



Alfacionada

Alfa Romeo Owners
of
Southern California

P.O. Box 261

A Driving Club

Los Alamitos, Calif., 90720

Volume 6, Number 8

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EAT YOUR HEART OUT

DRIVING THE GTA NORMALE by Alan Ward

Last month I was fortunate enough to be able to buy a street GTA. So I decided to let everyone suffer a little by making them wish they had one. The car looks like a GTV but only until one undertakes a close examination. For instance, six inch mag wheels, not one, but two electric fuel pumps. Opening the hood (aluminum of course) we see all kinds of spark plug wires, eight to be exact. Of course, the big Webers.

Getting behind the wheel (wood, naturally) we fit well into the thin but comfortable

seats. Now push in the stiff clutch and engage first gear. The car bogs a little off the line (close ratio gear box) and away we go. Things happen very fast in this car. We keep finding ourselves going 65 in those 35 mile zones. The steering is quite fast and the brakes are outstanding, but require more pressure than the garden variety Alfa. It's a wonderful car to drive but it's not intended for everyone. One must be able to accept its little problems such as being noisy at speed and having a body that will look like a walnut in a couple of years of city driving. Strangely though, these problems don't bother me a bit!

SEPTEMBER MEETING

Yes, there will be a September meeting. It will be held at Little Lake Park Clubhouse, 10900 Pioneer Blvd, Santa Fe Springs at 8 pm on September 15, 1967. There will be coffee and donuts and the usual fun-filled, exciting (and usually rigged, since ye olde editor never wins the hydraulic jack) raffle of goodies selected by Ray Britton.

The entertainment this month will be, would you believe, two real live speakers. We at first thought that they would be 12" Altec-Lansings, but they turned out to be Bob Russo, Publicity Director for Riverside International Raceway, and Johnny Boyd, a 12 year USAC veteran (Indy, etc.) These two gentlemen will present a talk on racing in general and the Riverside International Raceway in particular. They will also show a 20 minute film of racing thrills and chills including portions of the 1966 Indy.

Historically, our live speakers have always been the best entertainment, as borne out by such as John Shankle, et al. So be sure to come, as it should be a good meeting.

FOR SALE

Many parts from 1959 Spyder.
Bumpers, body panels, shocks, clutch, etc.
Large stock of misc. hardware, oddball nuts and bolts.
Cinturato casings \$2 each
Cinturato with $\frac{1}{8}$ " tread \$5 each
Goodyear Bluestreak casings 5.00-5.20/15
1 pr. T-7 -capped once \$25/pr.
1 pr. T-R -never capped - \$25/pr.
Contact Barry Thompson, 927 F 20th St.,
Santa Monica, Calif., GL-1-2092.

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 fifteen 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.

ALFA ROMEO APPOINTS CANADIAN DISTRIBUTORS

Alfa Romeo S.p.A. Milan, Italy recently announced the appointment of three Distributors for their automobiles in Canada. They are:

Provincial Motors Distributor, Ltd.
Montreal 9, Quebec

Yonge Steeles Motors
Willowdale, Toronto, Ontario

Fred Deeley Ltd.
Vancouver, British Columbia

These Distributors will import cars and spare parts directly from the Alfa Romeo Factory in Milan, Italy and will give assistance to all Alfa Romeo owners in Canada.

They will select and appoint Dealers in their respective provinces.

FOR SALE

1963 Alfa Romeo 2600 Sprint GT. White with natural leather interior. New Coco mats in front interior. Electric windows, AM/FM radio, New clutch (pressure plate and Hayes Disc) and all new bearings in transmission just one month ago. New Michelins - oversize 185 x 400 - with just 5,000 miles on them. A very clean automobile, but must sell, getting married. Automobile in Anaheim area, but for any information call 714-635-5834 or 714-535-7783.
Steve Hammatt, 1140 Leisure Court, #24,
Anaheim, California 92801

