



*Alfaciónada*

Alfa Romeo Owners  
of  
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

Volume 3, Number 8

September, 1964

## AUGUST SLALOM

After a delayed start, our August event went off very smoothly, with 18 entries from our own club, 22 from SoCal MG, and 5 other guests. The delay was due to the fact that the lime which was used to mark the course on a previous occasion was still showing enough to make things very confusing, so we had to wait until the lumber yard opened at 9 to purchase our own lime. We had a hectic half hour marking the course and pylons, with virtually no time to check out the course. The result was a little tighter than the slalom master had intended, but by the time some entrants had made 20 runs, they had learned how to get around a 180° turn!

Lynn Davis of Competition Timing was in attendance, complete with electronic timing devices, so we were not tied up punching stop watches, and he proved to be a darn good driver when he borrowed an Alfa and turned in a 58.50 on his second run.

Most of our members who attended learned a great deal about driving a slalom, and some of them about how much work is involved in organizing an event, even a small one such as this. When one considers that the championship events recently have been drawing over 350 entries, one soon realizes that we need considerably more experience before we could contemplate applying for a championship date. However, it does look as if we could put on an open event sometime next year.

One comment was overheard at our event that requires a rebuttal. The remark was that slalom driving must knock the front suspension out of line. This is not so and should not concern any potential drivers.

Our thanks go to Ted Medley, the slalom master, and all his willing workers (everybody did something to help, and we even coerced the spectators). Top time of day went to Norm Hodges in an Elva, at 54.31. Complete Alfa results are listed below, with some comparative M.G. times for interest.



## Class F

*1	T. Medley	Alfa	ARO SC	57.85	<u>56.25</u>	57.94
*2	A. Ward	Alfa	ARO SC	58.66	DNF	<u>56.94</u>
3	J. McGarry	Alfa	ARO SC	60.96(1)	<u>57.30</u>	61.87(1)
4	J. Kubota	Alfa	ARO SC	<u>58.15</u>	<u>58.20</u>	62.26(1)
*5	R. Durrett	Alfa	ARO SC	<u>59.24</u>	<u>58.27</u>	58.92
6	D. Robertson	Alfa	ARO SC	<u>58.70</u>	<u>58.73</u>	DNF
7	B. Berney	Alpine	Mavericks	DNF	61.71(1)	<u>58.71</u>
8	F. Taggart	Alfa	ARO SC	60.16	<u>59.79</u>	<u>60.06</u>
9	J. Forrest	Alfa	ARO SC	<u>60.31</u>	<u>61.25</u>	61.12
10	E. Marcantoni	Alfa	ARO SC	<u>69.55(1)</u>	<u>67.26(1)</u>	<u>63.24</u>
11	D. Cooper	Alfa	ARO SC	69.24	68.27	<u>66.40</u>
	D. Jones	Alfa	ARO SC	No Official Runs		
	D. Cummings	Alfa	ARO SC	No Official Runs		

## Class FW

*2	F. Medley	Alfa	ARO SC	65.68	70.43(1)	<u>65.57</u>
3	P. Taggart	Alfa	ARO SC	71.52	68.74	<u>66.04</u>
4	B. Goldfus	Alfa TI	ARO SC	69.61	68.21	<u>67.94</u>
	B. Cummings	Alfa	ARO SC	No Official Runs		

## Class Odds and Ends

3	E. Gustin	BMW 1800	ARO SC	<u>62.39</u>	DNR	DNR
4	G. Eickhoff	VW 1500	ARO SC	<u>64.74</u>	DNR	DNR

The fastest three times from SoCal MG were by Dave Plut, in an MGB, at 56.31; Bill Barmore, in an MGA, at 55.91, and Al Roderick, in a Midget, at 55.88. Rosie McCarty was the 'fastest' SoCal lady, in an MGB, at 59.33. (Pylon errors are in parentheses, penalty 5 seconds. Trophies \*).

NEW (TO CALIFORNIA) ALFA MODELS

The Giulia Veloce, Sprint G.T. and Sprint Speciale are no longer myths, and have finally arrived in Los Angeles. We have not yet had the opportunity to drive any of them, but we hope that by the next issue we will have a complete road test on at least one. We spoke to a man who drove the Sprint GT from the docks, and his main comment was "there's a hell of a difference between one Solex and two Webers". The list prices are \$3,597, \$4,295 and \$5,295, respectively. (approx.)

