



Alfaciónada



Alfa Romeo Owners
of
Southern California

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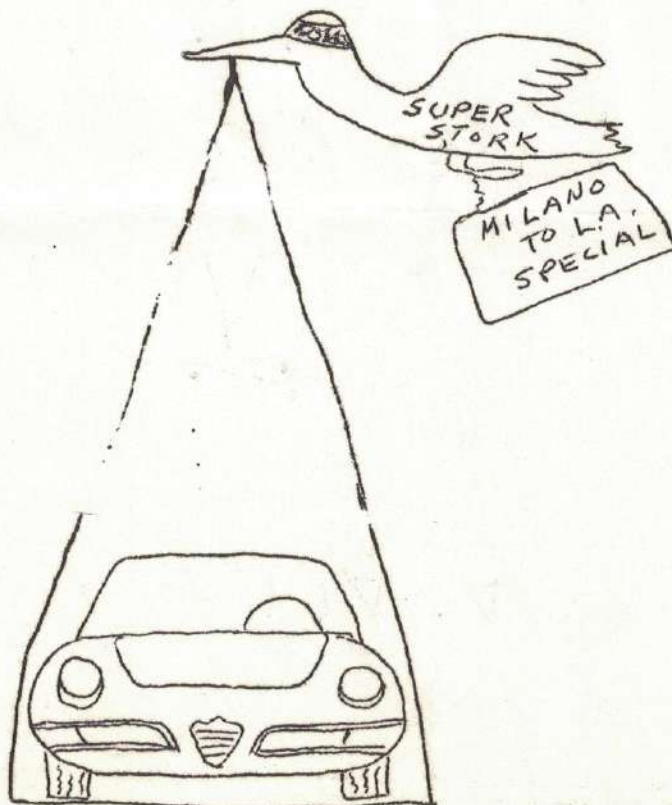
A Driving Club

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NEW GIULIA ARRIVES



THE NEW ALFA

The big event for 1966 for most serious Alfisti is the arrival of the new Spider. This marks the first major change in the Spider body style since 1955. Previous changes have all been along the gingerbread line.

Engine used appears to be the tried and true (?) 1600cc Giulia. Bhp @ 6000 is 125 SAE. Weight is 2070 lbs.

The new car should be on display at your local friendly Alfa dealer. Go see it.

Following is a brief overview of the impressions of a first viewing, one submitted by Mark Marcantoni, the other by Bud Sherman. We hope you enjoy them and go out and buy one.

VISITING WITH THE "JUST ARRIVED" by Mark

On June 3, like many other curious Alfa Enthusiasts, I was in the showroom of Jim Gray Imports in Long Beach, to finally admire the new Alfas for 1967. I have to confess, that inasmuch as my first Alfa was a Spider, and my heart is close to that car yet, the new 1600 Giulia Veloce, dressed up with one of the latest works of the Maestro, Pininfarina, leaves you speechless. Looking at her, somebody would think that she has the nose of a Porsche, and looks a little like a Lotus Elan, and that the curved back is reminiscent of the Mercedes 300SL, but to those guys I would like to ask: "Do you really think, for a moment, that the biggest and most prolific of all car body designers could not create his own design?" I also admired the new Sprint GT Veloce, superbly elegant inside and out, with the most beautiful, comfortable and functional bucket seats on the market today. (Just my luck...They had to come out with the improved seats the year after I purchased my Sprint GT.) Horsepower is also a little more than on the 1965 GT. The overall car is naturally improved, and seat belts and side mirror are now included as standard equipment, with, believe it or not, the purchase price reduced from last year. All those qualities undoubtedly will make the 1966 Sprint GTV one of the most desirable Sports Touring cars on the world market today.

Also showing was the new 1600 TI Super, better known as the worlds only \$3000 5 passenger, 4 door family sedan with disc brakes, double overhead cams, twin Webbers, 5 speed fully sychronized gearbox, reclining seats, and all the rest. While at Jim Gray Imports I also had the fortune to meet Dr. Giorgio F. Vergani, Factory representative for North America.

In one and a half hours of very pleasant conversation, we covered many subjects, and from our encounter I know that our club will benefit. I will tell you about it in a later issue of Alfacionada in my article entitled "You can catch more flies with a spoon of honey, than with a bowl of vinegar."

THOUGHTS ON THE NEW ALFAS by Bud Sherman

On Wednesday, June 1, my wife and I were fortunate to receive invitations from Jim Gray Imports, Inc., in Long Beach, to pre-view the new Alfas.