FOR SALE

Two Compagnolo 5X15 mag wheels for Alfa - \$35 each.
One 550X15 Goodyear, with fairly new Caldwell recap - \$15.
Ring and pinnion gears, 4.10 and 4.55 - make offer.
Le Grand Formula IV, race car, modified, BMW 700 engine, close ratio BMW trans, new paint and tires. This is a potential class winner. \$2000 or best offer.
SPECIAL OFFER!!! Full or partial sponsorship available for Alfa GTZ race car, C production
PLEASE MAKE OFFER!!
Contact Phyllis Gaylard 645-0677 (Home)
679-8711, Ext. 67538 (Office)

PROFILE OF A WINNER

Having driven his 1961 Alfa 1300 Veloce for the past six seasons, Dan will tell you that it's just being out-horsepowered these days, with the big area at Terminal Island available for fast courses. Try to convince those Class F guys who invariably read their own names below Dan's in the results, though, that he's giving away anything!

Class champion in 1965, Dan was almost edged out of second place by Chuck Greenwald's TR-3 this year, both finishing behind fellow Alfa Romeo Owner, John McGarry, who led the class all year. (1966) Of his battle with Greenwald, Newton offers, the following for class structure in 1967, "We might as well be running against the Cobra's...There couldn't be anything tougher than having to beat Greenwald next year."

Dan and his beautiful wife Page, live in Arcadia, where you're always invited to drop in, especially if you're carrying large amounts of cash...Dan is an avid "Student of Hoyle". Incidentally, their family cars are a Stingray, which Page has driven competitively at El Mirage Dry Lakes, and of course, Another Alfa, a 1600.

A former competitive, Peerless driver Paul Ankeny, had this to say about Dan (in his letter from Huntsville, Alabama): "Dirty Dan Neuter...He wears that same, shabby mechanic's mackinaw year after year...whenver he loses (which is seldom) he is something else, one such time he reacted by removing me from his list of Dinner guests, ...but Page fed me in the kitchen. After having trounced his soundly for three successive Championships,...Someone lifted my tires...and I've never beaten him since!

ScSn asked McGarry to add his remarks and received the following reaction: "Well,... I can think of a few choice words on the occasions he has beaten me, but I doubt the publishers would like to go to jail, Prop. 16 and all (anti-pornog., remember?). I must say, though, that anyone who would pay the editor \$500.00 to write his profile, just because I was written up in this column a year ago, deserves some pretty strong adjectives."

Few people have been around the local slalom world as long as Dan, and very few have been

so consistently at the top for as long as he. For many years his flamboyant driving style, which belies his unassuming personality made him the driver of the only competitive Alfa, and as far as I'm concerned, he's still the man to beat!"

Editor's note: This article was reprinted from the Southern California Council of Sports Car Clubs magazine, SLALOM NEWS, January, 1967.

SCCSCC SLALOM STANDINGS

Class F		
1. Dan Newton	588.8	
2. Chuck Greenwald	581.5	(TR-3)
3. Alan Ward	454.9	
Class FW		
1. Phyllis Gaylard	747.7	
Class H		
1. Fritz Taggart	580.7	
2. Dick Lueck	502.9	(LGM)
3. Barry Thompson	326.4	
Class HW		
1. Lynn Thompson	637.8	
2. Paula Taggart	543.7	

COMMUNITY SERVICE CORNER

Those of you super-slalomists that collect more trophies than you know what to do with may have all your problems solved. We'd like to give all the old hardware to the Little Lake Clubhouse staff so that they can use them as awards for the kids that participate in the various events at the clubhouse. This would be a good way to show the staff our appreciation for their indulgence to these many years. Contact Prez about this.

LET'S GET TECHNICAL

We have several tidbits this month, some relating to parts and goodies available from Alfa, others, little hints and items related to performing routine maintenance on your Alfa.

1. For all the thundering hordes in the club with inboard marine racing Alfas in their ski boats, ARI has made available water cooled racing exhaust manifolds for the Giulia Series. Handcrafted by Raineri of Italy, these are available for \$119.60 (racer net) and the user should specify whether the exhaust outlet is to face the flywheel or pulley end of the engine. These are in limited supply, so rush right down to your Alfa store and be the first in your block, etc...

