



Alfaciónada

Alfa Romeo Owners
of
Southern California

P.O.Box 61

A DRIVING CLUB

Tustin, California

Volume 3, Number 4

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EL MIRAGE - Results

NOW YOU SEE IT - NOW YOU DON'T or "Dust in Your Eyes"

All we can say is that if you weren't there, it was your own loss. Although it meant quite a long drive, the jaunt brought forth more support than any other of our driving events in the past, with some 28 members and families attending. The course, set up by John McGarry and two members of the Morgan Club, Mike Evans and Chuck McReynolds, was basically as shown in last month's magazine, combining some tight slalom-type turns with some faster racing turns. The straightaway was long enough for most of the cars to engage fourth gear, and the faster cars were showing about 95 mph, although wheelspin and the loose surface probably exaggerated the true speed.

The morning was spent practising and several members took advantage of the chance to ride with some of the more experienced drivers to pick up a few hints. Most entrants were able to improve their times by 5 to 10 seconds during the morning. Unfortunately, with the cars circulating without a break, the fast turn at the end of the straightaway began to get a little chewed up and bumpy, especially as this was the favorite place to spin out. Initially the chicane was quite tight and required second gear on the 1600s, but the wind of passing cars straightened it out until it could be taken pretty fast in third - next time we will use sand bags as pylon markers.

The weather was just about perfect, and we all acquired a nice sun tan - that is those of us who didn't have a fine coating of dirt all over us. Our friends, the Morgan Club, had thirteen entries, and it was a pleasure working with them. All the gear was carried to the event by Mike Evans and his wife, and they pylon sat on Saturday night in sub-freezing temperatures. The fastest time of the day was made by J. Mecartes in a Corvette at 2:03:44. Our own Dan Newton nearly made it, turning 2:03:72. The fastest Morgan per se was C. Lowry in a Drophead at 2:05:05. As a result of the many favorable comments passed, we intend to run again in the fall, conditions permitting. Maybe the cars will be clean again by then!

EL MIRAGE RESULTS

	<u>VELOCE CLASS</u>	<u>1st run</u>	<u>2nd run</u>	<u>3rd run</u>
*1.	D. Newton .	2:05:11	2:09:35	2:03:72
*2.	F. Smith	DNF	2:06:09	2:06:28
3.	J. McGarry	DNF	DNF	2:07:82
4.	A. Ward	2:11:80	2:08:93	DNF
5.	R. Phillips	2:15:01	2:11:35	2:12:34
	<u>1600 CLASS</u>			
*1.	D. Cummings	2:14:30	2:11:97	2:12:26
*2.	D. Robertson	2:17:45	2:13:89	DNR
3.	J. Kubota	2:16:65	DNF	2:14:87
4.	W. Swink	2:21:31	2:21:76	2:17:52
5.	R. O'Neil	2:17:66	DNR	DNR
	<u>1300 CLASS</u>			
*1.	T. Medley	2:11:89	2:10:95	2:08:49
*2.	E. Gustin	2:18:06	2:17:80	2:14:05
3.	D. Ross	2:18:20	2:18:39	2:15:85
4.	B. Thompson	2:28:84	2:21:37	2:18:46
5.	E. Rosenthal	2:25:55	2:20:85	2:19:54
6.	C. Mickens	2:21:12	DNF	DNR
7.	G. Ross	2:21:90	2:18:53	2:18:91
8.	J. Forrest	2:25:04	DNF	2:25:36
9.	L. Allison	DNF	2:25:13	DNR
10.	R. Ondrasek	2:29:42	2:26:66	DNF
	<u>LADIES CLASS</u>			
*1.	B. Goldfus - Giulia TI	2:29:48	2:38:50	DNF
2.	A. McGarry - Veloce	2:36:62	2:46:60	DNF
3.	F. Medley - 1300	2:46:43	DNR	DNR

Practised but did not run - Bob and Bobby Nerrel, and Don Dean
Pylon errors constituted DNF.

*Denotes Trophy Winners

MEET YOUR OFFICERS By Mark

Everyone in the club, except for a few new members, is very well acquainted with our efficient secretary, ED GUSTIN. For those of you who don't know, Ed was the founding member of our club and the first president.

