



*Alfacionada*

Alfa Romeo Owners  
of  
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

Volume 4, Number 2

February, 1965

## MONTHLY MEETING - Feb 26

The regular meeting at Little Lake Park will not, repeat not, be on the third Friday. This month's meeting has been postponed until the following Friday, the 26th, and will be held at Peter Satori's showroom, 325 West Colorado Boulevard, Pasadena, at 7.30 p.m. At this time Mr. Walter Swink of ARI will release to us Alfa's plans for racing in 1965, with special reference to the West Coast. Alfacionada has a pretty good idea of what is proposed, and it seems that Alfa is really getting serious about being in among the forerunners. We also hope to hear a few words on the parts situation. After a break for refreshments and our usual raffle, Mr. Satori will finish the evening by showing us some racing movies, including the first race at Pebble Beach.

STOP PRESS: News bulletin from ARI:

Auto Delta will send a team to Sebring consisting of three TZs and two TI super sedans. The cars will be in the hands of drivers of international repute who so far include two Italians, two Americans and two Frenchmen.

### FEBRUARY TECHNICAL SESSION

About fifteen members braved the elements and turned up at Otto Zippers to watch Alan Ward and Ted Medley demonstrate valve adjustment. In view of the rather low turnout, we feel our next tech. session should be entitled "How to Stop your Alfa Top from Producing Puddles on the Seat" or "Why don't you Take the Other Car, Dear"? ARI sent along Mr. Al Gruning and one of their service trucks used for instructional purposes, and during the course of the evening Mr. Zipper fired up some of those funny little rear-engined German cars that make loud noises and go indecently fast.

PRESIDENTIAL PONDERINGS

I haven't had much time to ponder this month, what with preparing cars for this year's slalom circuit and a business trip back east. While in New York I took the opportunity to cross the river and visit ARI's facility in Newark. I was met at the station by one of the employees who prepares the cars for delivery, and was quite surprised at his apparent knowledge of the car and great enthusiasm for it. Upon investigation it turned out that the gentleman in question drives a 1300 Zagato! The establishment is quite impressive, employing roughly 40 persons, and seems to have a large stock of parts. I also rode in a 2600 Sedan, which seemed very quiet and comfortable, coupled with good performance. The only snag appears to be that parking attendants are baffled by reverse gear - which reminds me of the story of the early Goggomobile that didn't have reverse gear, and was given over to a New York doorman, who thereupon headed the vehicle toward a wall and became entrapped for some hours by the front opening door.

It often seems from our mail, and at times at the meetings, that our club is made up of a large number of gripers, and just about every dealer comes under fire at some time or other. Naturally we get the complaints, but how about letting us know about the good things that happen to you. I have two examples that occurred this past weekend which demonstrate that the parts situation is improving, and I feel I should mention the names of the dealerships concerned. While working against the clock to get their cars ready for next week's championship slalom, two members found vital parts to be missing and both obtained them from their local dealers on a Saturday morning. A call to Peter Satori's informed us that he had 24 soft plugs for the crankshaft (we only wanted one), while Briney Gray had four bushings which go in the end of the crankshaft, a part that hardly could be considered an everyday item.

MARCH EVENT

Since serious rallyists are few and far between in our club, we will try to combine a good rally with a pleasant social event by turning out as a group to support the Harbor SCC 9th Annual Reunion Las Vegas Rally on March 19, 20, 21. The first car away will leave the Eastland Shopping Center, West Covina, at 10.01 p.m. on Friday night. The \$32.00 entry fee includes a room for two, dash plaque, and a cocktail party on Saturday evening. Accommodations will be at the Castaways. Mark will be coordinating this particular function and will have entry forms and any additional information at the next meeting.

WELCUM WAGGIN

Dr. Edward Boyd, 1901 Westcliff Drive, Newport Beach.  
Robert Childers, 327 Coronado, Long Beach.  
Jon Clemens, 626 East Chevy Chase, Glendale.  
Bob Dudek, 223 West Wilshire, Fullerton.  
Richardine Freeman, 256 Museum Drive, Highland Park.  
Dave Herting, 9231 Ratliffe, Downey.  
Maurice Howey, 3467 Bellflower Boulevard, Long Beach.  
Bud and Judy Sherman, 1471 North Glassell, Orange.  
Dave Turner, 1916 East Wilson, Orange.  
Donald Washburn, P. O. Box 813, Tustin.

