



Alfacionada



Alfa Romeo Owners
of
Southern California

P.O.Box 61

A DRIVING CLUB

Tustin, California

Volume 3, Number 2

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COLTON DRAGS - Results

Our event at Colton Drag Strip was well supported, especially as very high winds practically generated a sandstorm, making it very difficult to make tuning adjustments. Results are listed below, but bear in mind that the absolute times shown can certainly be bettered under more favorable conditions and on a more level strip (Colton has a 3% upgrade). The trophy presentation will be at our next meeting on March 20, at the usual venue, Little Lake Park, Pioneer Boulevard, in Downey.

Elapsed Time-Position-Terminal Speed-Position

*Alan Ward	1400	Veloce	17.72	1	76.46	2
John McGarry	1300	Veloce	18.00	2	73.89	4
*Tony Dolinski	1600		18.18	3	77.25	1
Jim Kubota	1600		18.35	4	73.89	4
Dan Cummings	1600		18.44	5	71.54	6
Mark Marcantoni	1300	Veloce	18.63	6	74.59	3
Ted Medley	1300		18.95	7	69.12	8
Dwight Robertson	1600		19.34	8	70.20	7
Dave Benish	1300		19.52	9	67.61	12
Dan Ross	1300		19.73	10	69.08	10
Joe Moore	1300	Veloce	20.42	11	69.09	9
John Jackson	2000		22.56	12	58.69	13
Dale Jones	1600		Blown gasket		68.29	11
Gene Ross	1300		No recorded times			

* Trophy winners

In view of the small number of entries, it was not possible to break the event into classes. Thanks again to John Jackson, our regular attender from Barstow, who had to brave a snow storm over the pass.

STOP PRESS - Entertainment at the March meeting will consist of a movie entitled "Zero to 60" - History of Racing, 1900 to 1960.

CRANKCASE AND GEAR OILS By John McGarry

We have often heard the query "What do I do if my gearbox runs dry in the middle of the Mojave Desert", and the answer is usually "Use a non-detergent engine oil". This probably is the best solution, but the box should be drained and refilled with gear lube as soon as possible, because there is a difference in the base stock used in manufacture, which imparts to the lubricants properties that are quite different. SAE numbers and their equivalent viscosities are shown below:

	<u>SAE</u>	<u>Viscosity</u> (Sabolts at 210° F)
Gear Oil	90	75 - 120
	140	120 - 200
Engine Oil	20	45 - 58
	30	58 - 70
	40	70 - 85
	50	85 - 110

The heavier gear oil is used mainly in stationary engines in industrial use.

RANDOM RAMBLINGS By Al Fa-toosi

After a peek at the 1964 schedule of events, me thinks that the new Board is really trying to provide "something for everyone", so let's hope that the 'faithful' turn out to support Joe Moore and his Competition Committee.

Speaking of Joe, we wonder if he is considering the establishment of classes for competition in which speed is involved, such as the recent acceleration tests at the Colton Drag Strip. This one is particularly interested, because the 'ol #1495-00358 "aint what she used to be" and e in her prime wouldn't stand a chance alongside the voluptuous Veloce. Just a suggestion - where possible, let's classify according to CUNA hp:

Standards:	Class I	65 hp.	Supers:	Class III	90 hp.
	Class II	80 hp.		Class IV	Modified
				Class V	1600 cc up.

There are some drawbacks to this proposal, agreed . . but something should be done to make competition interesting to owners of less competitive cars. Some members have been heard to state that they do not take part in driving type events because they feel they don't have a chance. Here's for more classes and more winners.

Still lil #358 and her compatriots of the same vintage haven't had it bad, competitionwise . . '57 season Fred Woodward, Martin Hosh, Chuck Kessinger, Frank Aldhous, and Robert Patton all ran away from the competition in G Production. Of course all cars were classed strictly by displacement, thus the arrival on the scene of the Veloce beauty meant the end of dominance of the 65 hp. Alfas since all ran in the same class. This brought on three car races within the same race . . Veloces in the front, Standard Alfas second, and MGTDS and 1250 TFs third.