Ed drives an extremely well kept red Alfa Sprint. His secret for keeping his car in such excellent condition being to use it only to drive to church on Sundays. For fun and sporty driving he bought himself a motorcycle which "goes faster than the Alfa". His three handsome sons are saving their money to buy Pop a black leather jacket for his next birthday.

Ed is thirty nine years old (sounds like Jack Benny), happily married, and resides in the City of Tustin. He was born in Los Angeles, and attended M.S.W. and U.S.C. His profession is quite interesting - a marriage counselor. (10% off on professional advice to all AROSC members who love their Alfas more than their wives!)

Our secretary works very hard for the Alfa Club and I am sure that I speak for all the members when I say "Thank you, Ed".

CASSANDRA'S CORNER

Well, now we've met ARI, so take good care of the cars until parts are available. It seems though that the people from the ARI are genuinely determined to provide the best possible service and parts available within their power. We did feel that the big city fellers had taken over. It was always nice to call Hoffman and know that your parts would be arriving the next day by UPS. One member probably cut through to the reality though: It was his opinion that most dealers would continue to not want to be bothered and would readily give the purchase order permitting the owner a nice trip to Long Beach.

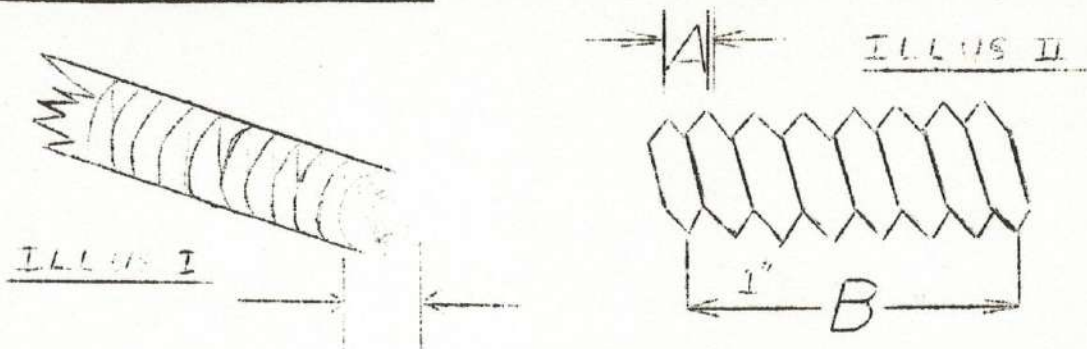
Our big reservation is that ARI is dealer centered, instead of owner centered. Naturally the dealers must be strengthened . . . we all know and support this concept. But the owners cannot be forgotten by the factory in their determination to generate an effective dealer network. So now we'll wait and see . . . and take good care of the cars until help arrives.

Those of you continuing to avoid monthly meetings are missing interesting programs and interesting people . . . namely other Alfa owners.

And speaking of interesting people, isn't it a pleasure to have people like Bob Tharp around to tinker with the machinery? No nonsense, no incantations, no holy water sprinkled around . . . simply a genuine interest and understanding of Alfas and their owners. We find ourselves wishing that R and T Motors wasn't quite such a fur piece away . . . maybe our coil too would be sour.

To continue our comments about the local sports car reporting scene, it seems to us that the former "Sports Car News" did an effective job of keeping those interested in rallies and slaloms up to date. Now they have merged with "Motoracing" and Gus Vignolle. He strikes me as one writing from the "inside" and determined that all his readers shall know it . . . e.g. thinly veiled comments about well known personalities that, we must confess, go soaring over our ignorant heads. It would though be nice to know the real story about you-know-who doing you-know-what to whom . . . how else can we gain status if our well-worn driving gloves fail? And "California Sports Car"??? That's when the literacy of "Road and Track" can be appreciated.

Like many others, we too looked at the Mustang, provocative concept in automobiles, embodying as it does most of the features the sports car buffs have been advocating for lo these many years. Apparently i.r.s. and discs are on the way. Yet fit and finish are clearly "Made in USA" and, biggest problem with domestic automobiles, FoMoCo will make a million of the damn things. Those of us who need to be individuals have a lonely row to hoe . . . We made it a point to drive the Mustang as part of our continuing efforts to bring you the best in automotive reporting. Properly equipped with all our gauges, meters and fifth and sixth wheels, we were able to easily obtain a 289 cu. in. auto transmission Mustang hardtop. In one summarizing word: Ugh! The salesman proudly told me that it was "just like a Thunderbird". And he is right. It wallowed around turns, couldn't stop, but did go like hell on the straight. All in all, rather a shame, because the write-ups on the car were quite optimistic and favorable. Supposedly, since we are not selling full page ads to FoMoCo we can report immediate impressions. Anyway, go drive one, you'll re-awaken the love affair with Giulietta.

