



Alfaciónada

Alfa Romeo Owners
of
Southern California

P. O. BOX 261
VOLUME 8, NUMBER 7

A DRIVING CLUB

LOS ALAMITOS, CALIFORNIA
JULY 1969

WILLOW SPRINGS RACES

by Alan Ward

It takes a very desperate kind of guy to journey to Willow Springs in July in the midst of torrid sun, sand and wind. So, Fritz Taggart and myself decided to give it a go and with our pit crew, Phyllis Gaylord and Don Dean, we took off with a large supply of "Gatorade". (Great Stuff)

Practice went quite well with Fritz qualifying in 4th position and myself in 2nd, in the D, E, F production race. Saturday races also went very well with Fritz getting a fifth overall and 1st in class F and myself a 1st overall. (It was about time! Ed. Note.)

Sunday, the weather was somewhat better with a little cooler temperature, but still windy. Both Fritz and I got off to a good start, both cars performing quite well. While in 2nd place, battling for the lead, disaster struck me. The plastic block on the distributor points broke ending my racing for the day. Fritz continued in great style and finished 1st in class and a fantastic 3rd overall losing 2nd at the finish line by 3 feet to a TR4.

I guess Willow Springs isn't so bad after all!

ALFA'S GOING PLACES

In 1950 Alfa Romeo produced 325 passenger cars. In 1968 Alfa turned out 98,000 cars. That's a 300-fold increase. During the same period Italy's gross national product increased only 15 times. How come?

According to Giuseppe Luraghi, president of Alfa Romeo, the basic reason is Alfa's decision years' ago to produce medium-displacement models with race car traits for a specific market appreciative of such vehicles. So successful has this strategy proven that Alfa production has consistently lagged behind demand. Despite this tempting situation, Mr. Luraghi emphasized, Alfa has never sacrificed quality for quantity. While 1968 was not a good year in general for the Italian automobile industry, Alfa Romeo was the exception. Sales inside Italy rose by 18.5%, while export sales increased by a remarkable 56.6%. In view of this world wide success, says Mr. Luraghi, Alfa is hardly interested in the "mergeritis" which seems to be afflicting European and other car makes. On the contrary, Alfa intends to enlarge its production capacity, notably via the new Alfa Sud plant near Naples which will be turning out 1,000 cars a day in a year or so. By 1980 Alfa will be producing nearly 500,000 cars a year. This forecast depends on the continued expansion of the Italian highway system as well as favorable development of the worldwide car market.

Competition Press July 19, '69

PERFORMANCE CAM TIMING FOR GIULIA DUETTO AND GTV

Quite often it is apparent that what is needed in some specific cases is simply a properly done complete tune up. There's little point in buying a set of someone's "hot" cams, putting in "high compression" pistons or fiddling about with carburetor venturi and jet changes until the equipment you already have is functioning correctly and delivering 100% of its potential.

Alfas will run remarkably well even when in almost inconceivably poor condition and an Alfa in good condition will run far below its performance norms if routine mechanical maintenance is neglected. Most owners who aren't fanatic about their Alfas (yes, there ARE some) don't notice the gradual compensate for it in their driving habits. Others patronize a seemingly endless variety of parts vendors and outlaw repair shops to "improve" their cars. If you're one of these types, please don't trouble yourself reading the rest of this article. Check the classifieds, or something, because this is being written for the Alfista who CARES.....

The data which follows outlines a method for setting the camshaft timing on the Giulia Duetto, GTV and Super and is valid only for these models since these three use exactly the same cylinder head, pistons and camshafts. Other models will require values different from those listed here.

The method outlined is extremely accurate, rapid and does not rely on use of a degree wheel which is often difficult to obtain and to fit properly. The method takes into account such variable as chain stretch and the clearances in the sprocket vernier holes, etc.

The method has been carefully evolved, proven out against a degree wheel for accuracy and bench-tested for specific performance improvement. It requires a minimum of special equipment, all of which is available from Sears, for example. Do NOT attempt to extrapolate the values to other models.

