barges on the road than ever.

And speaking of D.Bs., I recently had a leisurely introduction to that fugitive from Henry's corral, that would be imitator of the prancing horse from Modena, the car that is supposed to be all things to all people and make the stockholders forget Eds (lack of) sell. It presents a pretty package with a wide range of options but ol' Al predicts it won't go . . . oh they'll sell all right, probably as fast as they can be produced. But that's the problem . . . they'll be as common as MGs.

I missed that great meeting of last month . . . understand Jim Gray did a masterful job of presenting the dealer's point of view in the Alfa picture. We're glad to learn that we have a dealer who is interested in the customer. Let's hope that more join the ranks. ARI must be commended for sticking to its guns to develop its dealer network. We certainly hope that it works for them as it will be to our benefit as well. At the moment ol' Al is not too certain . . . it seems to be taking a wee bit too long to be established and in the meantime a number of our flock have been more than inconvenienced in the change over.

Al still insists that the El Mirage outing is the highlight of '64 to date and it is hoped that we can have another go when the weather permits. What ever happened to the plans for a Driving School? This one now sees a need for some instruction, especially the techniques involved in negotiating high speed turns through thick clouds of dust.

As a loyal AROSCer and promoter of the marque, are you showing your true colors? In a crowd, can you be detected as an affluent autoist? By all means see Dwight Robertson at the next meeting for your membership badge and distinctive Alfa Grill jacket patch . . . just the thing for your new blazer.

RALLY NOTES

Unfortunately our rally correspondent was unable to write this month's notes, so we'll do the best we can with our limited knowledge. Ted and Flossie Medley attended the Great Western, but failed to finish in the point standings. On the Turismo del Verano the club had eight cars running, emblazoned with emblems provided by George Eickhoff, who had the gall to run with emblems on his VW1500. Don Deane was the highest finisher ending up in second place.

Our highest placed members in SCC SCC point standings are Dick Miller, 4th place driver, and Saul Becker, 13th place navigator.

C O M I N G E V E N T S

- June 2 Sun Fun Palm Springs SCC-FCCA slalom. Starts 8 a.m. at Palo Grounds, Palm Springs.
- July 4-5 Golden State Grand Prix, Santa Maria Airport. Two day slalom for charity. Starts 8 a.m.
- July 19 SCC SCC Championship Rally. Palomar's Rallye of the Stars. Starts Palomar Lane, Escondido at Hwy. 395, Washington Ave. First car out 7.01 a.m.
- July 25 AROSC Moonlight Ride I, SCC SCC Open Rally for July. If you don't know all about it, call Mark GE 1-4682.