SEPTEMBER AND OCTOBER EVENTS

We have notice of two club events at this time. The technical event we promised for September has been moved to October 9, at Otto Zipper's location in Santa Monica, 2610 Wilshire Boulevard, at 8 p.m. At this time 'Sonny' Wineberger, West Coast Technical Representative from Champion Spark Plug Company, will give us a talk and demonstration, complete with single cylinder engine. This should be a very interesting discussion and at the end of the evening we should be able to choose the right plug for our cars.

This change in plans left us in the lurch for September, but we have come up with a joint social-cum-rally event. For those who feel so inclined, there will be a one-hour simple rally starting 7.30 p.m. at our normal meeting place, Little Lake Park, and ending at Shakeys Pizza Parlor and Ye Public House, 120 West Orangethorpe, Fullerton, on Thursday, September 24. Anyone not wanting to go on the rally can meet us there around 8.45, ready to eat pizza, drink beer, and SING.



Our September meeting will be at Little Lake Park, Pioneer Blvd. between Forence and the Santa Ana Freeway, at 8 p.m. on Friday, September 18. Our guest speaker will be from Ethyl Corporation, with a discussion on gasolines.

#### PRESIDENTIAL PONDERINGS

John McGarry

The problem of drop-outs is always a good political issue, and it is receiving its full share of consideration in this election year. When I came into office this year I was very concerned about warnings that we could expect to lose about 60% of our membership through failure to renew which had been the experience in earlier years, and seems to be quite common among Marque clubs, including the rear-engined-German group that is very active. It would seem though that we are building up a hard core of members, since about 65% of last year's membership did renew, and the number of members attending our regular monthly meetings continues to grow. As Cassandra has said in past issues of the magazine, the monthly meeting seems to be our most popular activity, for no matter how hard the Board tries to provide a varied program of events, we rarely obtain a 20% turnout.

I have attended many meetings of other clubs in the course of the last few months, and have been surprised to learn that we are one of the largest in the area, and have a much better turnout to our meetings than most. I believe that there are two reasons for our good attendance, which usually runs about 60 persons. First, the magazine is timed to arrive the week of the meeting and jog some memories, although we have received criticism of this action on the grounds that some members prefer their monthly Alfa intake in two doses, two weeks apart. The second reason is the way in which we conduct our meetings. We attempt to keep the business portion of the meeting to a minimum (conduct of day to day business is the function of the Board as provided by the bylaws), and spend the rest of the evening talking, learning and being entertained. So many of the other clubs I have visited spend literally hours discussing (bickering would be a better word) petty matters and concern over rules of procedure, with nearly all discussion ending in tabling, that they do not have time to provide what we consider is the function of a sports car club - a camaraderie for enthusiasts. Let's hope our only drop-outs next year are those who have defected to another make or left the area.

#### FOR SALE

1961 1300 Spider, white with red. Tonneau cover. Clean. 33,000 miles.  
\$1,500, or make offer. Armand Velton, GA 2-6202

1961 Farina Coupe. 0-60 11.2 sec. 21,000 miles on chassis, 8,000 on new engine. Leather interior, concours condition. 91 bhp at 6000. 1900 lbs  
\$1,699. Roy Lonberger, NE 1-8324.

Lotus-Alfa. 1500 c.c. Fastest modified Alfa. Will sell as unit or in pieces, \$2,100. Engine only \$1,000 installed. Gear box \$200 installed.  
Bob Tharp, R & T Motors, CL 6-9683

#### CHANGE OF ADDRESS

Congratulations to Fenton Jones, who has acted as our club attorney since the formation of the group, on the announcement of his new partnership to be located at 18180 Beach Boulevard, Huntington Beach.



GIULIA TZ - Details from SCCA Rule Book - Class C

Last month we published the specs on the Giulia Veloce. For comparative purposes we are now adding the Giulia TZ.