For the next few years, Alfas in this area continued to lead the pack with a number of highly capable drivers: Frank Aldhous, Willie West, Dick Hayward, Mike Roetnor, and Frank Smith, to name just a few.

Perhaps the 1600 in super form will once again bring about the Alfa winning ways. Let's face it . . it's nice to bask in the reflected glori

of a winner, and being associated with AROSC and the driving of a winning marque is interesting, and the next best thing to driving oneself. We all can't be winners, but we can learn more about our cars and how to drive th

RALLY ROUTES By Ted Medley

The first championship rally for '64, Mark VI, was in January, and saw 3 AROSC cars, Kubota and Ross running in the open class, and yours truly trying to hack it in the championship. Dan and his brother took a tenth spot in the open. Next championship scheduled is April 25, the always good NRSCC Sierra XI. Maybe 4 cars? Also on this same weekend, (April 24, 25, 26) is the Desperation 500, presented by High Sierra Chapter FCCA, see Dick Miller for applications, BUT HURRY, only 50 entries accepted for this rally. AROSC cars pulled a switch on the NAASC February rally; Dwight Robertson and Pat Santy took first place in the SOP class, and the Medleys managed a third in the nav. class. Alan Ward and Barbara Goldfus entered the SOP on this rally also. By the way, both Dwight and Alan really run true-seat-of-pants.

Tip-of-the-Month:

OPP - (opportunity) On each and every rally you enter be sure you understand what the rallymaster means by this abbreviation. It may mean ANY opportunity, a paved road, or a paved and NAMED road. Find out before you start the rally, it will help you stay on course.

MEET YOUR OFFICERS By Mark

At the meeting of AROSC, I suggested that somebody should write a few words about this year's club leaders for Alfacionada. I did not even finish the sentence, when I found myself elected for the job. Me and my big mouth! Naturally, I decided to start by writing about - - ME!! My work on the 1964 Board is small, but important. I am in charge of entertainment. You know, "WINE, WOMEN AND SONG!!!"

My name is Ettore Marcantoni, better known as Mark. I was born in Italy and arrived in this wonderful country in 1950 - chasing a girl. What else? She is now my dear wife, Lillian. We have 3 lovely children, Anthony, age 12, Piera, age 10, and Marco, age 8. We live in Rossmoor, Orange County. My occupation is selling imported Italian shoes. My hobbies: Sail boat racing and rowing. My loves, my family and my Alfa. I am forever grateful to my friend, Bob Greig, for introducing me to the club. I sincerely mean this, for I have never found a more wonderful group of people than my friends in the Alfa Club. I am taking this opportunity to appeal to the many members of AROSC, whom I never see at our meetings or other activities sponsored by the club, to please participate in 1964 and help make our club one of the best in the U.S.A. Before I sign off, I would like, in the name of all Italians involved in making Alfas, to thank you for selecting an Alfa Romeo for your driving enjoyment.

SLALOM NOTES By John McGar

Three championship slaloms have been run so far this year, the first of which was removed from championship status due to an accumulation of small problems. The change in classes this year, which brings Alfas into competition with Sunbeam Alpines and TR 2-3s, seems to have generated a greater interest on behalf of our drivers. At the Covina Car Couples Slalom held in Pomona, the class had 37 entries, of which 17 were Alfas - 12 from the club. For results see over.

Arrowhead FCC (24 entries)

1st	M.Risdon	Sunbeam	48.125
2nd	S.Call,Jr.	Alfa	49.616
3rd	D.Newton	"	69.874
5th	J.McGarry*	"	51.429
9th	N.Hudson	"	52.215
14th	E.Belk	"	53.649
17th	J.Kubota*	"	53.430
19th	D.Cummings*	"	55.048
22nd	A.Davidson	"	55.784
1W	A.McGarry*	"	62.346

Covina Car Couples (37 entries)

