



# Alfaciónada

Alfa Romeo Owners  
of  
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

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## PRESIDENTIAL PONDERINGS

Recently, through the courtesy of Mr. Walter Swink at ARI, I had the opportunity to put a few miles on one of the first Sprint GTs to come into this area. The car had just come back from a road testing session by Road and Track and had about 3000 miles on it when I picked it up in Long Beach. Since the magazine's detailed report will be appearing in their December issue, I will not attempt to steal their thunder with a great wealth of technical information, but only give my own driving impression with which anyone is free to disagree.

To my mind by far the most outstanding feature of this vehicle is the four wheel disc brakes, which are utterly fantastic. Alfas have always been renowned for good brakes, but on stepping back into my own car I felt inclined to pull the drums and see if I had any linings left. The front discs are larger than those on the Giulia Veloce, and in addition there is a servo system which means pedal pressures are quite light, although certainly not like American power brakes where when you breathe heavily the passenger goes through the windshield like a rocket out of Cape Kennedy.

As far as suspension is concerned my feeling is that I hope the car will not be in Class F for slaloms because, believe it or not, this is an Alfa with oversteering characteristics in low speed corners. Not wishing to bend Mr. Alfa's pretty machinery on the public highway I did not get the chance to put it through any really high speed turns, but at 75-80 m.p.h. it seemed to be very stable. The front end setup is quite different, with much shorter coils. A large sway bar (the metric equivalent of the one Dale Jones supplies to members for approximately \$14) has helped to make the front end extremely stiff, while the rear is quite soft.

The location of the rear springs is also different. From the way the car is set up and handles one would suspect that some Italian has been here in Southern California, dissected some of the winning cars and taken

home the details. (They're even using our valve clearances!)

In the power plant department the double Webers are quite noticeable, and there is obviously a big increase in torque over the old 1300 that allows the car to pull from as low as 2500 r.p.m., even with the 4.55 gearing that comes as standard equipment. The car seems willing to idle all day without the plug fouling that was typical of the old Veloces, but it does seem to run out of breath around 6500 even though the tach goes to 8000 with no red line in evidence. It would seem that the cam is quite mild, and there is an awful lot of horsepower to be obtained with the right equipment and tuning. The engine in stock form is putting out about 1.26 b.h.p. per cubic inch compared to 1.33 on the old 1300 Veloce. One slightly annoying feature was a strong vibration through the throttle pedal around 2300 r.p.m., especially on the overrun, which seemed to be caused by insufficient bracing of the carburetors. My only comment on this is that anyone driving this car at 2300 deserves a vibration!

The interior is very plushly fitted out, but it is here that I have to complain a little. It seems the Milanese still do not realize that there are people over 6 feet tall, because there just isn't sufficient head room. Also, I had to sit with my legs in a spread-eagled position, which made normal heel-and-toe techniques impossible without getting a severe cramp in the middle of the turn, and at rest my left knee was in contact with the door handle.

All in all, this is an extremely desirable automobile for safe high-speed driving on or off the track. I only hope ARI has plenty of rear-end sheet metal, because, Oh boy, do those brakes stop!

#### FOR SALE

Good Alfa AM radio. Practically new, \$25 including aerial (it weighs too much). Call Ted Medley, FR 4-8663.

1960 Sprint. Much tender loving care. Obviously in exceptionally fine condition for the discriminating buyer. Hugo V. Schmidt, D.D.S. Newport Beach, Midway 6-4801.

1962/3 Sprint Speciale. 25 coat acrylic red lacquer. Radio with telescopic antenna. Competition seat belts. 6000 actual miles, \$3800 firm. Rolf Kielnecker, BR 2-8201, or HO 5-4791 after 6 p.m.

#### ERRATUM

The list price of the Sprint Speciale as shown in last month's issue should read \$4995.

#### SEPTEMBER'S EVENT . . . . . By George Eickhoff

Well sports fans, where were you? ? ? The event for September was another smashing success. There were so many entries for the combination rally and pizza party that the management was forced to turn away the thronging enthusiasts by the hundreds. For those who were lucky enough to take part, the evening proved to be most enjoyable.

Don Deane set up a very good short rally which took us over some fine roads in the vicinity of Fullerton, and with the help of Joe and Jane

Moore the administration of the rally went as smoothly as a Bavarian cuckoo clock with roller bearing chain pulls, which incidentally is found only on the BMW TI.