2. There is now available from ARI a publication called "List of Technical Service and Publications" (sic). There is no price quoted, but we presume that it isn't free, these things normally aren't. Unfortunately there isn't much on the Giulietta, but this burden is to be borne with patience.

3. There is a new tool, Alfa #G6.0124, to be used for scribing reference marks in the camshaft journal caps. The neat thing about this is you can vary the position of the marks up to plus or minus 15 degrees from stock. Hence, when you set your cams at other than stock, you may now cut the proper reference marks for your purpose.

4. Type Speedo Bit.

Information recently released by VDO Instruments may explain many cases of speedometers reading higher than the actual speed traveled.

Instruments sent to VDO for repair of this defect were found to be in perfect working order when tested. However, if the inner speedometer cable is a bit too long, it causes the magnet to move closer to the speed cup. This results in a high reading.

In most cases merely shortening the cable by $\frac{1}{8}$ " will correct the problem. If operated with the long cable for some time, however, there may be damage which requires overhaul of the gauge. Even after overhauling the cable must be shortened to prevent a recurrence.

5. On those Giulias equipped with smog devices, there have been observed cases of water collecting in the crankcase ventilation hose. Hence, when clearing the air filter, also clean the backfire gauze, after checking for moisture.

6. The timing marks on the Giulietta series are on the flywheel, and under the best of conditions are well nigh onto invisible. There are two solutions to this. A) Use a water color brush to make white paint marks of the flywheel timing marks, or B) paint the marks on the crank pulley and affix a reference pointer. Either of these solutions vastly simplify full advance timing.

7. When replacing transmission oil in cars with new style boxes, it is generally easier to remove the rubber insulating boots around the gear change tower, and the gear change lever and add the lubricant from the top. It's usually faster than trying to dribble the stuff in the hole in the side of the box and ruining the garage floor or driveway.

8. When an ignition coil goes out do not replace it with an Alfa coil. Use a Lucas 12v Sport Coil. They're cheaper and have a higher sparking voltage. They even look jazzier.

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COMING SLALOM EVENTS

Southern California Corvette Association presents Maelstrom I at Terminal Island, September 24, 1967.

Class order - MAS, K,D,C,H,B,N,J,E,F,G
Competition begins at 8 AM.

\$3.50 Single, \$5.00 Mixed couple.

Third annual Mestizo Time Trials at Willow Springs Raceway, October 7-8.

Entry fee - \$12 single, \$16 married couples.
Pre-entries only.

Entry forms and Information:

Norman Carpenter

1116 N. Lawrence, So. San Gabriel

Phone: 213-280-5001.

Schedule: Saturday 9 - 5 Course open for unlimited practice.

Sunday 8 - 9 am Cleanup Practice

9 am Timed runs begin.

Overnight camping allowed at the course.

COMPETITION PREPARATION —GIULIA SPIDER VELOCE

The information contained in this article is published for those people who would like to race, slalom or just improve the performance of their car. No guarantee or warranty is offered to those who perform this work. No partial modifications should be performed.

These are mostly Auto Delta modifications and if done correctly will give 150-155 DIN h.p. if final adjustments are done on the dyno.

This data can also be used for other Giulia models as well, however, in those cases certain other parts must be used.

1. a) Reduce height of cylinder head - 1.8 mm to O.A. height of 110.2mm. Modify any 1600 series cylinder head.
Drawing Ref. 10516.01.053.00

b) Open and polish inlet and exhaust ports to dimensions shown.
Drawing Ref. 10516.01.053.00

c) Modify valve guides as shown.
Drawing Ref. 10516.01.053.00

d) Machine groove around combustion chamber. This groove should be 85.5 mm dia. c/1 of groove. Width if 0.8 mm and depth 0.8 mm.
Drawing Ref. 10516.01.053.00

e. Machine a chamfer as shown to maximum O.D. 78.8 mm x 30°.
Drawing Ref. 10506.01.053.00

f) Use standard cylinder head gasket.

g) Fit oil breather cap #10511.01.037.00 or modify normal cap.

h) Head nut torque 7 KG/M.