## ENGINE

Manufacturer: Alfa Romeo  
 Type: 4 cyl. in line  
 Bore x stroke: 3.07"x 3.23"  
 Capacity: 1570 cc  
 Head mat'l: Alum.  
 Block mat'l: Alum.  
 Valve head diameter  
 Intake: 1.62"  
 Exhaust: 1.46"  
 Carburetor  
 Make: Weber  
 Type and size: 45 DCOE  
 No. fitted: 2

## TRANSMISSION

Clutch diameter: 8"  
 Gearbox - ratios  

	<u>Std.</u>	<u>Alt.</u>	<u>Alt.</u>
1	3.26	2.54	
2	1.99	1.70	
3	1.36	1.26	
4	1.00	1.00	
5	0.79	0.85	

 Overdrive  
 Make and model: None  
 Final drive ratios:  

3.72	4.55
4.10	4.78
	5.12

## CHASSIS

Wheelbase: 86.6"  
 Tread - Front: 51.2"  
 Rear: 51.2"  
 Wheels  
 Rim dia. x width: 15"x 4.5"  
 Brakes - Front Rear  
 Type: Disc Disc  
 Dia: 11.2" 11.5"

## CAPACITIES

Radiator: 8 qt.  
 Fuel tank: 27 gal.  
 Oil sump: 8 qt.  
 Official weight: 1364 lb.

## APPROVED OPTIONAL EQUIPMENT

Limited slip differential - std.equi  
 105.11.31.04500 Oil cooler  
 105.11.25.91000 Torque rod  
 Intake valve - 1.67"  
 Exhaust valve - 1.52"  
 Wheels 15" x 5"  
 15" x 5.5"  
 15" x 6"

Note: Allow up to 1.2" tread increase with wide wheels. Wheels may be bolt on or center lock.

CASSANDRA'S CORNER

There is a base canard afoot: That Cassandra consorts with jack rabbits. This, to say the least, libelous statement (and Fenton Jones take note since we may be retaining you at an early date) is simply not true. I must, perforce, refer all of you to an olde Englishe joke (?) the punch line of which ran something like, "Goodgawd man, there's nothing queer about Reggie!". So much for Cassandra and HIS extra-roadtesting activities.

In the absence of any Alfas available for test (the Sprint GT is a myth, the Veloce is a mirage, and Mr. Z is reluctant to release a 904) we will report some observations of the BMW 1800 TI. A sedan yet. This is the single overhead cam, front discs, IRS that Max Hoffman is hoping will fill the gap left by the loss of the Alfa distributorship.

First we must say that those sporty-car types who are masochistically inclined will not like this car. It is without a doubt the most comfortable we have ever driven. Fully adjustable seats provide not only excellent support but equally excellent visibility. The ride is secure. pitch, roll, or harshness are all absent. It rides the way domestic cars ought.



Acceleration is good although not in our experience as brisk as advertised (0-60 c. 11 seconds). This was due in part to a carburetor loading that the factory representative assured us will be corrected by new Solaces now on the way. The transmission, billed as "Porsche-type" is quite smooth, but not as buttery as a well-broken-in Alfa. One of course is spoiled by the Alfa box. Fit and finish are, however, another matter. Superior all around. The chrome is deep, the paint is professionally and lovingly applied, and the interior trim is functional and well-done. The over-all impression is one of tender loving care in the assembly.

The only real problem had to do with the clock. (Since Ken Purdy and his R.R. test we all have to say something about the clock). It is quite accurate but we feel the Bavarian Motor Work should do something about eliminating those long chains under the dash. And then that damned bird

One final word. In overall satisfaction the BMW would be very difficult to surpass in any single department. It is well engineered, thoughtfully assembled, and carefully delivered. It is the only car ever brought around by us that our wife liked. But consider this if you have any thought to dumping Giulietta or even Giulia: Can you consider having an affair with a lady whose instructions include a chapter on "Gewährleistungsbedingungen" which apparently has something to do with inflating the tires?

We have just concluded several rounds of correspondence with Champion Spark Plug Company. Out of this came a profound respect for their dedication and determination to literally prove that they make the best spark plugs for all applications. We were talking about one or two plugs yet we are certain that they put as much time and effort into the problem raised as if we were the biggest distributor. Can't help but think that there is some correlation between product quality and the integrity of the manufacturer. Needless to say we're going Champion all the way. Off-shoot: Champion is sending their Western Regional Representative, complete with dyno-equipped single-cylinder engine etc. to demonstrate heat ranges, effects of fuel, timing and other matters for the club in October.