Everyone had a great time, even those who had to stop during the rally and put up their tops during a brief rain shower. The eager rally participants consisted of Mark and Lillian Marcantoni, Vincent Giobbe and friend, Mick Mikkelson, the Durrettts and the Eickhoffs. The rally was won by the Marcantonis (they didn't have to stop and put up their top).

The rally ended at Shakey's Pizza Parlor in Fullerton, where we were joined by Dr. and Mrs. Chapin, and so we all set forth to sup and slurp some of Shakey's savory seasoned pizza and suds to the sound of the honky tonk piano and banjo music.

Gee, it was too bad you weren't there, you sure missed a swell time.

OCTOBER'S EVENT . . . . . By John McGarry

Our October event held at Peter Satori's in Pasadena last week was one of our most successful so far, without about 55 members and guests attending. Mr. Sonny Wineberger of Champion Spark Plug, arrived complete with a service and demonstration truck, which looked a little incongruous in the show room with five Alfas of various types, a Rover 2000 and an Aston Martin. Mr. Wineberger's talk and demonstration gave us all something to think about, and we've got a feeling that there is going to be quite a bit of fiddling with ignition systems in the next couple of weeks

We would certainly like to extend our thanks to our host, who provided one of the most luxurious settings we've had so far (where else could you watch a demonstration from the front seat of a 2600?) and for his excellent thinking in providing the beer and sandwiches. For those who were not at the meeting, we are reproducing the telegram from Alfa Romeo S.p.a. that was received by Mr. Satori.

"OCCASION FIRST MEETING ALFAROMEOW OWNERS CLUB PLEASE ACCEPT AND EXTEND TO FAITHFUL FRIENDS THE BEST REGARDS OF ALFAROMEOW MILAN TOGETHER WITH MY PERSONAL ONES DR DI NOLA AMMINISTRATORE DELEGATO ALFAROMEOW"

THIS YEAR'S MOST SUCCESSFUL ALFA . . . . . By George Eickhoff

Mr. Chuck Stoddard has just completed a mostsuccessful U.S. Road Racing Championship season in his Alfa TZ, the ex-Sebring car. Of the ten race schedule which comprised the USRRC season, Chuck was only able to compete in the last five events and of these he won three and finished third twice

As many of you know, the USRRC is a professional organization which is basically made up of two classes: Driver Championship and Manufacturers Championship. Points are given to the best over and under two ltr. cars in each class. Chuck and his TZ compete in the Manufacturers Championship under two ltr. class and through his fine driving and the car's brilliant performance, Alfa Romeo came in fourth in the overall manufacturers championship with 35 points. First was taken by Shelby American Cobra Ford with 72 points; second by Porsche with 52 points; and third by Lotus Ford Cortina with 45 points. All of the first three place winners competed in all ten events. If this is just a sample of what Chuck and his TZ can do in five events out of ten, then look out for him next year.

ALFA RACE RESULTS

Nelson Ledge, Ohio	EP	3rd	Rod Allen	Veloce
Spa 24hr Touring Race, Belgium		3rd	Facetti/Galimberti	2600 Sedan
Pewaukee, Wis.	EP	3rd	Dennis Herschberger	Veloce
Meadowdale, Ill.	Mfg.Champ.	1st	Chuck Stoddard	TZ
	undr 2 ltr.			
San Luis Obispo, Calif.	EP	3rd	Pete Zarcades	Veloce
Lime Rock, Conn.	Formula	3rd	Jordan King	Alfa Lotu
Lime Rock, Conn.	EP	3rd	Tom Flaherty	Veloce
Lynndale, Wis.	EP	1st	Werner Frank	Veloce
Mid-Ohio	Mfg.Champ.	3rd	Chuck Stoddard	TZ
	undr 2 ltr.			
Newport Div. Oregon	Sedan	1st	Bob Kaleda	Giulia TI
Falls Creek, Pa.	EP	1st	Herman Melotti	Veloce
Elkhart Lake, Wis.	Mfg.Champ	1st	Chuck Stoddard	TZ
	undr 2 ltr.			
Wentzville, Mo.	EP	1st	Robert Wenzel	Veloce

CASSANDRA'S CORNER

Well it finally happened!! We now take back all our previous remarks about there being nothing really new on the automotive scene below 10 Gs. The car we tested the other day certainly falls within the price range available to us all and, from what we hear, the parts situation is solved in advance by the simple expedient of having the spares in the dealer's hands before one car is delivered.