2. a) Machine standard sleeve #105.00.01.101.00 as per drawing. Machine groove 0.5 mm deep x 0.8 mm wide on 84.5 mm c/1. This groove is not for wire.)
Drawing Ref. 10516.01.101.00

b) Reduce sleeve height 1.0 mm.

3. a) Reduce block height at top -1.0 mm.

b) Note: Following engine #01872, all Giulia Veloce engines have block reinforced in main bearing area. Engines prior to 01872 should have block replaced.

4. a) Obtain pistons #10511.021300.09 a special "slipper" type.

Drawing Ref. 10511.021300109

Drawing Ref. 10511.02.300.09

b) Above modification only for special camshaft with 10.0 mm lift. Order from stock. See 5 a.

c) Polish and balance crankshaft and connecting rods. Magnaflux.

d) Lighten standard flywheel or fit steel wheel #10532.02.040.00.

5. a) Obtain special camshafts #10121.03.200.01 1/2 with 10.0 mm lift for above piston in 4 a.

b) Machine standard valves to accept safety ring at upper end. Valves of these nos. may be in stock. Check availability before modification.

Drawing Ref. 10511.03.300.01

10511.03.301.01

c) Use safety rings available from stock.
Drawing Ref. 10511.03.309.00

d) Use standard inner valve spring.

e) Use spec. outer spring. Check availability before obtaining locally.

Drawing Ref. 10511.03.303.03

f) Fit spec. lower spring seat. Check availability before fabricating.

Drawing Ref. 10511.03.302.03.

6. a) Manifold, inlet, enlarge and polish as per drawing. Match to cylinder head

parts. Use any Giulia Weber manifold.
Drawing Ref. 10532.01.600.00.

b) Fit 2 Weber 45 DCOE 14. Use spec. data #1 regulation. Fit air horns. 120 mm. for cars other than Veloce.
Drawing Ref. 10516.04.010./011.01.

c) Fit 2 Bendix electric pumps in parallel. Detach mechanical pump and fit blanking plate #10106.01.315.00. Use high cap. pumps.
Drawing Ref. 10118.98.523.00

7. a) Starting motor may be replaced by using the Bosch AL5082 S1 with anti vibration mounting.

b) Fit distributor, Bosch ZV8 Type, Code No. JFS4 (R). Available from stock. See drawings. Fixed advance 18° BTDC, maximum advance 52-53° @ 7000 RPM. Note: For SCCA, use Std. Veloce dist. and curve the same.
Drawing Ref. 10511.05.011.06.

c) Plugs, use Lodge RL49 or equivalent Bosch.

d) Generator: Modify as follows:

—Replace through bolts using larger diameter 7mm x 1.0 mm.

—Lock wire the nuts on through bolts.

—Reinforce commutator against centrifugation by protecting segments with "Araldite" or similar epoxy mastic.

—Balance armature with pulley fitted.

—Apply mastic to all loose wires, brush pigtails, field coils, etc. subject to vibration.

—Bearings must be sealed and leakproof. Check with local Bosch agent for technique.

—Mount generator to block with screws #10511.05.500.01.

This article will be continued in the next issue of ALFACIONADA.

FOR SALE

I have a 1963 Alfa Romeo 1600 Spider for sale. I have done extensive work on the automobile and I wish it to go to an owner who would appreciate this type of car. Dual Weber Carboration with Alfa Manifold, new paint: "Roman Red", matching hardtop (matching paint), New tires, soft top (perfect condition), extra gages: volt gage, ampers meter, etc., Abarth exhaust. Alfa headers, head milled 40 mm, block milled 60 mm, compression ratio 11.5 to 1, exhaust intake polished, major internal parts (rods, springs) shot peaned, new 250cc piston kit installed with sleeves (1850 cc), Veloce cam shaft, complete engine balance. All work done by Lloyd Berghagen of Arcadia (Alfa GTA Driver). Price \$1800 cash or trade with cash for GTA.

James L. Falk, 758 Newport Avenue #4, Long Beach, Calif., 90804 Phone: 434-3279.



JOHN McGARRY

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