The piece de resistance was, of course, the new Giulia Spider. The TI and Sprint GT (now called the GTV) have been changed in detail only, (more on this later) while the Spider is a brand new car.

Most of us by now have seen various pictures of the new Spider. The pictures don't do the car justice. The obvious comment to make is that it is beautiful, but with reservations. These being that the front end is essentially hidden from view. Comments intimating that it was even (shudder!) Porsche-like were heard here and there. I doubt that I would go that far, but.....

To my eye, the most obvious improvement is in the office. The seats have finally become fit for humans, and they even recline now. They do not use the very good Reutters mechanism, instead have a crank type knob. The big thing is that they do adjust readily. The instruments are now very clearly readable; a big tachometer and similar sized speedometer stare the driver in the face, while off to the right, about where the radio should be, are the ancillary instruments set out from the dash and angled toward the driver. All this done up in a tasteful black and white. Naturally, the steering and gear changing mechanism that we've all come to know and love has, you will be relieved to hear, not been tampered with essentially.

The engine compartment has been civilized also. There now appears to be a respectable amount of room, and the engine sits essentially upright. Should be much easier to fix the oil leaks.

And the trunk! My word, does it have room. And the battery is finally in the front of the car, with a substantial locking hold down mechanism. No more dented fenders.

The TI deserves some comment, if only because this author is interested in buying one.

All TIs from now on will have the two Weber Carburetors and the "trick stuff" that goes along with it. There have been detail changes in the interior, namely a pseudo-walnut dash finish, and improved seats. Other than that, things remain pretty much as they were. New HP is 112, new price ca. \$3100 with safety package.

The Sprint has been prettied up with a new grill, and some bona fide Auto Delta-Alfa Corse-Real Racer type clover emblems on the rear quarter pillar. The seats are again improved, with the same reclining mechanism as the Spider, but much better lateral support. This one also comes standard with the Webers.

It appears that Alfa may finally be settling down to some kind of standardization scheme on the carburetor question.

All in all, we had a very pleasant afternoon looking, poking, opening, shutting, and doing what is expected of new car lockers. A nice chat was had with Mr. Jim Gray and his sales manager, Mr. Dwight Martin. We are indebted to them for this opportunity to appraise the new cars. Now, how about a ride in a new spider for the next slalom season, Jim?

VELOCE DUE DASH PLAQUES

All club members who worked at the slalom are entitled to one free dash plaque. Additional dash plaques are available at \$.50 each.

JULY MEETING

The next regularly scheduled meeting will be held at 8 PM, June 17, 1966 at Little Lake Park, 1900 So. Pioneer Blvd., Santa Fe Springs as usual. The film for the evening will be determined before the meeting, we hope. Coffee and donuts will be served.

FOR SALE

Giulia Sprint GT, red with charcoal grey interior, new Webers, excellent condition inside and out, Nardi wood steering wheel, 5 chromed wheels, 5 good condition Pirelli Cinturatos, all transistor radio with rear speaker.
\$3495 firm. Call Mark 213 GE1 4682 Evenings.

VELOCE DUE (AGAIN) by Bud

We'll bet you thought we were going to ask you to volunteer to work on our June championship slalom again, didn't you? Well, you can come out of hiding, for it's all over.

Veloce Due was presented on June 5, at the Terminal Island Parking Lot. A total of 265 cars were run thru, and we hope they all had a good time (both literally and figuratively). While there was alot of work involved in putting it on there was no shortage of workers to pull the load. To the regulars who came to work and make things run smoothly, our thanks. To those who are not regulars, and who were working their first slalom, our very special thanks. These people were necessary to give the event a professional appearance.

Viewed as our June event of the month, a phenomenal thing happened. We had a fantastic turnout. This was no doubt due to the "blitzkrieg" method used to persuade people to work.

There was very little drama at the event, other than the first four cars getting lost in a matter of 150 feet, and a TR-3 losing a right front wheel in a left hand sweeper. One chap did get lost after the finish. Real talent, that!

Only one mishap in the whole affair;

Seems the lunch truck left quite a bit of trash lying around. A phone call from the people who control the lot indicated that we had better pick it up. Consequently, the board (Monday night meetings being handy for this sort of thing) had their own exclusive event. They collected two station wagons full of trash. Disposing of it was a problem to those not as tricky as our man in the dump Fritz Taggart.

Listen closely:

Scene One: Taggart in station wagon with Barry Thompson, Ron Durrett, and Clair Lair.
Car is full of trash and pulls into service station.

