



# Alfacionada

Alfa Romeo Owners  
of  
Southern California

P. O. BOX 261  
VOLUME 8, NUMBER 8

A DRIVING CLUB

LOS ALAMITOS, CALIF.  
AUGUST 1969

## RACING NEWS by Mark

August 2nd and 3rd, another round of National Sports Car Races of America were held at Willow Springs. Vince Giobbe and I, with sixteen quarts of "Gatorade" arrived at the track Saturday morning at 10:00 A.M. to work as pit crew for Phyllis Gaylord.

Sunday, during the hot, infernal weather, cars were dropping out like flies hit by D.D.T. However, the P33 of "Scuderia" Otto Zipper, piloted by Scooter Patrick again took top honors of the day with a very convincing victory in the A and B sport racing. The second car, an A class powered by a 5 liter Chevy engine, was left some 30 seconds behind.

In the B sedan class, Vic Provenzano's GTA was again struck by misfortune when he seemed certain of a first or second place finish. In class C sedan, Jeff Kline's GTA Junior, after a shaky start, managed to capture a 2nd place. Our club members were not as fortunate. Fritz Taggart, during qualifying and practice, found that he had a little hole in one of the pistons and had to be a spectator at the races. Alan Ward was running great until the car stalled for a whole lap, and when revived managed to salvage a sixth place. Phyllis Gaylord was also plagued by mechanical mishaps and made some hasty repairs during the race in the infield and was rewarded by a fifth place finish.

A note to the pessimists. Alfas were not the only cars with problems during the two days of racing. Porsches, Datsuns and Triumphs of factory prepared teams, were also victims of the 110 plus degree heat, not to mention the many privately owned cars that never finished the races.

In my opinion, Willow Springs should have Camel Races and not Car Races in the summer!

## SLALOM NEWS by Mark

Measuring it against past experiences, we should consider the July event of the month a very successful event. The inter-club slalom and driving school held on Sunday, July 27, was very good from the standpoint of attendance, finances and fun. Especially fun!

I would like to thank all the people who put in many hours of work, securing the lot, designing the course, procuring the necessary equipment and running the slalom in a very professional way. They are too many to list by name, so I will just say, "Thanks".

The results are on page 2 and from the names you can recognize some well known slalom drivers and many beginners. Depending on the availability of places to run such an event, we will have more in the future and we hope to see even more members participating.

## JULY DRIVING EVENT

	Car #	Name	Car Type	Best Run of Day	Final Timed Runs	
					1	2
<u>CLASS I</u>						
	*15	Fritz Taggart	1300 Spyder	34.06	34.31	34.06
	8	Jerry Kaye	1600 Spyder	36.50	37.45	42.3
	2	Joe Richardson	1300 Sprint	38.96	40.5	38.96
	13	Guy Amarantus	1300	40.21	DNF	40.21
	26	Joe Cannone	1300	DNF	DNF	DNF
<u>CLASS Iw</u>						
	*16	Paula Taggart	1300 Spyder	34.70	34.70	37.76
-----						
<u>CLASS II</u>						
	*3	Gary Boehm	Spyder	35.03	35.03	35.83
	25	Vince Giobbe	SS	35.10	38.40 <sup>x</sup>	35.11
<u>CLASS IIw</u>						
	*23	Elke Giobbe	SS	37.50	40.25 <sup>x</sup>	39.7 <sup>x</sup>
-----						
<u>CLASS III</u>						
	*18	Vince Giobbe	GTA	35.25	38.8 <sup>x</sup>	35.6
	4	Reed Kantor	Duetto	35.75	37.7	35.75
	7	Howard Marshal	Duetto	36.16	37.15	36.16
	5	Jim Kubota	GTV	36.57	41.7 <sup>x</sup>	36.57
	9	Paul Ebeyer	GTV	36.40	36.85	37.4
	12	Bob VanCleave	GTV	36.50	36.8	40.25
	10	Jim Lime	Duetto	36.67	39.67 <sup>x</sup>	45.94 <sup>x</sup>
<u>CLASS IIIw</u>						
	*24	Elke Giobbe	GTA	36.74	36.99	36.74
	14	Mrs. Ebeyer	GTV	36.08	40.76 <sup>x</sup>	38.20
-----						
<u>CLASS IV</u>						
	*17	Mark Marcontoni	1750 Berlina	36.03	36.9	36.03
	27	Blake Morris	Super	37.70	41.39	37.70
	21	F. Lawrence Otter	2600 Spyder	37.95	37.95	39.95
	22	Walter McCormick	2600 Spyder	36.30	41.2	39.11 <sup>x</sup>
	6	Lawrence Fulvio	67 Super	39.15	39.5	45.8 <sup>xxx</sup>
<u>CLASS IVw</u>						
	*11	Lillian Marcantoni	1750 Berlina	38.10	41.25	40.20
FAST TIME OF DAY (STOCK) -- FRITZ TAGGART with a 34.06						
-----						
<u>CLASS V</u>						
	*19	Don Warner	1300 Nor. Spyder	31.87	33.15	32.45
	1	John Cornett	61 Spyder	34.63	34.63	37.08 <sup>x</sup>
<u>CLASS Vw</u>						
	*20	Janet Warner	1300 Nor. Spyder	34.64	35.25	50.97 <sup>xxx</sup>
	31	Phyllis Gaylard	GTZ	40.30 <sup>x</sup>	50.79 <sup>xxxx</sup>	40.3 <sup>x</sup>