LETTERS TO THE EDITOR

From John L. Potter, General Sales Manager, Alfa Romeo, Inc:

"Recently the writer returned to Alfa Romeo, Inc. to resume the appointment as General Sales Manager and last week had the opportunity to visit with numerous dealers of the West Coast of Alfa Romeo, Inc.

Through your columns, I would like to inform all the owners of your club that Alfa Romeo, Inc. is indeed grateful for the great loyalty displayed by owners and I might add, patience during the many trials and tribulations which accompanied the change of distribution arrangements in the U.S.A.

In Newark, the staff of the company is busily engaged in formulating plans for the support of our dealer organization and assistance to owner racers and such plans are being tied closely, where possible, with the many suggestions of owners and dealers.

Before March 1st is upon us, such plans will be announced in detail and it is the writer's belief that in aiming to please everybody, we will certainly succeed in doing this as far as the vast majority is concerned.

As many inquiries that have been received from owners concerning the various models, you might be interested to know that it will be about May before the Giulia Sprint GT will be available in any quantity and we hope that February will see a commencement of a regular shipment of Giulia Spider Veloces. We are also sure that owners would like to know of the great progress made by our parent company. For example, in 1954 Alfa Romeo did not produce more than 5,000 cars whereas production in 1964 has reached the 90,000 mark.

In extending to every member the good wishes of all of the staff at Alfa Romeo, Inc. for 1965, we would also like to add a note of warm thanks for all the loyalty and understanding shown in the past and assure you that we at Alfa Romeo, Inc. are devoted to improving our support of both the dealer and the owner during 1965."

From Mick Mikkelson:

"In my opinion it is time someone spoke out against Cassandra and his/her/its continued attacks against the great car and organization. Surely we have all had enough of this negative thinking and socialist leanings and I would be willing to bet he doesn't even own an Alfa, what with all this garbage about cycles and B.M.W. Can't hardly wait to read the road test report on his race prepared Goggomobile.

Bearing in mind how Ford supports racing, the smear at FoMoCo's sequential tail lights (with their obvious safety value), is bad enough, but the lowest blow of all seems to have been saved for our new Americans - McGarry and Marcantoni. After all Cassandra is a foreign name, Mexican I think. So let's hear it for a great car and a great organization. How do you like them apples Cassandra?"

From J. R. Jackson:

"Question before the house (what is happening to membership)?

(My opinion only): A place of business is recommended by the club. A member (myself) goes there and finds he has been rooked. The club can't or does nothing to see the member is taken care of fairly. (My opinion again).

The club as a social thing is great, anything else is (Blah). Therefore a loss of membership. Mine also."

Editor's Note: John Jackson has been an active member for some years, driving in from Barstow for many of our events - we're sorry to see him go. However, our membership is far from diminishing, and in fact it is the highest it has ever been and we think very active. The club has never recommended any place of business, and always follows up on complaints, which in Mr. Jackson's case involved acquainting the dealer and ARI with the situation, and in fact ARI called Mr. Jackson long distance to discuss his grievance. We know not what else we can do.

#### MEET YOUR OFFICERS

By Mark

Most clubs, big and small, are satisfied with one secretary. But not the AROSC! We go for broke!! So, we decided that two heads are better than one, (even Cassandra will agree with me) and elected Mr. Fritz Taggart as the one to supplement Ed Gustin.

Fritz was born and raised in Lake Geneva, Wisconsin, where he also attended school. After one year at the University of Wisconsin, he served his country with a four year term in the Navy.

Coming to California, he attended the Art Center School in Los Angeles, graduating in January, 1958. In the fall of 1964, he decided he was through with easy living and went into business for himself. His field is "Advertising/Illustrative Photography". In case you do not know what that is, I will explain it to you. A new car model has to be advertised in such a manner as to attract attention. Fritz calls a model (40-25-40) and takes two or three pictures in front of the car. If she is as good as the measurements, the car is a success. This is what is referred to as "Advertising/Illustrative Photography".