Fritz: Say pal, I'll let you fill my tank if I can empty my litter bag.

Unsuspecting Pump Jockey: Yes sir, of course! Regular or Premium?

Exit trash.

End Scene 1.

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 day prior to the monthly meeting.

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MEET YOUR OFFICERS by Mark

They say "that you can't stop progress"... and with progress the relentless march of the female, striving to crash the male world continues. Now there are women scientists, women executives, women in politics, in business, etc... and to keep up with progress, this year we decided to elect a member of the fairer sex to the board. The choice was a long time Alfa enthusiast and active participant to various forms of competition---Barbara Goldfus, our secretary elect.

Barbara was born and grew up in Minneapolis, Minnesota. She is a graduate of the University of Minnesota, with a B.A. in liberal arts. In search of a future, she arrived in Los Angeles in 1955, (the gold rush was already over) and is now employed by Scientific Data Systems, where she is a technical editor on computer manuals.

When she is not slaloming, Barbara enjoys skiing, bowling, dress-making, fishing, classical music, bridge, and chess. When she is not busy with all these activities, she likes to "Sleep"! (I have noticed this at the meetings.) Thanks to that loud horn on Alan Ward's Veloce, she managed to stay awake during the running of the 1965 slalom season and finished in the top positions.

Barbara recently sold her Giulia TI and now owns a new Corvair Corsa. However, she promised herself that if she wins the Irish Sweepstakes she will buy a GTA. Best wishes from all of us, Barbara, you are a sweet girl and deserve to own a GTA. (Alan is already licking his lips!!!)

SLALOM COLUMN by Clair Lair

CASOC "Unlimited Slip" - May 15, 1966

The name of the event smacks of Dan Newton's Corvair-Romeo rear end conversion, but ah well he stayed home and Ted Medley, in his Red veloce, copped the TR3's, etc. In Class H, Barry Thompson, the top Alfa, could do no better than third. Too much slip in Class H, huh fellows.

Class F	
1. Ted Medley	77.33
4. Jim Allen	79.62
6. Alan Ward	80.21
12. Dennis Ashley	87.30x

Class FW	
1. Phyllis Gaylard	78.81

Class H	
3. Barry Thompson	78.46
5. George Eickhoff	79.59
7. Fritz Taggart	81.64

So Cal MG Championship - May 22, 1966

ALFAS SWEEP CLASSES F & H (almost)

John McGarry, Dan Newton, Richard Lueck, Ted Medley, June Lueck, Phyllis Gaylard, Barb Durrett were unbeaten by any other marque. The two-cammers really buzzed the slippery surfaced Slideways VI. No doubt the glint of gold from the beautiful champagne filled awards went to the Alfas gas pedal. The overall results were:

Class F	
1. John McGarry	55.87
2. Dan Newton	56.02
3. Ted Medley	57.03
7. Alan Ward	57.73
8. Ron Durrett	57.98
9. Tom Hutchings	58.76

Class FW	
1. Phyllis Gaylard	60.49
2. Barbara Durrett	66.01

Class H	
1. Richard Lueck	56.69
2. Bill Barnore MGA	57.49
3. Barry Thompson	57.62
4. Fritz Taggart	58.07
6. George Bickhoff	59.14
7. Ole Blennov	61.18

Class HW	
1. June Lueck	60.03
2. Paula Taggart	62.61
4. Lynn Thompson	65.43

AROSC CHAMPIONSHIP LURES TOP FLIGHT ENTRIES

To the AROSC people who weren't there, shame on you. To the many who were, wasn't it a job. 256 cars, 530 runs later we picked up the pylons and helmets and unpacked the Alfas; our obligation fulfilled to the slalom world for '66.

Don Wilcox turned fastest time in the Volksvair with the Cobra of Chuck Green not far behind.

The only Alfa to compete was Richard Lueck's with four drivers - Richard and June Lueck, and Clair and Sharon Lair, who all compete for Les Chevaux Mecaniques. Richard, June, and Sharon upheld the Alfa name with 1 and 1, 2 respectively, while I should have stayed home.

LET'S GET TECHNICAL by Ron Durrett

per Dr. Paul Tenney
as put down by Tom Hutchings
and prefaced and put into order by R.D.

A talk was given to the Chicago chapter of AROC by Dr. Paul D. Tenney in 1963 on modifying Alfas and was recorded on tape by Keith Hellen. This tape was played for our March event and the main points of interest are presented here in print with the kind permission of Dr. Tenney. In addition, in a phone conversation in January 1966, Dr. Tenney gave many more up-to-date recommendations which have been here lumped together with his original recommendations.