FAST TIME OF DAY ---- DON WARNER with a 31.87

\*Class Winners

## TECH ARTICLE by V. Giobbe

"How to get the right tire or things that go bump in the night".

A few months back, I wrote an article on the wheel/tire unit and its relation to good handling. However, I dealt mainly with the wheel part of our combination so this being the second part of the article, I'll deal with the real "heavy" in our drama--the tire.

First, let's examine the different types and the best application for them. There are four basic designs:

1. Bias (or conventional) ply. These are either 2 ply, 4 ply or 2 ply 4 rated.
2. 50-50 bias ply fiberglass, (or 70 series) usually 2 ply side wall 4 ply crown.
3. Radial ply. 2 ply side wall, 2 or 4 ply crown.
4. Racing type.

Now the applications. Type one is ok for '49 Chevies, but has no use on a sports car. It is not designed for high continuous speeds and overheats very rapidly. (this tends to separate the plies) Also, it deforms so that very little contact is made and when pushed into a turn hard the slip angle far exceeds its coefficient of adherence. Type two. In this type tire, the base cord is conventional (like type one) but is encircled by one or more fiberglass belts (radially) and because of the angle of the base cord is not a true radial. However, it does have a lot going for it. Low profile, wide carcass, deforms little, runs cool and because of its wider section to height, puts a bigger contact patch on the road. This however, leads to one of its disadvantages. It aqua planes (runs on top of the water) in the wet at high speeds. This is an excellent tire but at present is not available in usable Alfa sizes, the smallest being E70 in 15" and D70 in 14". (More on sizes later.)

Type three. The true radial tire (cross ply). This is the original equipment tire on Alfas (Type 33's excluded) and is hard to beat as a good all-round tire. It has a good profile, runs cool, is excellent in the wet (rayon or nylon cord types), gets high milage (steel cord types), has little or no high speed deformation and continues to hold even when high into the sidewall.

Type four. Racing tires. Suffice to say, these differ from street tires mainly in sidewall construction and therefore have to be used on cars with very little lean, otherwise the edge acts as a pivot and the tire tends to raise. When this occurs there is not enough rubber left in contact with the road to put on the end of a pencil.

Now that we know the basic types, let's examine the sizes and why size is so critical. First, what do the numbers represent that we see on the side? The first numbers are the length measured in inches or MM across the crown, bead to bead (155-155mm 5.60-5.6") the second is the rim size (15-15"), so we can clearly see a larger size doesn't mean a wider size (remember bead to bead) and in practice we find more rubber length added to the side than the crown so for each 1/8" of extra width (desirable) you also get 1/2" more height (not desirable) and by going to a larger tire you change your effective rear end ratio. (As you increase wheel diameter you decrease acceleration and wheel revolutions by the same percentage and vice versa.) An example would be changing from a 155x15 to a 165x15 (one size larger). The first thing you would notice is a higher car (and higher effective roll center). The next would be a loss of acceleration (the stock 4.56 rear ratio will now be an effective 4.10 and you now have more weight on the outside of the rim to overcome.) The brakes feel "funny" (less effective sweep on the disc/drum unit at the same speed)

and when you hit a bump you think you hear something rubbing. (This is see why I excluded the number two tire.)

Now tube or tubeless and what about recaps. A few years back, tubeless tires had a tendency to unbead and deflate when side loaded, this has been overcome with modern bead designs. They are now superior to tube types. They also run cooler, weigh less and deflate slower when punctured. Most racing tires are tubeless. And recaps? Well, when capped on a radial carcass, you lose about 50% efficiency and when capped with a racing or spaced tread on anything but a true racing carcass you don't gain much because of the side wall flex. Capped tires tend to be heavier and run hotter than new types. It doesn't make much sense to invest in light weight wheels only to mount heavy caps on them.

Now what's best for you? If your car is set up with stiff suspensions, leans little, has wider than stock rims, is used for slaloming/racing, the racing type will do fine if yours is a dual purpose car and must be used on the street. A harder compound in this type of tire will do the trick. If, however, your car is stock or almost so, has a little or lot of lean, the radial types are perfect for street use, and pumped up (more pressure stiffens the side wall) will even work well for an occasional slalom event.