HOW TO RECOGNIZE A GOOD SCREW By Ted Medley

This is an effort to take the 'mystery' out of threaded fasteners, in particular, metric threaded objects, which are so numerous on the Alfa. Not too many years ago, getting a nut to fit a threaded bolt was simply making one to match. With the passing of time, horses to horseless carriages, a better system had to be found. A system of standardization was adopted. This would enable a man in Kansas City, who purchased a bolt from San Francisco and a nut from Boston, to be able to fit them together some cold night, stalled in the rain with no light. HOWEVER, all the countries of the world did not decide on the same system. We in the U.S. adopted 'OUR' system. England adopted 'THEIR' system. Italy, and the greater part of the rest of the world adopted the Metric System, which they called the "International Metric Screw Thread System", although as of this late date it is not yet international, but that is still another story.

Basically, there is very little difference in any of the systems. They all depend on two wrinkled pieces of material, that can be fitted together and taken apart as often as necessary. Welding or forging would be another way to fasten, but this isn't practical in all applications.

All thread systems use a 'numbering' method to identify various sizes. In fact, a series of numbers, such as: #10-32; #6-40; $\frac{1}{2}$ -13; $\frac{1}{4}$ -20; as used in the U. S. system. Also: 6mm x 1mm; 9mm x 1.25mm; 12mm x 1.5mm 20mm x 1.5mm; as used in the metric system. Now the FIRST number in the series of both these systems identifies the diameter of the bolt. (See Illus. I). In the U. S. system, bolts, or screws as they are usually called in the smaller sizes less than $\frac{1}{4}$ " in diameter, are identified by a code number as the first number in the series: Such as #12; #8; #2; #0, etc. The smaller the number, the smaller the screw, $\frac{1}{4}$ " or larger representing inches.

In the Metric system, the first number represents the diameter in millimeters, for all sizes. (For practical purposes THINK 1mm = .040 inches.)

The SECOND number of the series in the U. S. system (see Illus. 11-B) tells us how many threads there are in a one inch long section. A $\frac{1}{2}$ " threaded bolt may be identified as: $\frac{1}{2}$ -12; $\frac{1}{2}$ -13; $\frac{1}{2}$ -20; $\frac{1}{2}$ -28; $\frac{1}{2}$ -32; et

The SECOND number of the series in the metric system (Illus. 11A) tells the distance, or length, of one thread, in millimeters. This distance is called thread 'lead'. To find the length or 'lead' of one thread in the U. S. system, divide the number of threads per inch (2nd identity no into 1.000 inches. The answer will be length (lead) of one thread in decimal inches.

Internal threaded nuts are identified the same way as the bolts they fit and not by the size wrench that fits the nut.

NEW CAR LIST PRICES

	<u>P.O.E.</u>	<u>Service and Handling</u>
1600 Spider	\$ 3,450.00	\$ 75.00
1600 Sprint	3,675.00	85.00
Giulia T.I.	2,995.00	85.00
2600 Spider	5,255.00	100.00
2600 Sprint	5,955.00	100.00
1600 Sprint Speciale	5,295.00	85.00
T.Z.	8,395.00	
	9,695.00 - with Conrero Tune	

For anyone considering buying a TZ with Conrero tune, there are a couple of used ones that were run last month for about twelve hours somewhere down in Florida - price around \$5,700.00.

SLALOM NOTES

Club members have competed in three slaloms during the last month. The first, at Valley College, was one of the worst organized in history, and many of us were tempted to leave before we ran. The main gripe was that the cars just lined up in a long line rather than using the usual run group system. Results are as follows:

Class F

1. S. Call	Alfa	39.14	*9. T. Medley	Alfa	42.98
2. P. Ankeny	Peerless	39.34	*9. D. Benish	Alfa	42.98
3. R. Lawrence	Alfa	40.38	*31. G. Eickhoff	Alfa	47.47
*5. J. McGarry	Alfa	41.15			

The championship for the month was put on by So Cal M. G. and was a good fast event. This slalom drew a record 260 entries, although Class F had only 23 contestants. Our own John McGarry won this one by a very narrow margin, with only eight hundredths of a second separating the first three cars.

