



*Alfaciónada*

Alfa Romeo Owners  
of  
Southern California

P.O. Box 61

A Driving Club

Tustin, California, 92680

Volume 5, Number 7

July, 1966

## SOUTH WINS THIRD ANNUAL GOLDEN STATE GRAND PRIX

The South has finally won a G.S.G.P. After two years of solid defeat to the north, the south won by over a 10% point margin. The G.S.G.P., the world's greatest slalom event, is held annually over the July 4th weekend on a large unused airstrip at the Santa Maria airport. The proceeds from the event go to a hospital in Santa Maria. Three hundred predominantly Californian slalomists, half north and half south of Fresno, are selected to compete. In addition to the two slaloms held on Saturday and Sunday, several social events are planned by the G.S.G.P. committee and every competitor has the opportunity to meet many of their opposite numbers from the north and of course engage in much bench racing and serious elbow bending. AROSC was well represented this year with 19 club members driving in the event. In spite of the two losses to the north in previous years, Southern Alfas have always managed to earn the lions share of points in their class. This year was no exception. Details can be found in the Slalom Column of this issue.

ODD BITS by Bud

Thumbing thru the 4 July issue of Sports Illustrated, one comes across a pair of interesting bits of news concerning Alfas and/or people who drive them.

Seems as though Annette Barnard won a race in a Class C GTZ. This was a class victory, not merely a women's class. 'Twas also her first time out, ever. Annette Barnard is a Des Moines airline ticket agent. But where did she get a ride in the GTZ?

Club member Bill Lapworth is also present in this same issue, which is largely devoted to ocean racing. Probably not many of us knew that Bill Lapworth is one of the foremost yacht designers of the day. He has been responsible for several successful designs, including the Cal-40 and Metcalf classes. Besides which, he crews. Talk to him the next time you see him.

JULY MEETING

The next regularly scheduled meeting will be held at 8 PM, July 15, 1966 at Little Lake Park, 1900 So. Pioneer Blvd., Santa Fe Springs as usual. There will be entertainment for the meeting, and coffee and donuts will be served.

ALFA SLALOM TEAM

With the championship slalom series about half over, our team still leads. Although our club put on the championship slalom in June, and could not compete, we did not loose out since the rules grant us our average number of points earned per slalom.

The team points are now:

- 31.2 AROSC
- 30.0 Clippinger Corvair - Corvette Club
- 22.8 Pacific Sports Car Club
- 22.8 So-Cal MG Club
- 17.0 Mestizo

ALFACIONADA is the monthly publication of the Alfa Romeo Owners of Southern California. Articles, letters, and personal ads are always welcomed for publication and should be received by the editor ten days prior to the monthly meeting.

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POLITICS by Mark

In my article of the June ALFACIONADA, I mentioned the fact that while at Jim Gray Imports in Long Beach, I was introduced to Dr. Giorgio Vergani, Alfa factory representative, attached to ARI in Newark. We had a long talk, covering many subjects of interest to Alfa owners. As everyone has experienced in the past, one of the major problems with imported cars is replacement parts. This has already been solved with the opening of the Long Beach branch of ARI. I imagine a few people will disagree about the excellence of service, but they are a few isolated cases. My suggestion to anyone having trouble with Alfa parts is to directly contact Mr. Fred Bonzer, director of the parts department in Long Beach. So much for parts....

As far as dealer service is concerned, Dr. Vergani was assuring me that every possible means is being used to select qualified dealerships for sale and service of Alfas. In turn the dealers are trying very hard to find the best mechanics available. Unfortunately, the number of qualified mechanics is not great. Sometimes, an owner is dissatisfied with the work done on his car, and in anger publicly displays his disappointment without first giving the owner of the shop an opportunity to investigate where and if wrong was done and to correct it if possible.

Dr. Vergani suggested that through ALFACIONADA, I should advise all Alfa owners that in case of dissatisfaction of any kind with Alfa service, they should first contact the shop owner. If this does not help, then write a letter either to me or to the president of ARCSG, stating the facts and the gripes. We, in turn, will see that all misunderstanding is cleared up, to everyone's liking. I hope that this added service which we are trying to establish will make you all enjoy and appreciate your Alfa even more, whether it is used for transportation, fun driving, or competition.