The recommendations given here like all recommendation of this sort, should not be taken as the only way to modify your Alfa. The recommendations should serve as a useful guide to the uninitiated Alfa Modifier and as a possible source of new ideas for the experienced modifier. Other Alfa authorities may have differing ideas on the modification of Alfas. One should keep an open mind, listen to the advice of all authorities, and try to decide for himself the best things to do to his own car. One should bear in mind that as one modifies his engine to produce more power from it, its general reliability tends to decrease. Before undertaking serious steps of which you have reasonable doubt, it is wise to discuss your modifications with someone who has already performed them and can advise you.

Dr. Tenney is the present editor of the national publication The Alfa Owner. He has been on the AROC board every year since 1961. He purchased his first Alfa in 1959 and has owned 13 since then and claims to be completely addicted. In private life he is a physician and surgeon in private practice. From the tape....

Pistons

Want maximum strength and minimum weight. Jahns pistons are sand cast, heavy, and weak. Ring lands won't stay. Forged pistons are better. Use Kolbenschmidt or Mahle (never break). One forged piston available for 1300 is by Gianni (Italian hot rod outfit) In stock Alfa pistons, Sprint Speciale is highest compression listed but Normal piston can give more compression since crown is .040" higher. These pistons must be grooved and the valve reliefs fly cut deeper, but net is higher compression.

Fitting Pistons

Mark all parts so they may always be put back in same place i.e. #1 piston always in #1 hole facing the same way, etc. Cylinder barrels and heads don't line up on 101 series, consequently cylinder head or pistons may have to be ground to clear high compression pistons, and valves checked. Check clearances with no head gasket. If everything clears this way it will have adequate clearance assembled and running. Put valves in and use Prussian blue marking fluid to find if or where valves hit piston. Depth of cut into piston is usually not lacking but lateral location is. All come out different. A cutter can be made from an old valve which is inserted in the head and turned from the outside. Check to see valves clear without head gasket with cams set where they will run and valve clearances set. cc engine to $\frac{1}{2}$ cc (see Alfacionada, March 1966). Don't mill the top of, or bore the sleeves; have all cutting done on a lathe. Set pistons to .007" clearance then knurl piston with a

diamond knurl (Hastings method) to a force fit in the cylinders and work back and forth. Let engine wear pistons in. This keeps the engine quiet, no piston drag and keeps the oil in. Do this even on new pistons.

Bore Size

There is a significant gain from boring the engine. Power goes up proportionally with the piston crown area. Inertial loadings of the bearings also go up. With 1400 kit reduce revs by 1000 RPM at least and 1500 kit by 1500 RPM.

Head Milling

Whenever valves are ground, flycut head about .005". Make sure head is flat $\pm .0002$ ". Can probably remove .030" safely from Standard head and .010" from Veloce. There is quite a bit of variation here. With over .100" from head and block combined, oil overheating often occurs. (no oil cooler) Volumetric check here gives about 12.5:1 compression. With oil cooler this limit it about .110". Grind away the water passages around the valves to enhance the cooling.

Crankshaft

Micro polish the crank journals. Holes can be drilled in the block to force feed #2 and #4 main bearings. Don't groove the bearing, just drill a hole in the stock bearings. Drill out the aluminum slugs in the crank and drill and tap and put in an Allen screw with locktight.

Oilpump

Can Change gears on standard oil pump to make larger capacity like Veloce.

Cams and Valve Clearances

Alfa responds more to higher lift than to long duration. Valve clearances increase by .004" when engine warms from 70° to 180°F. Set valves .004" closer than Alfa specs to increase lift (also increases duration slightly). Alfa cams are good, it is a non harmonic polydyne cam resulting from the solution of an infinite number of polynomial equations. It gives a non-constant rate of lift. Sides of the Veloce cam is actually concave in some places. The tolerance on the stock cams is held to only 3° from lobe to lobe.

Competition Standard settings 1300cc

.010" Intake clearance

.016" Exhaust clearance

3° advance on intake cam

6° retard on exhaust cam

Veloce street use in normal trim

.012" Intake

.018" Exhaust

3° advance on intake cam

6° retard on exhaust cam

(one car set like this with 12.2:1 compression puts out 136 HP on dyno and went whole season on one set of bearings... with periodic checks, of course)

Or try

6° advance on intake cam

3° retard on exhaust cam

Setting Veloce cams to the following specs gives Sprint Speciale Specs of 46-65-65-34

.012" Intake

.018" Exhaust

6° advance on intake

3° retard on exhaust

Two Veloce exhaust cams in a Veloce worked well on a dyno.