And for those of you that "must" have a series "70" type tire, buy a new "1750" (more wheel clearance and 14 inch rims). Change the rear end ratio to 5.12 and then mount D70x14 tires on it.

### Comparative Relationship Tire Sizes

Conventional	Radial	70 Series
6.15x14	155x14	None
6.45x14	165x14	None
6.95x14	175x14	D70x14
7.35x14	185x14	E70x14
5.60x5.90x15	155x15	None
6.35x15	165x15	None
6.85x15	175x15	None
7.35x15	185x15	E70x15

### COMING EVENTS

- August 15 AROSC Meeting
- August 16 Tour of Briggs Cunningham Auto Museum in Costa Mesa. 7:30 P.M. Saturday.
- August 24 Championship Slalom at Orange County Fairgrounds. Class Order: B,F,C,G,S Stock 2,4,3,1, M,D,H,K, E,J,A.

NOTE: SANTA BARBARA RACES LABOR DAY WEEK-END HAVE BEEN CANCELLED, due to unavailability of track.

For more information regarding Championship Slalom, call Tom Atkins, phone 340-6773 evenings.

### AUGUST MEETING

Entertainment will be a film, "Racing With a Champion", starring, produced, directed, filmed, written and edited by Fritz Taggart. Coffee and doughnuts will be served.

MEMBERS: BRING A FRIEND INTERESTED IN ALFA ROMEO'S!

PORSCHE 911--SEDAN CATEGORY  
RECOGNITION

When Porsche 911 was homologated by the FIA as a Group II sedan, there was substantial concern internationally that this car could not meet the spirit of Group II. The car met the interior dimension requirements, but certainly was more of a GT than a sedan. Subsequently, the FIA increased the interior dimension requirements for Group II effective January 1, 1968. However, models recognized before that date were given special dispensation, and their homologation remained in effect for two years even though the vehicles did not meet the new interior dimension requirements. This means that the FIA recognition of the Porsche 911 as a Group II sedan remains effective only through 1969. As of January 1, 1970, the Porsche 911 will no longer be recognized as a Group II sedan. Naturally, this means that the car will no longer be eligible for SCCA Sedan Class B or for Under 2-Litre Trans-Am. Alfa's GTA will be certain to win Class B Sedan.

FOR SALE

1600 GTA CORSA, Autodelta prepared, late chassis, aluminum floor, 1590 lbs. 195 H.P. L.H. Drive. \$7,200.

1600 GTA CORSA, Autodelta-Ansca prepared, early chassis, 1685 lbs. 192 H.P. R.H. Drive. \$5,100.

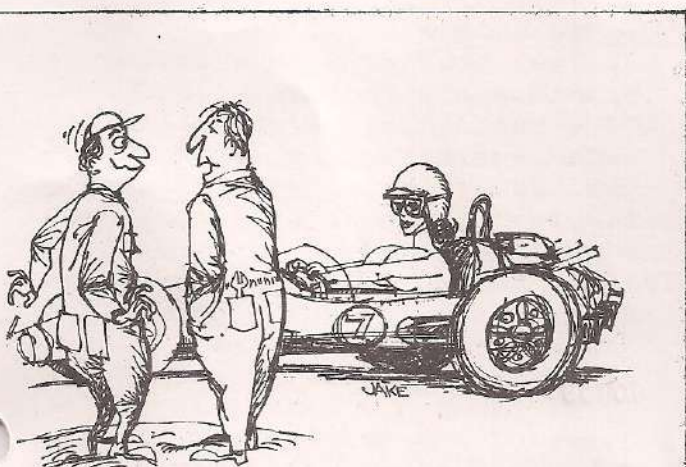
1600 GTA CORSA, Autodelta-Ansca prepared, late chassis, 1670 lbs. 195 H.P. R.H. Drive. \$6,800.

- 2 Stock steering wheels, aluminum spoke/plastic rim, as fitted to S.S. \$15.00 each.
- 4 Stock 15"x4½ Duetto wheels. \$10.00 each.
- 1 Aluminum rear axle trunion as fitted to GTA. Saves 25 lbs. off unsprung suspension weight. \$25.00

Anyone interested in any of the above items contact Vince Giobbe, Te-14904.

TO QUICKEN STEERING ON 105 & 1750 SERIES, USE STEERING ARMS  
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ALFACIONADA is the monthly publication of the Alfa Romeo Owners Club 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, P. O. Box 261, Los Alamitos, California 90720. Articles, letter 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 8:00 P.M. For further information, call Dale Jones (President) 596-2687, or Mark Marcantoni, Editor), 431-4682.



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