Alfacionada

Alfa Romeo Owners of Southern California

P.O. Box 261 A Driving Club Los Alamitos, Calif., 90720

Volume 6, Number 3 March, 1967

WE GET NICE LETTERS ?

At the February board meeting of AROSC, it was decided that AROSC would present the President of Alfa Romeo, Dr. Giuseppe Luraghi, Mr. Mark Barratt, ARI Manager - Western Division, Don Black, Competition Manager - ARI, and Arturo Reitz, President - ARI, with honorary memberships in AROSC.

This was done as a good will gesture, and to indicate to these gentlemen the spirit of cooperation which we feel exists between our organization and theirs.

We make common cause with them in our efforts to promote the Alfa Romeo motor car as one of the more civilized and enjoyable means of transportation available.

At press time, we are in receipt of letters from Dr. Luraghi and Mr. Barratt, which we herewith publish.

Dear Mr. Ward,

I thank you very much for your kind letter of February 9th, by which you sent me the honorary membership card of the Alfa Romeo Owners Club of Southern California and informed me that you were elected President for 1967 of the Club.

I express you, with my best compliments, my great satisfaction for this initiative which does honour to our house.

With many wishes to you and all members, I remain, with my friendly regards,

Yours sincerely,

Giuseppe Luraghi

Dear Alan,

I received your letter dated February 9, 1967 this morning and would like to thank the Alfa Romeo Owners for their consideration in including me as an honorary member of your club.

Assuring you of our cooperation and interest at all times.

Yours sincerely,

ALFA ROMEO, INC.

Mark M. Barratt
Manager - Western Division

MARCH MEETING

The next regularly scheduled meeting will be held at 8 PM, March 17, 1967 at Little Lake Park, 1900 So. Pioneer Blvd., Santa Fe Springs as usual. Entertainment will be members' slides. Coffee and donuts will be served. For information call 714-524-1092 or 213-645-0677.

RALLY SCHOOL

There will be a Rally School on March 25 at the North American Recreation Center, L.A. Division. A repeat class will be held in La Mirada on April 1st. For information call 213-943-1779. See you there, Alan.

FOR SALE

1965 Giulia Sprint GT - Red, grey interior - 11,000 miles on engine completely rebuilt by Ted Medley. All new parts - new brake pads - tires excellent condition - Chrome wheels, Nardi wood steering wheel, all trans-radio. $2800 Firm. Call Mark evenings 213-431-4682.

One 750 type engine. Reasonably good shape. Available in kit form or built up. Contact Bud Sherman 714-524-1092.

ALFACIONADA is the monthly publication of the Alfa Romeo Owners of Southern California (AROSC). Subscriptions to this newsletter are included as part of the $5 per year AROSC membership fee. For membership information, write AROSC, PO Box 261, Los Alamitos, Calif., 90720. Articles, letters, and personal ads are always welcomed for publication and should be received by the editor ten days prior to the monthly meeting. Meetings are held the third Friday of every month at Little Lake Park Clubhouse, 10900 S. Pioneer Blvd., Santa Fe Springs, just north and east of the Santa Ana Freeway at 8 pm.

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MEET YOUR OFFICERS by Mark

In this series I have presented many interesting and exotic board members. This time I am proud to introduce a swell guy and a good friend....known all over the States for one of the most useful modifications of sports car suspensions....Mr. Dale Jones.

I met Dale many years ago when the "rallye craze" was in, and everyone with a sports car or a sporty Detroiter would drive a couple of hundred miles every Sunday trying to win a little trophy. Those were the golden days of much driving for pure fun, before somebody started that new form of competetion driving where many empty yellow bottles are placed on a parking lot and "they" run round and round being careful not to tip the bottles over...

But, going back to Dale, he was born in Los Angeles (another native son), attended high school in Whittier and continued on to Gerritos Junior College. Those were the years of rebuilding the little Ford of pre-war vintage and casually dropping in a Cadillac or airplane engine to see who could beat who. Dale also had his kicks building a fast hot rod. He also attended the University of Illinois, where he obtained a diploma in Executive Development and Marketing Management.