Other interests, besides driving his Alfa, are fishing, water and snow skiing, music and saving things that his lovely wife, Paula, calls junk! (If the "junk" is an overflow from his studio, I have room to store it in my garage!)

#### CASSANDRA'S CORNER

Mr. William Daniel wins the defunct dash plaque for his thoughtful comments on improving the club. It was his opinion that a fuller social schedule should be developed with greater attention given to the selection of sites for the activity. I can assure Mr. Daniel that his observations will be considered by the Board.

Now, while on the subject of member-complaints: Owners have never had it so good since the arrival of Swink and Company on the ARI scene. AROSC has received nothing but cooperation in its investigations of owner grievances. At no time has anything been swept under the rug so that a dealer is made to look good. All this is a long-winded way of saying to owners that if your gripe was unjustified then admit it!!! Owners are not always right even though they have this urgent need to be. Even Alfa owners, who are souls of reason, maturity, and clear judgment, may veer off course once in a while. When you have a complaint, let us know. But after we've done all the leg work and discover that the dealer has tried to please, then don't be a sore loser. Please?

Happiness is the day that "Road and Track", "Car and Driver", and "Cycle World" all arrive. This happened yesterday and damned little business has gotten done in "Home and Office". And be sure to read the road tests of the Ferrari and Pontiac 2 plus 2's. There is one particularly delightful comparison of the 2 plus 2's (American and Italian style) to certain female types. Of even greater interest are the performance figures ... the Pontiac's 0-60 something under 4 seconds!! And R & T has much Alfamaterial this month. Yes, truly happiness.

#### CLASSIFIED

Sprint Coupe - 1400 kit, Abarth exhaust, seat belts, Pirellis, excellent condition. \$850.00. Gene Ross (714) NA 6-3326, 361 Marygrove Road, Claremont.

1400 kit, pistons, liners, new set pins, 2 sets rings, Mondeal, \$85.00 transmission, 4 speed, late model, \$140.00. 2 Pirellis, half used, \$6.00 each. Steve Hammatt, JE 4-9564.

Set of Veloce Kolbenschmidt pistons, balanced, approx. 7,000 miles, also 4.1 ring and pinion. No reasonable offer refused. John McGarry, 441-1517.

10½:1 40 over used Jans pistons, 5,000 miles. Dan Newton, 444-5328.

750 series gasket sets complete, \$2.00. Alan Ward, OR 7-0618.

Swap: I would like to exchange my new 1600 Veloce 4.55 rear end for a 5.12 normal (preferably also fairly new). Anyone interested please call John McGarry, 411-1517.

#### LET'S GET TECHNICAL

##### Watch your Pressure Caps and Thermostats!

By Herb Carrier for Champion Spark Plug Company

Unless you are running a Volkswagen, Corvair or other air-cooled goodie, the temperature of your engine's coolant is of prime importance to the overall operation of your car. If you run too hot, you'll encourage detonation, preignition, and possible engine damage. If you run too cold, you'll get reduced gasoline mileage, encourage sludge and carbon formation, suffer through low heater output and a host of other nasty fringe benefits.

For most efficient operation, engine water jacket temperature should be maintained within a comparatively narrow band, usually a few degrees on either side of 180°F. is considered normal.

Here is an often-overlooked tip from the Technical Services Department of Champion Spark Plug Company that may help you get the most out of your engine by helping it operate within its recommended thermal boundary:

Don't Mix Pressure Caps and Thermostats: There are two types of thermostats generally available: The pellet type and the bellows type. The pellet type relies upon expansion and contraction of a wax-base plastic material to open and close the thermostat valve. On the bellows type, the bellows are filled, under a partial vacuum, with a liquid having a low boiling point. Expansion through boiling, or contraction through condensing, serve to open and close the valve. Important: The bellows type thermostat is pressure sensitive, the pellet type is not. Never use a bellows type on a cooling system that incorporates a pressure cap on the radiator. Pressure caps of ratings up to 15 psi are not uncommon. Using a bellows type thermostat on a pressurized cooling system will probably lead to overheating, because the pressure will serve to keep the thermostat closed completely or cause it to open late.