1st.	H.Cox	TR2	46.19
4th	S.Call,Jr.	Alfa	48.42
5th	J.McGarry*	"	48.43
8th	D.Newton	"	49.19
13th	D.Robertson*	"	49.97
15th	D.Miller*	"	50.04
17th	N.Hudson	"	50.22
20th	T.Medley*	"	50.38
22nd	E.Belk	"	50.61
24th	A.Ward*	"	50.80
25th	S.Hammatt*	"	51.15
28th	G.Eickhoff*	"	51.98
29th	J.Kubota*	"	52.12
31st	C.Lair	"	52.32
32nd	D.Ross*	"	52.53
36th	B.Taylor*	"	55.12
37th	V.Ross*	"	71.47E
3W	A.McGarry*	"	55.29

On March 29, So.Cal. M.G. will hold a practice slalom at Astrodata parking lot in Anaheim. Entry fee will be \$1.50, with all the runs you can make, and our club has been invited to participate. This is an excellent chance to learn slalom techniques, since you may drive with an instructor if you wish. It will be good practice for our club event next month - details elsewhere in this issue.

COMING EVENTS

In order to accomodate the Morgan Owners Club, who will co-sponsor our next driving event, we will have two events during April. The first to be held Friday, April 3, at 7 p.m. will be a technical event arranged in cooperation with Mr. Bob Tharp of R & T Imported Car Service in Pasadena, who is quite an Alfa specialist, and himself races a Lotus fitted with an Alfa engine. Bob will demonstrate the use of an engine analyzer on one of our club cars and then proceed to check out as many cars as he can in the remaining time probably four or five. Bob has asked us to emphasize that he will give an analysis sheet on each car, but will not sell any parts or service at that time. If as a result of the test you wish to have any work done by company or elsewhere, arrangements should be made at a later date. Our first problem, of course, is to select the cars, so make sure you are at our next monthly meeting, because along with our drawing for the raffle will go a berth on the engine analyzer. We will also have some better than usual prizes, including a Wipac 6½" spotlight, oil filters, scuff plates, gear shift boot, and plugs.

Our other April event will be a driving school-cum-slalom at El Mirage Dr Lake on April 26, held in conjunction with the Morgan Owners Club. The earlier you get there, the more runs you can have. The lake has an excellent surface, and is completely safe, since it is in the middle of nowhere. Be prepared to bring your own lunch and thirst quenchers - plenty of the latter as it may get hot. Instruction will be available to those who want it. More details to be given in the next issue.

FOR SALE:

*56 Giulietta Roadster, immaculate, carpeted int. clean outside. \$850.00
Jim Godfrey, 1971 Santa Rosa, Pasadena, SY 4-8227.

*62 Giulietta Spyder, white, blk int, Pirellis, wood wheel, overhld Nov.6
Robert C. Burleigh, 7056 El Veloz Way, Buena Pk. 714-522-6384, 213-671-70

CASSANDRA'S CORNER

Last month I promised to report on the panel discussion "Responsibilities of a Sports Car Club Member". The panel of course explored many possible obligations: Loyalty to the marque; promotion of the marque; mutual recognition and self-congratulation for excellent taste in autos; throwing rocks at dealers; etc. The conclusion though, was one Cassandra fully supports: The member pays his money and his obligation stops there!! The payment of a fee should not compel loyalty to an inanimate object . . even an Alfa . . and the club should be used as one uses a cafeteria. That is, one walks through the line and takes what one wishes. In AROSC this can be competition, tech activities, socializing, or doing not one damn thing but basking in the glory of membership. And that is enough.

Has anyone ever given a thought to importing Alfa parts? For example, if members put \$50 to \$100 in a fund and a complement of parts was secured in Italy, at wholesale, the parts could be stored and drawn upon locally. Why not? I can hear the dealers' screams now, although they for the most part refuse to stock even cam cover gaskets. It would be one way to beat the high cost of parts. Maybe the new brooms from Alfa Romeo, Inc. have a thought or two on the matter. Just how much does a head gasket cost in Italy? ARI? The dealer? The owner?