In 1962, at the tender age of 20, he finally decided to settle down and become a respectable person. He married his sweetheart, Sandy. (Another poor male down the drain) A decision he never regretted. He is now the proud father of two lovely little girls ages 6 months and two years. He also told me that Sandy has a diploma from a "Wine Institute"—I don't know if this is a joke or if it is on the level, either way, it must be a happy place from which to get a diploma.

At the present time, he owns a 1600 Spyder and a Volvo Speciale (Even the Swedes are trying to steal Italian names for their cars). His hobby is driving and working on fast and sporty cars. He enjoys all forms of sport—especially indoor.

His working hours are spent together with his father at their firm—the Auto Spring Supply Company, in Pico Rivera where Dale conceived and built the Heavy Duty Sway Bar of which he has sold close to 400 all over the U.S.A. He is a member of the Automotive Service Industry Association, belongs to the National Rebuilders Committee and is also the Regional Director of the Young Executive Forum of AISA. Last but not least he is on the board of directors of ARCSC—with the title of Coordinator of Special Events.

FOR SALE

Two old style 4-speed transmissions. $25 each. Call Bud 1-213-524-1092.

SLALOM COLUMN by Bux

Slalom of the Pacific XII

The first championship of the year was run on 26 February at Terminal Island Racey Way by Pacific Sports Car Club. In general, a good, fast, well marked course, and excellent organization, which we have come to take for granted when Pacific puts on an event. High points in the day were: Dan Newton blowing his cool and spinning in rather spectacular fashion, recovering to take the class home, Fritz Taggarts unveiling of his Orange Julius Special, and the running of Big Hell.

Results

Class F		Class FW	
1. Dan Newton	41.21	1. Phyllis Gaylard	42.22
2. J. McGarry	41.63	2. Barbara Durrett	44.94
3. Alan Ward	41.74		
5. Ted Modley	42.21		
18. Bud Sherman	44.41		
Class H		**Class HW**	
2. Fritz Taggart	42.51	1. Lynn Thompson	44.32
5. L. Smith (Brushrunners)	43.69	2. Paula Taggart	44.66
		4. Judy Sherman	45.09
9. Barry Thompson	44.72	5. June Lueck	45.23
10. Dick Lueck	44.74		
Class S		**Class SW**	
4. C. Lair	40.43	2. Sharon Lair	DNR
5. C. Beck	41.97		

A disconcerting thing happened, though. PSCC did not come thru with their dash plaques. Since these are the only things I win at slaloms, I'm sore.

SO CAL MG Practice Slalom — T erminal Island, February 12, 1967

The So Cal MG Club put on a good open practice slalom at Terminal Island on a warm, sunny February Sunday. This event provided a good opportunity to get back in the swing after a winter lay-off, as well as a chance for tire scuffing and trying out changes. Many of the Alfas were still in a state of disassembly, but Ted Medley, Barry and Lynne Thompson, Alan Ward, Phyllis Gaylard, and Cle Blennov were there, and placed well on their official timed runs. We haven't seen the "Asterisks" that we were awarded as trophies, and are wondering still.

An unlimited number of reruns were allowed, and two "official" runs were timed at the driver's request. It would seem inevitable that even after a number of practice runs, one will "choke-up", and manage to blow a timed run...or make an untried change, and blow the championship the next time out.

Ed. Note: The organizers of this event have asked this column to inform those who won Asterisks to please claim them. Any unclaimed Asterisks will be used for trophies at So Cals championship.

Results

Class F		Class FW	
2. Ted Medley	54.2	1. Phyllis Gaylard	56.1
6. Alan Ward	55.8		

Class H		Class HW	
1. Barry Thompson	55.1	1. Lynne Thompson	56.9
2. Ole Blennov	57.7		

Castize Open -- February 19, 1967

Again that d--- TR3 of Greenwalds! See Dan gnash his teeth! Eat your heart out John!