Class F

*1. J. McGarry	Alfa	79.16
2. R. Zigler	TR3	79.21
3. P. Ankeny	Peerless	79.24
*4. D. Newton	Alfa	79.75
5. S. Call	Alfa	81.31

Class M

*6. A. Ward	Alfa	83.27
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The final event was a small one of approximately 70 entries out in Simi Valley. Official results are not yet available, but it seems that John got this one too, again by a narrow margin. The club entered a five car team in this event, and we think we won. The Alfas seemed to do better than usual compared to the other cars. F.T.D. was a Lotus Elan in 53.30.

Unofficial results

*1. J. McGarry	Alfa	53.75	*5. T. Medley	Alfa	55.25
2. S. Call	Alfa	53.78	*6. G. Eickhoff	Alfa	55.30
*3. D. Newton	Alfa	54.70	*9. D. Benish	Alfa	57.37

WELCOME WAGGIN

Roy Lonberger, 609 S. Essey, Compton, California.
Bill Strahme, 4150 Canyon Crest Road, Altadena, California.

APRIL AND MAY MEETINGS

Our April meeting saw close to seventy members and guests listen to Walter Swink and Lee Allison of ARI tell us their plans for the future. It is quite obvious that ARI is going to attempt to strengthen the dealers' position and in so doing attempt to improve both service and parts availability - a chore that we don't envy.

Last month Cassandra threw down the gauntlet and challenged one of our dealer members to come along and give his side of the Alfa story. Courageously, Jim Gray of Briney Gray in Long Beach, has picked up said gauntlet and will be at our May meeting. We will also have a movie of Sebring 1963.

ALFA ROMEO OWNERS CLUB

The latest issue of the "Alfa Owner", National's newsletter, which has an interview with Jim Kaser, one of the Sebring drivers, is one of the most interesting we have read for a long time. It certainly gives an insight into the tremendous amount of preparation and training that goes into winning a major sports car event. AROSC is a chapter of the national body and we would like to remind you to renew your subscription. Much of their magazine consists of letters from owners, something we would like to have more of for our own newspaper, so let's hear from you.

RALLY ROUTES By Ted Medley

The beginning of this year was slow with respect to navigational rallies, but there have been several in the last couple of months. AROSC members came out in force to support the April SCC SCC Open Rally put on by HARE. We had two three-car SOP teams and one three-car Navig. team entered. The only trouble with this rally, other than the rain (which didn't bother George and Janet Eickhoff, who arrived at one check point, top down, umbrella rampant) was that HARE club has failed to send out any results. This ruins the best of rallies in my estimation . . . This month the SCC SCC Open Rally has already been run, the ADSCC, Dynasoar I on May 3rd. Perhaps we can stir up some interest however for the Great Western Rally coming up on May 23rd, and in turn hope someone stirs up some interest for our own SCC SCC Open Rally, Moonlight I, on July 25th. AROSC members can't kick too much if we don't get a turnout at our own rally when they don't support other club's rallies. The Great Western Rally starts at Stonewood Shopping Center in Downey, is a SCC SCC Championship event, and will have Navig. and SOP classes. It is being sponsored by the Long Beach MG Club. Watch "Pit Stops" for more info. . . The April Championship Rally, Sierra XI, by Northrop RSCC on May 25th saw Dick Miller and Saul Becker, both AROSC members and running for AROSC, take sixth spot - congratulations. The only other car running for our club was T. Medley and F. Medley, who finished 28th, and I felt pretty good too because there were 65 cars entered. That's it for now . . . See you at the Great Western on May 23rd.

LET'S GET TECHNICAL

Although the double overhead cam design of the Alfa allows the engine to run for long periods without valve adjustment, the clearance should be checked and adjusted periodically, especially since it is such a simple procedure. Remove the valve cover and measure the clearance carefully with a feeler gauge. If the clearance exceeds the range shown overleaf, simply undo the chain, taking care not to drop anything into the oil pan, and remove the camshaft and valve caps. Measure the thickness of each pad (shim). Ideally the pad should be replaced with one of the correct size, but since adjustment usually requires opening the clearances, it is quite common to grind the pad to the desired thickness.