Wasn't the informal poll taken at the last club meeting a revelation? It seems to me that it simply confirmed everything that we've known but never checked. The members (about 40) were asked where they had their cars serviced. Only one took his car to a dealer. About half did their own work, and the balance had the jiggering and poking done at the local independent service establishment. I wonder if our two dealer members (Gray and Parkinson) would like to comment on that.

Incidentally, what ever happened to the idea of having a dealer come to a meeting (like Church for Cassandra, the roof may cave in) and tell us their side of the picture? I think the dealers must care about service, at least from the motive of profit, and that there have to be headaches connected with the business. How about it, Mr. Parkinson?

Reports (rumors?) about ARI sound awfully good. They may turn out to be interested in the marque, and even owners. Wouldn't that be a refreshing wind of change.

The 'Alfa Owner' seems to have taken on a new character. Is it true that Dic Van der Feen is no longer doing the editor job? For the first time in our memory spades were clearly identified in discussing the workmanship on the Giulia and for a change the paper didn't sound so much like a house organ. Now if Paul Tenney would only let us use whatever exhaust systems we wish . . we like loud Alfas.

SPARK PLUGS By Joe Moore

Shown below is a listing of various manufacturers' spark plugs in the heat ranges ordinarily used with Alfa engines. There are hotter and colder plugs than those shown, but they probably are not applicable. The factory recommended heat range for the Standard and Veloce appear to be good compromises for general driving and short duration competitive events. A simple rule is to try one heat range colder than recommended for the usual competitive event run by Alfa owners, if spark plug burning or preignition is experienced. However, there are many considerations affecting proper plug selection, so that practical experience is the only real test. It is generally more satisfactory to use a hotter plug and suffer shorter plug life than to have the inconvenience of fouled plugs and a rough engine wit

colder plugs. Plugs colder than a Champion N-3 or its equivalent, probably would never be required, and then only under the most severe usage, such as in long circuit racing with a highly modified engine.

SPARK PLUG HEAT RANGE EQUIVALENTS SUITABLE FOR ALFA ROMEO
 Arranged in descending order of coldness, non-resistor types, with extended tip types shown in parentheses

	<u>NGK</u>	<u>KLG</u>	<u>LODGE</u>	<u>CHAMPION</u>	<u>AC</u>	<u>AUTOLITE</u>	<u>BOSCH</u>
A(1)		FE70 (FE75)	HLN (HLNY)	N5 (N12Y)	C42N -	AG3 (AG32)	W240T20 & T21 W240T17(3)
B(2)	B6E B94E(3)	FE80 FE250(3)	2HLN -	N4 -	- -	AG2 (AG22)	- W270T17(3)
C		FE100	-	N63R(3)	-	AG23(3)	-
D	B7E B8EN(3)	FE220 -	3HLN RL47(3)	N3 (N9Y)	- -	AG901 (AG12)	W260T20 & T25 -
E	B9E(3)	FE260(3) FE280(3)	RL49(3) -	N58R(3) NA12(3)	- -	AG701 AG603(3)	W290T17(3) W310T17(3)

- (1) Factory recommendation for Standard in normal use.
- (2) Factory recommendation for Veloce in normal use.
- (3) Racing type plugs for all-out competition (expensive).

DON'T FORGET

- March 29 - So Cal M G Practice Slalom, Palais Road, Anaheim, near FMA
- April 3 - R & T Imported Car Service, 5650 York Boulevard, Pasadena,
(Avenue 64 exit from Pasadena Freeway)
- April 24 - Desperation 500 Rally
- April 25 - NRSCC Sierra XI Rally
- April 26 - El Mirage Driving School-Slalom

1964 DUES
Last Chance

If you have not yet paid your 1964 dues, this is the last copy of the 'Alfacionada' you will receive. The next issue will contain a complete roster of paid-up members. Please use the handy tear-off below to remit your checks.

.....
 Please renew my membership for 1964

#5.

Name _____

Address _____

Tel.No. _____

To A.R.O.S.C.
 P. O. Box 61
 Tustin, Calif.