Results

Class F		Class H	
2. Dan Newton	43.94	5. Ole Blennov	47.45
3. John McGarry	44.54		
4. Alan Ward	44.58		
7. Ted Medley	45.19		

THE RUMOR MILL by Bud

Alas, Alfa must have heard our plea last month for a real live prototype racer, for apparently the three basket cases they had on their hands have been straightened out, tuned up, waxed, and detailed and released to the press.

The description of the car is very similar to that released by the Alfa Owner in July 1966. All the required goodies to compete in the under-2 liter prototype class are here: 1995cc V-8, 6-speed trans., IRS all around, inboard diskers on the rear, all mag. frame, etc. A real pukka machine, and our hearts will be with the factory team on 25 April when the machines make their debut in the Monza 1000km.

Dirty rumors abound about the GTA this month. Could it be that Alfa is responding to Porsche's homologation of the 911 series? At any rate, there is now a GTA-SA which has, would you believe...two superchargers? It's supposedly a 1600 block putting out 220 DIN HP @ 7500 RPM. Reportedly capable of 145 MPH top speed. To make a pun, a real charger.

Also, possibly there is a GTA running around the factory proving ground with a 2-liter V-8 under the hood, maybe the same unit used in the prototype racer. Eat your hearts out, you Suttgart fans!

Apparently, Shelby-American now belongs to Ford. The factory in LA is now the scene of all Mk. II preparation, and as such is now classified information, and tours of this installation are discouraged. This leaves Ol' Uncle Shel with a piece of the action down at Gurney's shop in Santa Ana and of course the sale of "Pit Stop", the racing man's deoderant. (Also useful as belt dressing, gasket cement, etc.). One is left with

mixed feelings about the fate of Gurney and Holman and Moody. If Ford gets these, they then have control of the bulk of the factory racing in North America. Good or bad?

LET'S GET TECHNICAL by Alan Ward

Ed. Note: Trying to get this article out of Alan was like pulling teeth. My own teeth. It took somewhat over a year to do it, but it was worth the wait. Alan probably has more experience in the aspect of the game than any other person around. Now where can I get that Auto Delta grind?

ALFA CAMSHAFTS

Here are a few words on how to make your car the fastest on the block. The big secret is the camshaft. This mysterious object is the heart of your engine. Its major claim to fame is that it opens and closes the valves. This controls when fuel is admitted and when exhaust gases are expelled. How the cam goes about this task determines performance characteristics of the engine.

The camshaft has a lobe or cam ground on it for each valve. The configuration of this lobe determines valve lift, duration and overlap. Lift is the maximum height the cam lifts the valve off its seat. Duration is the number of degrees of crankshaft rotation that the valve is off its seat. Overlap is the number of degrees of crankshaft rotation that both intake and exhaust valves are open at the same time. As in any camshaft, these are the things that affect your Alfa's performance. No cam is ideal for every running condition of your engine, so a compromise must be made. If top-end performance is to be gained, some loss in bottom-end power will result. This is why Alfa Romeo offers a variety of optional cams. In the table below are listed all of the cams available from ARI for the 1600 Gulia series and 1300 101 series engines.

The comments about each cam are my own, gained from many dollars spent trying most all of them in my engines.

FOR SALE

1 set of 5 Dunlop SP radials 165x14 $25.00 each. One set of 5 Pirelli Cinturatos Radials 165x14. $25.00 each. Contact Fred Bonzer at ARI.

67 Alfa Super Sedan. Four mos. old. Low mileage. Moss green with natural interior. Radio. This car is a used demonstrator (Ed. Note) Contact Dwight Martin at Jim Gray Imports 1-213-424-0951.

WANTED

Recappable Pirelli Cinturatos. 155x15. Trade money or parts. E.L. Pyle 799-5785.

