



Alfaciónada



Alfa Romeo Owners
of
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

Volume 4, Number 5

May, 1965

EL MIRAGE

The turnout for our Desert Time Trials was a little disappointing, but for those who made it the drive was well worth the effort. First off, our apologies for a slight error in the route instructions, and secondly, for the fact that someone stole some of our signs which had been placed at all corners from Palmdale where there was a choice of roads. The Medleys, the Newtons and the McGarrys went up on Saturday to lay out the course, and then camped overnight (pylon sitting) so that things could get off to an early start next morning, which they did at around 6 a.m. when a youngster in a dune buggy decided to try out the course.

Official practice started at around 9 a.m., followed by timed runs in the afternoon, with the meet breaking up at around 3.30 p.m. A party of four in a light plane literally dropped in to see what we were doing at lunchtime and after a short while took off to explore other parts. We had a total of 15 entrants, so you can imagine with a 60 to 70 second course, everyone had plenty of runs, and this was reflected in the times, which became lower and lower as the day wore on. The course was 8/10ths of a mile, and with a FTD of 60.94, the fastest car averaged 47 m.p.h., hitting around 70 to 75 m.p.h. on the straightaway.

Unfortunately the wind became quite strong during the afternoon, raising a lot of dust, so everyone had a big cleaning job to do when they returned home. We had two contenders for the hard luck award of the month: Tom Reilly came off course after his first run and said "I don't have any power at all". A quick investigation revealed that the former owner of his car had removed the battery hold down device, and in the last turn the battery upended itself and practically pulled out the ground post, making for a rather acidic trunk. Fortunately, refilling the battery and a push start was enough to get Tom on his way back to L.A. Dan Newton was the other contender, when his battery completely shorted out while towing to the lake on Saturday. A trip to Palmdale revealed that there wasn't a battery in town, and an SOS went out to L.A. overnight. To make Dan's weekend complete, he lost an axle on the

way home and had to abandon the car somewhere on the Cajon Pass. This would really qualify him, but since he took the R & T trophy for fast time of day anyway, we disqualified him and awarded it to Tom Reilly.

We would particularly like to thank Ted and Flossie Medley, Don Deane, and Neal Fahrner, who came along just to work the event.

RESULTS:

<u>Veloces</u>			<u>Normals</u>		
1. D. Newton	1300	60.94	1. B. Thompson	1300	63.83
2. J. McGarry	1300	61.17	2. C. Lair	1300	64.55
3. R. Durrett	1300	63.74	3. R. Lueck	1300	66.09
4. V. Giobbe	1300	69.05	4. F. Blossom	1600	68.17
G. Reynolds	No Timed Runs		5. R. Britton	1300	68.22
<u>Ladies</u>			6. R. Gehling	1600	68.56
1. P. Newton	Stingray	70.88	7. R. Lueck	1300	70.25
2. B. Durrett	1300 V.	76.25	T. Reilly	No Timed Runs	

WHAT IS AROSC?

Starting with this issue, we will regularly run a short description of what the club is and does. This will enable us to send out copies of the magazine in response to inquiries, and so save our secretary a lot of letter writing.

AROSC has roughly 100 members who meet regularly on the third Friday of the month, at 8 p.m., at Little Lake Park, 10900 South Pioneer Boulevard, Santa Fe Springs, just north of the Santa Ana Freeway near Florence, to talk about Alfas, drink coffee, and be entertained by movies or speakers. In addition, we have one event per month, which is either technical, social or competitive in nature. Our dues are \$5.00 per year, which includes a monthly issue of this magazine. Guests are welcome, and please be sure to introduce yourselves to a committee member.

DRIVING THE 1600 CONRERO SUPER T.I. By Frank Smith

Of all the Alfas I have driven, the TI was by far the biggest surprise. This car is one of three sent over to the U.S. by the factory, and the only one on the West Coast. It is owned by the Alfa agency in San Diego, MO TEK, which is in turn owned by club members, Nadeene and Alan Brengle, who are well known as the couple who tow their race car with a 2600 Sprint.

I drove the car first at Riverside, where we had the inevitable first-time-out problems, but by the following weekend at Laguna Seca the car was ready to go and we did quite well, finishing behind a TZ, and ahead of a 1300 Veloce. This sedan was not really designed to be a race car, but it sure goes like one. The Conrero engine idles fine, but will hardly pull its own weight until about 4000 rpm. At 5500 rpm it really comes on with racing torque. 7500 rpm was the limit for all practical purposes, but I saw over 8000 in direct drive several times on the short back straight. Fifth gear was used quite a bit to keep the revs down -

water stayed at 140°F, oil at 190°F, and oil pressure was 55 lbs. at all times. The car weighed out, ready to go, at 2007 lbs.