<u>Model</u>	<u>Inlet</u>	<u>Exhaust</u>
Giulietta	0.0187-0.0197in.	0.0206-0.0216in.
Giulietta Veloce	0.0147-0.0157in.	0.0212-0.0222in.
Giulietta Speciale	0.0108-0.0118in.	0.0187-0.0197in.
Giulia (including TI)	0.0187-0.0197in.	0.0206-0.0216in.
Giulia Sprint G.T.	0.0187-0.0197in.	0.0206-0.0216in.
Giulia Sprint Speciale	0.0177-0.0187in.	0.0197-0.0207in.
Giulia T.I. "Super"	0.0167-0.0177in.	0.0187-0.0197in.
2000 Roadster	0.0167-0.0177in.	0.0207-0.0217in.
2600	0.0167-0.0177in.	0.0206-0.0216in.

MAY EVENT

Our May event was originally El Mirage, but was pushed back into April, leaving us without anything organized for this month. Consequently we suggest that the slalomists attend the Pacific Sports Car Club SCC SCC Championship Slalom to be held on Sunday, May 17th, at the Long Beach Street Lot, Spring and Redondo, while the rallyists patronize the SCC SC Championship Rally, the Great Western Rally, on May 23rd, starting at the Stonewood Shopping Center in Downey. The date reported in Sports Car News is the 24th, but this is incorrect.

FOR SALE

Two new/unused RIV 9705 rear wheel bearings for the Giulietta - \$5 ea. Larry Pyle, 795-1208.

1955 1900C Zagato - all aluminum, plexiglass windows, dual Solex, 5 speed box, 2 new Pirellis, 3 Michelins - \$1,850.00. (\$1000 cash and take over payments of \$850 at \$50 per month. Pictures available at May meeting. Call John McNichol 842-8027.

SAN DIEGO DRIVERS' TRAINING SESSION By David Benish

The San Diego Chapter of the SCCA sponsored a no roll bar practice session for beginning drivers at the Del Mar Race Track recently. It was attended by approximately 50 persons, including 8 girls. Three AROSC members were present. Frank Smith, Dan Ross and me - Frank being one of the instructors.

The group was divided into drivers with no racing experience, and drivers with previous practice sessions under their belts. Dan and I chose to join the inexperienced group, hoping that we would not look too bad compared to the novices. This proved to be the wiser choice as we were to learn later.

We were thoroughly briefed on flags, conditions of the course, when to pass, where to pass, and about all the need for safety.

Practice began with a few slow laps around the track and then a large figure of eight. This was duck soup for Dan and I as we made the novices look slow.

The next practice area was turn 1, which is 180° and after tralom turns a joy. We were instructed first, walked the course, and then began actual speed driving. This was where yours truly began to see clear driving errors as the non-tralom oriented novices began to barrel through the turn more rapidly than Dashin. Dave. Dan Ross however proved equal to the occasion and hurtled through with flying colors. We gradually moved back and got more of a run at the turn and I began to learn about how to make a racing turn.

If one can describe the feeling of entering a turn at full speed from the extreme outside edge of the track, braking from about 80 mph., down shifting to second, cutting through the apex, and keeping the Alfa under full throttle, allowing it to swing slightly out at the rear (an Alfa will at speed!), straightening out and charging through the esses. Wow!

A certain Alfa after making an excellent run through the turn and reaching the terminal flag man, who happened to be Frank Smith, gleefully charged into the infield and promptly spun out a few feet from the uproarious Smith.

We were then allowed to use the whole track with instructors. I had the honor of having Frank Smith, who gave me a line and properly impressed me with his driving skill and ability to instruct. He also rode with Dan, who felt he had received a good education on race driving. Frank indicated lines through the turns, when to brake, and the lines out of the turns (most important in racing), and many things of value to the driving of any car.

After the initial ride, we were on our own. Zowie! Dan and I proceeded with gusto. We at last felt we were going rapidly and managed to pass two Sprites on the straight. I had distributor trouble and had to pull out a couple of times, but Dauntless Dan kept boring on. I also had some difficulty with turns 6 and 9 - in other words I spun out twice.

At the end of the day and approximately 50 miles of racing driving later, Dan was chosen as one of the two best drivers of the day. Plaudits and kudos to a good driver. We all had a ball. There will be another session in September, why not come along.

D O N ' T F O R G E T

Our May meeting falls early this month.
See you this Friday, the 15th.