SCGSCC SLALOM DRIVER STANDINGS

The official standings after the June championship are listed below. Only men with more than 300 points and women with over 375 points are listed. In compiling this list, the slalom with the lowest earned points was dropped and an individuals average added when the person earned no points because his club was putting on the championship event.

Class F	
1. John McGarry	558.2
2. Dan Newton	528.4
3. Alan Ward	328.3

Class FW	
1. Phyllis Gaylard	557.4

Class H	
1. George Eickhoff	471.6
2. Richard Lueck	463.3
3. Fritz Taggart	412.7

Class HW	
1. Paula Taggart	514.7
2. June Lueck	489.9

LET'S GET TECHNICALMEASURING THE DISPLACEMENT OF AN ALFA ENGINE by Ron DurrettWhat is Displacement

The displacement of an engine is the amount of volume displaced per cylinder as the piston moves from the bottom to the top of the stroke times the number of cylinders. The displacement per cylinder is equal to the cylinder cross sectional area times the stroke. If the bore (diameter of the cylinder) and the stroke is known, the displacement is easily computed.

$$\text{displacement} = (\text{number of cylinders}) \times (\text{stroke}) \times \frac{3.1416}{4} \times (\text{bore})^2.$$

If the bore and stroke are given in centimeters the displacement is given in ccs; if in inches, then the displacement is given in cubic inches. Displacements in cubic inches may be converted to ccs by multiplying by 16.39.

Conventional Displacement Measurement

Conventionally the displacement is calculated with the cylinder head removed, by carefully measuring the bore and stroke with accurate measuring tools.

Alfa Displacement Measurement

The Alfa is unique in comparison with most engines in that the displacement may be measured directly without the removal of the cylinder head. The method is as follows:

1. Remove cam cover and spark plugs and set #1 piston to TDC at position where both valves are closed.
2. Split timing chain and remove camshafts.
3. Pour oil in #1 cylinder until level with top of spark plug hole. (If you measure the amount you pour in you can also calculate compression ratio at the same time. Call this amount X.)
4. Turn engine to #1 bottom dead center by setting #2 cylinder to TDC.
5. Fill #1 Cylinder level to top of spark plug hole measuring as you go. Call this additional amount of oil V.
6. The engine displacement is simply the number of cylinders times V. The compression ratio is  $\frac{(x-2.5\text{cc})}{(x+v-2.5\text{cc})}$ . The 2.5cc is the spark plug displacement.

A double check on top and bottom dead center is given by gently turning the crankshaft back and forth slight amounts and observing the point of maximum and minimum oil levels in the spark plug hole. The amount of oil can be measured by using a calibrated syringe or burette.

Watch the oil level in the plug hole to see if the oil is leaking out rapidly. If the valves are not seating properly or are burnt, or if the rings are excessively worn, the leak rate may be quite rapid. In this case the measurement is not very accurate and

should be tried on a different cylinder or if necessary, the head removed (as it probably needs to be anyway) and the conventional method used. If the leak rate is slow, a rough estimate can be made as to the amount of oil that could have escaped during the measurement, and the accuracy of the measurement can be determined accordingly. A typical leak rate is about 1cc every 5 minutes.

#### SLALOM COLUMN by Clair Lair

Well Alfa drivers, the competition took note of your absence in June and picked up most of the hardware. Some brave souls who didn't realize that the Alfa horoscope was unfavorable for competition at this time did venture to participate.

#### CLouDBURST III - June 19

The course on the 35mph speed limit Rose Bowl parking lot was tight at best. Two Alfas showed up (4 drivers) and took a 1st, 2nd, and 3rd. The results were:

Class F		Class FW	
3. Alan Ward	53.21	1. Phyllis Gaylard	55.70
14. Richard Purcaro	DNF	2. Barbara Goldfus	59.10

Richard Purcaro making his first attempt at slaloming in his street condition veloce had problems finding the course at the Rose Bowl, but was not discouraged and completed all three runs at the "other" event that day.