#### SLALOM AND RALLY NOTES

There has been no activity in the slalom world since our last issue, other than our own practice slalom. It was good to see some new faces, with Ronald Durrett turning in a very good time for a beginner. In order to instill some competition into our group, we will have a formal club team for the next open event, which is the SCCSCC championship put on by RAM at Pomona Valley Shopping Center on Sunday, September 27. This team will remain the same until someone is bumped by a faster driver. Our initial team will consist of Ted Medley, George Eickhoff, Jim Kubota, Dan Ross and John McGarry. The October championship will be either the 17th or 18th of October, so check pit stops for the date and location.

We have no news of our rally group this month, probably due to vacations. We have received notification of two upcoming rallies. The Californian, a SCCSCC Championship on October 3-4, and ISCARA's Pan American on October 16-17, which ends down in Ensenada. Anyone interested in going on the latter event might speak to Ed Gustin at the next meeting.



DRIVERS' NO-ROLL-BAR TRAINING SESSION - Del Mar, September 26

Now's your chance to become a hero race driver. A few months ago David Benish wrote of his experience at an early Del Mar session, so check the May issue of Alfacionada if you want to know what to expect. The date is tentative at the moment, so anyone intending to go should contact John McGarry at 441-1517 to confirm. Frank Smith will be one of the instructors and, although he has sold his Alfa and will be driving a Spitfire next year, he still remembers how an Alfa feels in a fast turn. This is an excellent opportunity to get first class instruction in fast driving - don't miss it.

AUTHORIZED ALFA ROMEO DEALERS - CaliforniaBerkeley

Webb Motor Co.  
2471 Shattuck Ave.  
Phone TH 8-4471

Oakland

Carl Block, Inc.  
4929 Broadway  
Phone 652-8313

Mo-Tech, Ltd.

6121, Mission Gorge  
Phone 283-5918

Fresno

Rontell's Finer Automobiles  
2700 Divisadero  
Phone 233-3711

Oceanside

Willie West Motors, Inc.  
1617 S. Hill Street  
Phone 729-5951

San Mateo

Peninsula Triumph, Inc.  
101 E. 25th St.  
Phone 341-5813

Laguna Beach

Marquis Motors  
1402 South Coast Blvd.  
Phone 494-1139

Palo Alto

Don Hampton, Inc.  
4195 El Camino Real  
Phone DA 6-7160

San Francisco

Harold Menzies, Inc.  
4249 Geary Blvd.  
Phone SK 2-4700

La Jolla

La Jolla Motor Imports  
543 Pearl Street  
Phone 454-4213

Pasadena

Peter Satori of  
California, Inc.  
297-325 S. Colorado Blvd.  
Phone MU 1-8123

Rezzaghi Motors, Inc.  
2715 Hyde St.  
Phone OR 3-4896

Long Beach

Briney Gray Imports, Inc.  
3515 Atlantic Ave.  
Phone GA 4-0951

Redwood City

Grand Touring Imports, Inc.  
875 Main Street  
Phone 365-1570

Santa Clara

Ed Fawcett Inc.  
3209 Stevens Creek  
Blvd.

Monterey

Kunstle Motor Co.  
528 Abrego  
Phone FR 3-2451

Sacramento

Continental Motors, Inc.  
1600 "H" Street  
Phone HI 6-7947

Santa Monica

Otto Zipper Motors,  
2610 Wilshire Blvd.  
Phone 870-3698

Newport Beach

Otto Zipper Motors, Inc.

San Diego

British Motor Sales Co.  
of San Diego  
1902 Kettner Blvd.  
Phone 234-8426

West Los Angeles

Ted's Imported Cars  
11725 Santa Monica  
Blvd.  
Phone GR 3-1101

D O N ' T F O R G E T

Thursday, Sept. 24. Shakeys Pizza House. Rally starting at Little Lake Park. First car out at 7.30 p.m.

Friday, Oct. 9. Otto Zippers, Santa Monica, for tech. session with Champion Spark Plug Co.