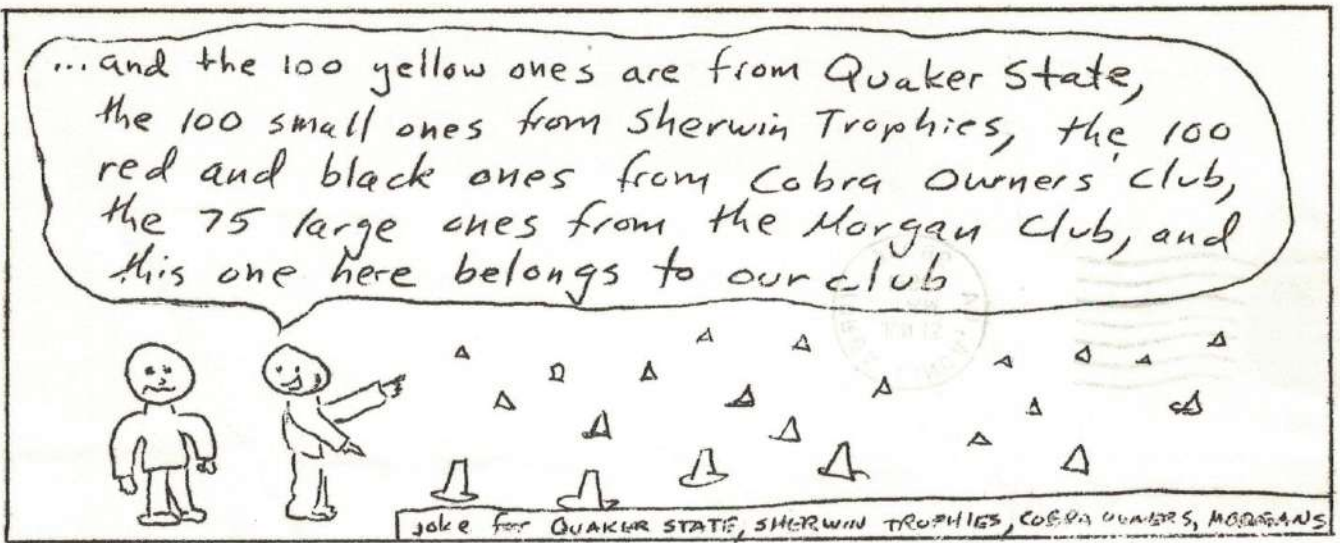
Intake Polishing, Etc.

Veloce responds well to this but it takes lots of time for difference it makes. Match and polish ports from carburetor flange to valve seats in the form of a funnel. More important to avoid bumps and depressions than to have mirror finish. If you chop the valve guides protruding into the ports, chop only the intake. Valve seats are always narrowed for competition. The exhaust valve runs red hot. Cam overlap cools it with raw gas mix and high speed water directed at the seats cool the seats.

Carburetors

Solex 35APAIG

Main jets must be adjusted to American fuels. For street use suggest venturis left alone. Use 125 main on primary throat and 165 main on secondary. Use 100 accelerator pump jet. Solex has starvation problem; set floats higher. Remove hydraulic damper on the lower butterfly valve in the secondary throat. Maybe remove the counterweights so it opens faster. Consider removing the entire butterfly assembly. For competition the best settings found were 175 main on primary with 160 air corrector, and 185 main on secondary with 160 air corrector. When tuning remember that the main jet is active up to about maximum torque and then the air corrector takes over. Must play with both when tuning. (Tune in next month, same time, same station. What will Dr. Paul advise for Giulietta and her friend Weber Marelli???????)



VIEWS OF VELOCE DUE



by RON DURRETT



Hand-drawn sketches of figures and a speech bubble. The speech bubble contains the text: "I don't know what you're talking about".

Hand-drawn sketches of figures and a speech bubble. The speech bubble contains the text: "I don't know what you're talking about".

THE END OF THE WORLD

Large hand-drawn illustration of a building with multiple chimneys. A speech bubble from the building says: "I don't know what you're talking about".

THE END OF THE WORLD

Hand-drawn sketches of figures and a speech bubble. The speech bubble contains the text: "I don't know what you're talking about".



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