Alfa Part No.	Valve Timing	Intended Useage	Lift mm.
101-00-03-200-00	25°-68° intake 61°-18° exhaust	Standard Giulietta 101 series	8
101-06-03-200-00 101-06-03-201-00	34°-63° intake 63°-30° exhaust	Giulietta Veloce 101 series	8.5
10502-03-200-00	24°40'-72°40' in. 66° -18° ex.	Standard 1600 Gulia series	
10502-03-200-01	36°50'-60°59' in. 54°10'-30°10' ex.	Sprint GT Veloce Duetto	9
10121-03-200-00	29°-66° in. 64°-27° ex.	1600 Veloce	9
10121-03-200-01	50°-74° in. 63°-45° ex.	Single and twin plug motors, Auto Delta grind	10
10532-03-200-99	51°-71° in. 63°-45° ex.	GTA Auto Delta grind	10.6

101 Series Standard: A mild street cam, good low speed performance; just right for puttering about on the street.

101 Series Veloce: A very good upper mid-range and top-end cam; tough to beat -- works even better with a prepared engine.

1600 Standard: Just a low speed torquer; the most uninspiring cam Alfa has ever offered.

Sprint GT Veloce and Duetto Cam: The best all around Alfa cam ever, has excellent mid-range, very good power up to its peak at 5800 RPM; the star of the show.

1600 Veloce Cam: A similar cam to the 1300 Veloce cam; slightly more lift and better top-end, pulls well over 4000 RPM; need good compression for best results.

Single and Twin Plug Motors, Auto Delta Grind: This is strictly a competition grind for use in fully prepared engines with at least 10.5 : 1 compression, Weber carbs, etc.: has very good upper mid-range and top-end to 8000RPM: not for street!

GTA Auto Delta Cam: The latest Auto Delta grind for all out twin-plug engines, 11.5 compression recommended; strong top-end; not for street!

I think from the above information you should be able to select a factory cam that best fits your needs. I realize that many cam grinders make claims for their reground cams, but I've seen very few regrinds that were any better than the original Alfa equipment -- most have been worse. The factory cams are also cheaper to buy.

Remember that the camshaft can only do its work if the other components of the engine are up to snuff!

A Solution To A Problem by Alan

Those of you in Alfa-Land who have leaking core plugs in your cylinder heads (the plugs in-between the spark plugs) can fix them like this:

1) Clean the area around the plugs with a wire brush in a pistol drill. Be thorough!
2) Clean the area with solvent to remove all grease.
3) Mix up a batch of DEVCON, "The Plastic Aluminum", Type F-2. This is a mixture of 80% Aluminum and 20% epoxy. It is available in a 1 pound can for $3.00 at Marshall tool and Supply in Los Angeles.
4) Warm up the engine until the head is fairly warm to touch. This will facilitate curing the epoxy.
5) Apply the DEVCON to the core plug area. A small brush makes a good applicator. Coat the area thoroughly! The DEVCON paste will thin out on contact with the warm head. Watch that it does not run down on the spark plugs!
6) Let the DEVCON harden completely — at least 2 hours. That's it. I have had no water leakage from the plugs since this treatment.

FOR SALE

Super T.I., Conrero prepared. Auto Delta Engine. Car supposedly quicker than the Super T.I. that won Marlboro 1965. $3500. Contact Bill Knauz, 1044 N. Western, Lake Forest, Ill. 312-273-2235.

Schedule of Coming Slaloms

April 2 - Orange Co. - Open - Saddleback. H and F run third and second from end. Tech closes at 3 pm. $3.50-5.00.

April 9 - Open - Clippinger.

Apr. 16 - Riverside Raceway - Championship.

Apr. 23 - Corvettes Ltd. - Open - Riverside Raceway. H is 4th class from beginning, F is 4th from last. Tech 7:30-2:30.

May 7 - Sportsmasters - Open.

May 14 - Mestizo Championship.

May 21 - Cobra Owners open - Terminal Island.

May 28 - Santa Barbara Road Races. (Come push Phyllis)

J. Mc Garry
26248 Birchfield
Palos Verdes Peninsula, Calif

YORBA LINDA, CALIF.
MAR 14 PM
1961

1st Class