The suspension was not as stiff as I would have made it, but in practice it was just about perfect, with some body roll, but not too much and with all four wheels on the ground at all times. We used 15 x 5.20 Goodyears, rather than the larger 15 x 6.00 size to give us extra torque. Tire pressure was 45 lbs. all round. The disc brakes with booster were excellent, as was the racing seat, which fitted so well that there was no problem of sliding around in the cockpit during hard cornering.

Al Bond of Mo Tek did an excellent job of preparing the car, especially in the suspension department. I also appreciated the fine support we received from ARI Long Beach, who turned out en masse complete with service truck on both weekends. The car was completely outfitted, except for bumpers, and I drove with the ventilator half open and was very comfortable. In short, I liked it very much and am looking forward to the next time.

LETTER TO THE EDITOR

From Vincent Giobbe:

"Re: Cassandra (Jan. Alfacionada) "There's something wrong with AROSC". Well gentlemen there most certainly is, and Apollo notwithstanding I believe this prophecy should not go unheeded and since I hear no other voices in the wilderness it would seem that I am the only member of the "Help Save Cassandra From The Big Bad Commercial Clytemnestra (Spelled A.R.I.) Movement". And since I would seem to be well suited for the job of protesting (I am an Artist, and I have a placard and good walking shoes but no beard, if Ron will just let me use his), I will gladly go down with my placard and picket A.R.I. or even McGarry's house if need be.

True we may not have agreed with what Cassandra said (And remember Apollo warned us) her comments more than not led to self examination of our club, Alfas, and the world in general, and when any organization loses its sense of self examination and humor then Cassandra's original statement comes to light.

Mr. Alfa has said that Cassandra's statements tend to put Alfas in a bad light and in the wrong hands might do considerable harm, a simple enough statement in itself, but it spells C.E.N.S.O.R.S.H.I.P. to me, which is hard enough to take by itself and impossible from an outside source. Like Voltare once said "I may not agree with what you say, but A.R.I. has no right to censor it".

So Walter Mittys of the club arise! Join the H.S.C.F.T.B.B.C.C. before it's too late, let's keep this last vestige of a free democracy intact."

LET'S GET TECHNICAL

Battery Mounting After the two battery incidents at El Mirage, we mentioned the problem to Mr. Barratt at A.R.I., and pointed out that it occurred on the street as well as in competition, as the dings in the right rear fender of any used Alfa will proclaim. As a consequence,

A.R.I. in Newark has been informed in writing of the problem and been asked to improve the situation. Meanwhile we would strongly recommend that our members inspect the battery hold down and look to ways of strengthening it. If anyone comes up with a quick easy solution, other than remounting it in the middle of the trunk, please let us know.

Brakes

A couple of our members recently switched rear axles, swapping a 5.12 for a 4.55, and ran into trouble with rear wheel cylinders. Apparently the rear brake fittings are not designed for frequent assembly/disassembly and seemed to swell. Since the threads were leaking, they stole two cylinders from Dan Newton's spare parts bin, which consists of a '56 Alfa on stands, sans front suspension, engine, gearbox, and rear axle, parts of which are strewn around his garage. After tightening everything, they found, much to their consternation, that they could not bleed the brakes. They took everything apart again and discovered that the brake bleeds had been screwed in so tightly that the small ball bearing, which acts as a valve, had been forced into the aluminum casting so hard that it had become imbedded. The cylinders had worked fine on the '56 as long as they were connected and full of fluid, but once disconnected could not be bled. So be warned, don't try the strong arm act on wheel cylinders, because they cost \$8.50 each.

Brake Fluid

The 1600 Veloces have a little sign on the brake reservoir, which is a monstrous contraption designed to get in the way when removing the head, that says: "Attenzione . . . Piegare Esclusivamente Castrol Girling Brake Fluid Amber". In the new Spider/Spider Veloce handbook Alfa underlines the fact that the use of any other fluid will definitely impair braking efficiency. A call to a local parts house brought forth "Oh you mean Crimson, that's the best they make". After a little perseverance they checked the catalogue and said "Yes, we can get it, but we don't have any specs on it". So we ordered some and the can indicates that it meets the same SAE specs of 70R1 and 70R3, but is specially developed for "racing and certain high performance vehicles", with special high temperature characteristics. We understand that one Giulia Veloce being raced has experienced troubles, possibly caused by not using the correct fluid. The price is \$5.20 per quart, compared to \$3.50 for Crimson, so we would recommend that you purchase a can, along with a padlock to keep the brake man and his 70R1 fluid out of your reservoir.

