



Alfaciónada

Alfa Romeo Owners
of
Southern California

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A DRIVING CLUB

LOS ALAMITOS, CALIFORNIA
JUNE 1968

FOLLOWING THE RACES BY MARK

When Dante wrote the "INFERNO" in the DIVINE COMEDY, I am sure he was thinking of Willow Springs in the summer. Both days the sun was plenty hot, the wind was blowing clouds of sand, and we all regretted that the races had to be moved from Santa Barbara to Willow Springs.

As usual, we had our Alfa group composed of racing people, AROSC members, ARI representatives--all united under a huge red banner advertising (who else?) Alfa Romeo. For this occasion we had organized a Saturday night sleep-in in Lancaster.

Saturday was spent in getting the cars ready for qualifying and starting positions. In Class F, Fritz Taggart took sixth, as did also George Eickhoff in the Vee's. In Class B Sedans, Vic Provenzano in his GTA managed the second spot behind the "overpowered" factory sponsored Porsche 911. Class E Production was an all Alfa show--the Alfa Duetto of Midgley and Griffith, beautifully prepared inside and out, stole the show. As the green flag fell a Triumph Spitfire from the second row took the lead and kept it for a lap or two, then Midgley sailed by and Griffith gained third position. This went on for a few laps, then as Griffith was making his bid to pass the Triumph, both made a side trip off the track--Griffith got back in time to start in the second row. Midgley took the choice spot. Our president Alan Ward, driving his Giulia Spyder Veloce, managed a spot in the sixth row.

Saturday night, after a refreshing two hours spent in the Motel's pool, all the AROSC group got together for dinner in the reserved dining room. The dinner and service was as good as one can expect in Lancaster, which is not another Miami. After dinner we were ready to hit the town, and, at the suggestion of the natives, we (eight cars in all) tried the first "night club". The first scouting party that went in turned back disgusted (I never did find out why), so we tried the second spot, which was worse than the first. We then tried the third place, with the same result. So much for an exciting Saturday night in beautiful downtown Lancaster.

Sunday morning I got up early, soaked in the sun for a while and went for a good swim in preparation for what lay ahead. Then we loaded the ice chest and headed reluctantly for the track. We got there at noon just as the races started. Class F Prod. was first, with Fritz gallantly fighting with his underpowered Alfa, and doing very well by taking fourth. In the Formula Vee race, George Eickhoff finished sixth. In Class B Sedans, Vic Provenzano was demoted to spectator, courtesy of a flat tire. In Class E Production, the Duetto started first and second. As the flag fell, the Porsche Spyder in the first row was faster than the Alfas, but lasted only one lap. Griffith's Duetto was soon in the lead and never relinquished it. Midgley, after a very bad start, began to

show his class and soon passed the Porsche and started after his speedy partner. The distance was too much, however, and he had to settle for second. Alan Ward, in the meantime, was staging a great race in the back. Racing in a group of Porsches, Datsuns, and TR 3's, they changed the lead every lap. With three laps to go, Alan put on a fierce battle and passed the other cars one by one, taking a well deserved fifth spot-- a magnificent race for a neophyte.

After that, I jumped into my Alfa and treaded my way back with a little race of my own. The next big weekend will be at Riverside, on July 4th for an Enduro, and the 6th & 7th for regional and nationals. Don't miss it!

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 Clubhouse, 10900 S. Pioneer Blvd., Santa Fe Springs, just north and east of the Santa Ana Freeway, at 8 pm. For further information, call Alan Ward (Pres.) 645-6945, or Dale Jones (Editor) 596-2687.

JUNE MEETING

The next regularly scheduled meeting will be held June 21 at 8 pm. Entertainment will be either a movie or a speaker (I'm guessing). Coffee and donuts will be served. For further information call 645-6945 or 596-2687.

COMING EVENTS

- June 21 - AROSC Meeting, 8 pm
- 23 - Championship Slalom, Bushrunners
- 30 - Saddleback Slalom, Orange County Fairgrounds
- 30 - AROSC Clean Car Event, Auto Spring Supply, 8527 Loch Lomond, Pico Rivera (off Paramount, 1 mile north of Washington Blvd.)
- July 4 - Enduro, Riverside Raceway
- 5-6 - Nationals/Regional Races, Riverside Raceway

A reminder about the June 30 steam cleaning--the ARI Tech event in August will require all participating cars to be clean - this is an excellent opportunity for all those planning to take part in the ARI event.

WELCOMES

We added the following new people to our happy little membership at the last meeting:

Pat McGee, a teacher at Cathedral High, drives a Sprint Veloce and resides in Seal Beach.

John Cornett, who owns a '61 Spider, is a service station salesman, and lives in Fullerton.

Mr & Mrs. Lester Ferris, who own a '67 GTV, live in Palos Verdes Peninsula. Les is a Product Engineer.

FOR SALE

Race prepared Alfa Spider, Class F, fast, reliable, \$1500. Contact Jerry Galech 536-6338.

COMPETITION PREPARATION--
GIULIA SPIDER VELOCE (cont. from
May)

6. a. Ref. Dwg. 10532.01.600.00
 Manifold, inlet, enlarge and polish as per drawing. Match to cylinder head parts. Use any Giulia Weber manifold.
- b. Dwg. ref. 10516.04.010/011.01
 Fit 2 Weber 45 DCOE 14. Use spec. data #1 regulation. Fit air horns. 120 mm. for cars other than Veloce.
- c. Dwg. ref. 10118.98.523.00
 Fit 2 Bendix electric pumps in parallel. Detach mechanical pump and fit blanking plate #10106.01.315.00. Use high cap. pumps.
7. a. Starting motor may be replaced by using Bosch AL5082 S1 with anti-vibration mounting.
- b. Dwg. ref. 10511.05.011.06
 Fix distributor, Bosch ZV8 Type, Code No. JFS4(R). Available from stock. See drawing. Fixed advance 18° BTDC, maximum advance 52°-53° @ 7000 RPM. Note: For SCCA, use Std. Veloce dist. and curve the same.
- c. Plugs, use Lodge RL49 or equivalent Bosch.
- d. Generator: Modify as follows:
 --Replace through bolts using larger diameter 7 mm 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 dealer for technique.
 --Mount generator to block with screws #10511.05.500.01.

8. Lubrication

- a. Fit special oil filter support #10511.06.041.03.
- b. Fit special oil filter /cooler housing #10511.06.300.01. (Note: TI Super adapter block can be used also at lower cost.)
- c. Install fitting #10511.06.302.00 in housing. Order from stock. (See previous hose number for TI Super for other models.)
- d. Install 2 hoses cooler-filter housing. Order from stock. (For other models, use previous hose number for TI Super)
- e. Fit spin on oil filter from 2600. Order from stock #10600.06.030.00. (Early adapter uses standard 1600 filter)
- f. Fit oil radiator in air flow. Do not block water radiator's air flow. Order radiator from stock #10121.31.045.00. (Other models use other coolers.) Dwg. ref. 10121.31.045.00.
- g. Anchor oil filter assembly at front, using #10511.06.329.00 metal strip to the support #10511.06.041.03 shown in 8 a. near generator. (Only if using horizontal filter housing.)
- h. Use SAE 40 MS motor oil. "Racing" grades are not required, i.e., Shell X100 40, etc.

(TO BE CONTINUED NEXT MONTH)



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