This machine could best be described as a sort of 2 plus 2, with only rudimentary space behind the fully-reclining all leather seats. Power, which probably does not approach that of the ten thousand plus variety, is smooth and effective. Punching the loud pedal gives a most satisfying belt in the back. The gear box is smooth through all five speeds effectively linking the independently sprung rear end. Here, we are told, are available a range of at least three ratios along with limited slip.

The fit and finish reflect considerable pride of workmanship. One gets the feeling that this car is lovingly tailored just for you. This same sense of custom design is apparent in the over-all layout: The controls are just right; ditto the instruments. Steering is precise although just a bit harsh as it transmits the pavement. Oversteer must be induced at lower speeds and here tire pressure helps. In the higher ranges there is a policy of strict neutrality with no touchiness in the rear.

All in all this is perhaps the most desirable car we have ever had the opportunity of testing. It is our hope that each of you gets an early opportunity to share this experience.

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In the "You Think You Have Troubles" Department let us tell you (when we have 15 pages or three hours) about our experience with Yamaha motorcycles; Yamaha Internationa; the Japanese Consulate; the Japanese Ministry of Trade; and the impact of all this on the family check-book. We'll make a long story short: How do two major overhauls within

1500 miles, and all before 4500 miles, grab you? In our next existence we promise to give up our obsession with tiny engines busily spinning out tiny horses for all to hear. We further promise to own nothing but Buick Straight 8s or, if we get daring, 1948 Dodge 6s (the kind that trap water in the spark plug holes). We will further arbitrarily red-line these engines at 3250, no matter how giddy the stop-light drag becomes. On our honor. Incidentally, anyone want to buy an as-new Yamaha? Right now it's the only YDS-2 worth nearly \$900.00. We will accept less.

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The Nomination Committee is now sorting through the membership with the thankless task of coming up with some sort of slate for your consideration. Actually it isn't too much to do. Among the group of hard-core regulars they must identify those persons willing and anxious (yes, anxious) to serve the Club. Somehow some of the tired old men must be weeded out and a cadre of young replacements developed in order to promote continuity and innovation. So when this fearless group of dedicated servants of humanity call on you, offer them a drink, join them in public prayer, drop a nickel on their tambourine, and accept the Call. We really need you. And you really need us too. Ciao!\*

\*Ciao - a high status Aramic word having to do with certain body function the specific nature of which has been lost in antiquity. Check with Mark for specifics as he is the source of this data.

LET'S GET TECHNICAL - Solex Carburetor . . . . . By Ted Medley

The majority of Alfa drivers are probably not getting the most from their "one little Solex", while many are being driven at only 50% efficiency. If you are not mechanically inclined at all, you can still visibly inspect your carburetor to find out if you are running half-gassed. Open hood, remove carburetor air cleaner assembly, get your wife to sit in driver's seat and depress accelerator pedal as far as it will go. (Important: Do not manipulate throttle linkage in engine compartment as 9 chances out of 10 it will lead to false conclusions.) As "gas pedal" is being depressed look down into top of carburetor. The butterfly in right hand chamber should start to open at the first pressure on pedal, and after it has opened about one-third of its travel note also the action of the butterfly in the left hand chamber. At this point of pedal pressure the butterfly on the left should start to open. As more pedal pressure is exerted by your wife, you should see both butterflies continue to open. Through the amazing bit of linkage both butterflies should arrive at a full open position at the same time. Keep the wife complaining by asking her to hold that pedal down. You will note that there is not much but a black hole beneath the right hand (Primary Venturi) chamber, but beneath the left hand another butterfly valve. Now, and for the first time, put your little "pinkie" under the hood and gently poke that "3rd" butterfly to see if it will move freely.

If all of these things happen and your partner in the cockpit doesn't snap off your fingers, you are in good shape as far as butterfly and throttle linkage is concerned. If like many, that 2nd chamber butterfly (left hand) doesn't open or only partially opens, or the 3rd butterfly (beneath the 2nd in the left hand chamber) is stuck, see your local Alfa Romeo Authorized Dealer. More next month on "Improving the Performance of the Solex" or "How to Make your Alfa Use More Petrol".