How To Determine Jacket Operating Temperatures: With most late-model cars using engine temperature tell-tale lights rather than calibrated gauges, it is often difficult to determine jacket operating temperatures without suitable testing equipment. In these cases, other means of "reading" engine operating temperatures must be used. For example, the presence of gasoline in the crankcase oil can indicate a too cold operating condition. This is because blowby of raw fuel during engine idling is accelerated when jacket temperatures are below 120°F.

Excessive water in the crankcase oil indicates, also, that jacket temperatures are too low. Low jacket temperatures usually mean low oil temperatures. And low oil temperatures accelerate the formation of condensation in the crankcase while not permitting the condensate to reach temperatures high enough to cause it to boil away.

Champion Service Engineers advise that too high operating temperatures often can be pinpointed by inspecting the firing tips of the spark plugs. If jacket temperatures are unusually high, it affects the temperatures of the spark plug firing ends. Normally, as jacket temperatures increase, plug tip temperatures increase accordingly; there is, approximately, a degree-for-degree relationship.

The firing tip of a spark plug that is forced to operate under too hot conditions will take on a dead white or grey color with a distinctive "blistered" appearance.

Chances are, however, that the owner will be aware of engine cooling problems before the spark plugs reach this condition. A quality spark plug can easily tolerate 80 to 100 degrees of elevated temperature, but this much of a temperature increase in jacket temperatures would seriously affect engine operation.

Preignition and detonation are other indications that possible excessive jacket temperatures exist. If engine compression ratio (as affected by combustion chamber deposits), fuel octane, spark plug heat range, and ignition timing are within specifications for a given engine but detonation, preignition and spark plug "burning" are encountered, there is a distinct possibility that the engine is operating at higher-than-recommended temperatures.

### SLALOM NOTES

The first slalom of the year was held last month at the South Gate Go-Kart track under rather adverse conditions caused by having to drive through a sea of mud to reach the start line. Barry Thompson displayed great club spirit by spending his time wiping off the tires of club members prior to their runs, while Fritz Taggart borrowed John McGarry's car and nearly beat our great white leader the first time out in the car. Clair Lair spent considerable time on the infield with a bad coil but finally made it home.

Results:	F.T.D.	B. Matson	Cobra	30.03
	Class F	1. P. Ankeny	Peerless	31.20
		2. D. Newton	Alfa	32.02
		3. J. McGarry	Alfa	32.20
		4. F. Taggart	Alfa	32.24
		5 B. Thompson	Alfa	32.52
		10.J. Forrest	Alfa	33.97
		13.C. Lair	Alfa	34.32
	Class H	1. D. Groening	Porsche	31.37
		6. A. Ward	Alfa	33.05

Many of our slalomists have spent the last few weeks rebuilding their cars, so it looks as if there will be some tough opposition in Class F this year. Ted Medley has Veloce-ized, while George Eickhoff, Ron Durrett, Clair Lair and Fritz Taggart have raised compression considerably. Just to see what the cars could do, Ted, John, Dan and Alan spent a couple of Sunday mornings at the Lions Club Drag Strip, and have given the rest of us something to shoot at. Alan's 1600 Veloce turned the highest speed at 82.9 m.p.h., and John's 1300 Veloce had the fastest elapsed time of 16.56 secs., with all the ETs being lower than 17.13, and terminal speeds from 79.0 m.p.h.

The second slalom of the year was also at the go cart track, and this turned out to be an Alfa benefit, with Dan Newton defeating John by 2/100th of a second.

	Class F	1. D. Newton	Alfa	30.92
		2. J. McGarry	Alfa	30.94
		3. P. Ankeny	Peerless	31.35
		4. T. Medley	Alfa	31.98
	Class H	. . A. Ward	Alfa	32.12
	Class HW	B. Goldfus	Alfa	36.87

This year in order to enter a SCCSCC championship slalom you must have an identification card issued by the club. If you intend to run one of these events and have not received a card, please contact John McGarry prior to the event if possible.

D O N ' T F O R G E T

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