#### ISCARA - Featherfoot I - June 19

The course reminded me of a 1960 type event, as did the sparse entry; 90 plus cars. The very low pressure event was enjoyable; the very keen class H and HW competition was won by the "finely tuned - fully slalom prepared" (come on now! Ed.) Alfa Sprint Coupe of Clair and Sharon Lair.

Class F		Class HW	
9. Richard Purcaro	51.29	1. Sharon Lair	49.44
Class H			
1. Clair Lair	45.00		

#### CUBSCC Clockwatcher - June 26

Again the crowd descended on Pomona Valley Shopping Center for the young folks' Clockwatcher slalom. A short course, with a limited turnout, and fun runs after each class made for an enjoyable day. Nick DeCourville in his orange plastic Union 76 sphere was fast for the day with a 44.17.

## Class F

1. Chuck Greenwald TR-3	45.75
6. Alan Ward	49.07

## Class H

1. Chuck Ganfield MGA	46.62
2. Barry Thompson	47.15

## Class N

1. Bob Ziegler Lil Hell	44.77
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## Class HW

1. Lynn Thompson	49.76
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## Class NW

2. Anita Beck	62.49
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## Golden State Grand Prix

The highlight of the slalom year for many is the Golden State Grand Prix where the North (San Francisco and company) meets the South (Los Angeles and San Diego) at the Santa Maria Airport. AROSC was well represented and contributed three first, two second, three third, and three fourth places to the overall South win for the two day event. (Southern rules prevailed on Saturday, Northern rules on Sunday.)

The weather was great, the competition torrid, and the surface "marbled".

The Alfas bagged all their wins on Saturday in every class entered.

Ed. note: As of press time, we are unable to obtain complete results for the Golden State Grand Prix. What results we do have are published below. The complete results will be published in this column next month.

## Saturday

## Class F

1. Dan Newton	93.96
2. Ted Medley	94.32
5. John McGarry	95.45

## Class H

1. Richard Lueck	96.69
3. Fritz Taggart	97.80
4. Clair Lair	98.16

## Class M

1. Bob Ziegler (Lil Hell)
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## Class FW

1. Phyllis Gaylard	98.62
3. Barbara Durrett	105.23

## Class HW

2. June Lueck	109.07
4. Paula Taggart	113.25
5. Sharon Lair	115.84

Sunday saw the Alfas take gas by over/under driving or misclassification. (In the Northern event the "normals" were pitted against the Sprites, this is why the Luecks' Alfa became known as the "hoodless, trunkless, doorless modified Alfa Car".)

## Sunday

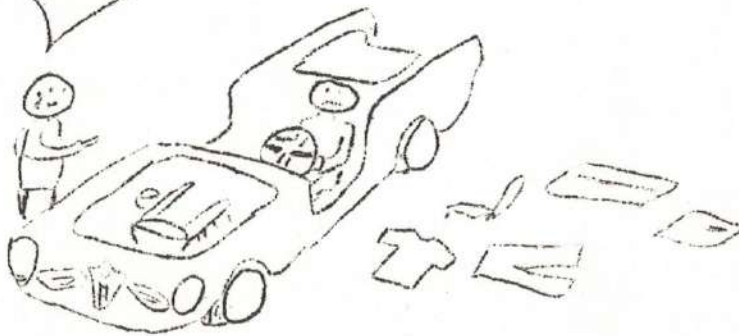
## Class G

1. Bill Jones MGA	30.88
3. John McGarry	31.34
4. Dan Newton	31.60

San Diego put on an interesting slalom type event on Monday, July 4th. It consisted of two side by side courses with two cars in competition at once, called a "Tecate type Autocross". The object is to run both courses in the shortest time without pylons, the other car is there for the spectators, because it's the times that counts. In watching the event, (I did not want to run against Sprites or modified again) it appears that the psychological effect is of some importance, especially when all runs count.

My two cam heart did flutter when Alan Ward in his 1600 veloce came onto a straight side by side with a funny little rear engine car and LEFT him in a cloud of blue smoke.

Look Dick, I can understand your not having a chance in class G against the Sprites and deciding to run in the modified class and deciding to strip the car down to save on weight and taking off the hood and trunk lid and doors and passenger seat, but don't you think that taking your clothes off too is going a bit too far?



Santa Maria