SLALOM NOTES

Our slalom group seems to be growing quite rapidly, especially since we held our own practice event, so much so that at the RAM Triangle event held following our last meeting we fielded 15 entrants and three teams. Our No. 1 team consisted of Jim Kubota, Ted Medley, John McGarry, Dan Ross and George Eickhoff, and placed 7th out of 21, beating several well known groups. No. 2 and 3 teams placed 18th and 19th respectively. Individually, Ted Medley was the fastest from our group, with a 91.633. Two of our second team members, Ron Durrett and Barry Thompson, beat out Jim and George, so they will move up to our first team for the next event

RESULTSClass F

1	B. Zigler	TR 3	88.945	26	C. Mickens	Alfa	103.082
2	D. Newton	Alfa	89.514	29	H. Stern	Alfa	104.535
3	P. Ankeny	Peerless	90.069				
4.	T. Medley	Alfa	91.633				
5	J. McGarry	Alfa	92.123				
8	B. Thompson	Alfa	94.945	4	F. Medley	Alfa	102.566
9	D. Ross	Alfa	94.970	5	A. McGarry	Alfa	108.500 (1)
12	R. Durrett	Alfa	95.903				
13	G. Eickhoff	Alfa	95.996				
14	J. Kubota	Alfa	96.084				
17	F. Taggart	Alfa	97.680	14	D. Deane	Alfa	104.801
24	V. Giobbe	Alfa	100.718	17	A. Ward	Alfa	114.744 (2)

Class FWClass E

We do not have the details of SCCSCC championship points, but Dan Newton is the leading Alfa, in approximately 7th place overall, about 100 points ahead of John McGarry, who has had three bad events in a row and has dropped to around 12th spot. With just two events remaining, it is practically certain that Dan will retain his title of fastest Alfa slalomist.

A couple of non-championship events were also run during the month. At the POC event, Ted Medley again beat John for a 4th place, while at PSCC's event, John took a 3rd. Final results are not yet available.

## POC CLASS F

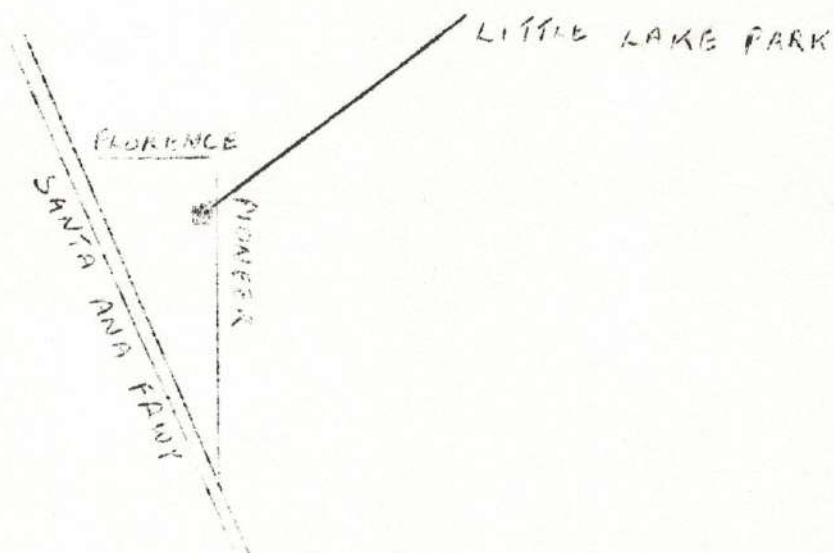
1	P. Ankeny	Peerless	53.74
4	T. Medley	Alfa	54.66
5	J. McGarry	Alfa	55.00
9	F. Taggart	Alfa	57.78
19	C. Mickens	Alfa	60.01
20	V. Giobbe	Alfa	60.03

## CLASS E

6	A. Ward	Alfa	58.48
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The next championship will be on Saturday, October 17, at South Gate Go-Kart Track, one block south and east of Firestone at the Long Beach Freeway. Any team members who will not be able to attend, please inform George Eickhoff at the meeting. We would also like to bring to your attention PSCC's hill climb, King of the Mountain, which will be held on turns 1, 2, 3 and 4 of the Willow Springs Race Course. The event will take place on November 1, and details will be available at our next meeting. The November championship slalom will be on the 8th.

From discussion with some of our newer members it seems that they are not aware of the exact location of our meeting place, Little Lake Park. Below is a map, so we'll expect to see you all there this Friday, October 16, at 8 p.m. We will have our usual short business meeting, query session, coffee-drinking-Alfa-talking period, and a movie.



NO-ROLL-BAR PRACTICE SESSION AT DEL MAR

It is confirmed that the practice session will be held on October 31. Participation will be on a pre-entry basis only, with a 50 car limit. We should have application blanks at our next meeting.