Valves

The last issue of The Alfa Owner had some comments on sodium filled valves for the 1600, mentioning that they did a very effective job, but that the price was uncomfortably close to \$16.00 each. This is the price at most parts houses, but your local friendly Alfa dealer has them for \$9.75. Checking around recently we found that in several cases Alfa's prices were lower than outside houses. On 1300 valves we came across the odd case of the intakes being slightly cheaper at a parts house, but the exhausts being considerably more expensive.

MAY EVENT

The May event will be a repeat of the Pizza Rally put on by Don Deane. This is a short one hour rally for beginners, ending at Shakey's Pizza Parlor, 120 West Orangethorpe, Fullerton. The rally will start from Little Lake Park, at 7.45 p.m., Friday, May 28, and there will be no entry fee. Bring the family to eat pizza, drink beer, and sing. If you can't make it to the rally, come along to Shakeys anyway. Guests are welcome.

SLALOM NOTES By John McGarry

I have been taken to task for not fully explaining ARIs slalom award program. We had anticipated that this would be published in Pylon magazine, but unfortunately they cut short the press release. Essentially the points in question are, what events qualify, what is the effective date, who may compete? All championship events put on by NCSCC, SCCSCC and San Diego Asebring Drivers will qualify. From Alfa's point of view this encourages drivers to travel to other regions, since the more events you run, the more points you build up, and the more Alfas are seen in competition. Since the program was not announced until our March meeting, April 1st was the starting date. All Alfa drivers may compete - membership in AROSC or affiliated clubs is not a prerequisite. Copies of results should be forwarded to our address, except in the case of SCCSCC events.

Several drivers went down to San Diego for the "April Twist". Dan Newton's car did double duty once again since I did not have my own car running, but somehow I think Dan is going to get his own back for all the rides he's given me this year. I have been the perfect gentleman, never beating him in his own car.

Results:

Class E

1. J. Rober	Porsche	48.15
13.A. Ward	1600 V.	53.71

Class F (1300 Veloces and 1600)

1. D. Newton	Alfa	49.68
2. J. McGarry	Alfa	50.47
4. T. Medley	Alfa	50.79
8. F. Blossom	Alfa	57.58

Class G (1300 normals)

1. H. Codiane	Elva	51.79
4. J. Barta	Alfa	53.40
5. C. Lair	Alfa	53.45
6. D. Lueck	Alfa	53.52
7. F. Taggart	Alfa	53.80

Class K (Ladies)

1. P. Elsebusch	Lotus	51.00
3. B. Goldfus	Alfa	54.12
5. F. Medley	Alfa	56.04
6. P. Taggart	Alfa	57.37

The Riverside Championship for April was a good fast event which has been marred by the lack of results. Unofficially Class F was won by Paul Ankeny in his Peerless, followed by Dan Newton, John McGarry, Ted Medley and George Bickhoff. Flossie Medley won class FW.

The Cal Club slalom put on May 16, was a very tight course. Dan Newton and I ran my 1600 Veloce for the first time and he displayed very

ungentlemanly conduct by beating me. We took (we think) 1st and 3rd in class, with a Porsche in between us. The car ran well but still needs to have the handling sorted out. Paul Ankeny again won Class F (he seems to be having it all his own way), with Ted Medley and George Eickhoff in 2nd and 3rd places when we left.

Since we do not have the Riverside results, the AROSC team will be as last month.

4 TO 5 SPEED GEARBOX CONVERSION

Listed below are the parts necessary to convert late 4 speed gearboxes to the later 5 speed version. The parts are applicable to gearboxes with part numbers 1365.15.724, 725, and 726.

<u>Part Number</u>	<u>Description</u>
102.00.13.031.02	Main 5th Gear
102.00.13.028.03	Countershaft
102.00.13.227.00	Key
102.00.13.301.01	Countershaft 5th and Rev. Gears
102.00.13.303.00	Washer
102.00.13.304.00	Spacer
102.00.13.305.00	Sleeve
102.00.13.505.00	Fork
102.00.13.306.00	Lock (2)
101.00.13.216.00	Synchro. Rings
101.00.13.218.00	Synchro. Hub
101.00.13.227.02	Spring (2)
101.00.13.217.00	Ring
101.00.13.219.11	Synchro. Sleeve
101.00.13.228.00	Synchro. Quadrant
101.00.13.230.02	Synchro. Quadrant
1356.16.108	Spacer
1356.17.042	Plate
1358.16.025	Nut
1356.17.091	Bolt
2900.60734	Bearing
2140.17172	Washer
102.02.13.108.01	Pin, rear cover

Approximate cost - \$135.00.

D O N ' T F O R G E T

RALLY TO SHAKEYS

May 28