1. Set the valve clearances to 0.018 inlet and 0.020 exhaust. This is critical so be careful!
2. Tighten the timing chain in the usual manner.
3. Using a dial indicator, find the exact point of top dead center on cylinder #1. Set this dial indicator to zero at top dead center #1.
4. Turn the engine to the left a bit to run the piston back down a little.
5. Fit another dial indicator in a suitable vixture (such as Alfa tool A2.0120) and install on #4 inlet cam bearing cap stud. The foot of the dial indicator stem should rest on the tappet top surface. Set this dial indicator to zero.
6. Turn the engine to the right so the inductor in #1 cylinder is again on Zero (TDC).
7. With the #1 cylinder indicator on zero (TDC), the tappet indicator on #4 intake valve should read about 0.060" valve movement.
8. Bend back the lockplate tab and loosen the large cam nut on the sprocket. Do not remove it. Remove the small locating bolt from the sprocket and camshaft flange vernier hole. Carefully!
9. Now turn the cam (not the sprocket) to the right to advance the cam lobe until the indicator on the tappet reads 0.090" to 0.084" movement.
10. Refit the small locating bolt in the set of vernier holes which are now lined up most closely. They will probably be near the ones from which you removed the bolt. The bolt should fit without forcing it. Find a set of vernier holes which allows the bolt to be inserted easily.

Watch the tappet indicator when installing this bolt to make sure any movement does not fall outside specifications.

11. Lock up the locating bolt. Retighten the large cam nut and bend over lock tab.

12. Recheck dial indicator readings, verifying them to be as outlined above.

13. Setting the exhaust cam is the same except:

- a. turn the exhaust cam to the left.
- b. $0.080''$ is correct tappet movement for the exhaust side.

When turning the camshafts, do so by use of the special wrench in the cam flange holes. Make sure always to turn against the chain to prevent slack. Chain slack can easily affect the valve movement up to $0.020''$.

The standard camshaft timing marks will appear to be almost in the normal position when finished. However, the performance will definitely be much better.

SPECIAL ALFA TOOLS WHICH MAY BE HELPFUL

A.20120--Dial indicator fixture to position indicator at tappet.

A.5.0103--Tool for turning camshafts.

C.6.0122--Tool for checking T.D.C.

The first and third items are holders for dial indicators but use the European inside diameter at the indicator base. They must be drilled out to $0.375''$ to accept standard American indicators. Using standard items from local suppliers for indicators and fixtures will work nearly as well with some minor adjustment.

ABOVE ALL, BE ACCURATE!!
IT PAYS IN PERFORMANCE.

COMING EVENTS

- July 18 AROSC Meeting
- July 27 AROSC Driving school and slalom. Event of the Month.
- August 3 Orange County practice slalom (information call Tom Atkins 340-6773 eves.)
- August 15 AROSC Meeting
- August 16 Tour of Briggs Cunningham Auto Museum in Costa Mesa (More about this later) Event of the month.
- Sept. 1 Caravan to Sports car races at Santa Barbara. Event of the month.

SANTA BARBARA RACES

Reservations are now being taken for the Alfa Club caravan to the Santa Barbara races Labor Day week-end. (Sat. & Sun.) If you want a confirmed reservation at Motel 6, we need your money by August 1. State number in party and nights desired.

DID YOU KNOW.....that Alfa Romeo Inc., with other Italian car manufacturers have created a "Vacation Assistance Service" sponsored by the Auto Club of Italy? They use a group of service trucks equipped with all possible repairing and assistance facilities. The same trucks patrol assigned highways and render help to stranded motorists. During 1968, from June to September, the "F 12" Alfas have traveled 530,000 Km. with an effective presence of 15,000 working hours and have provided assistance to 10,105 automobiles of every make. 27% of all assistance was to cars of foreigners visiting Italy. They offered emergency help and immediate diagnosis of car trouble, free of charge. Could this some day happen here? I have my doubts, but one never knows.

SERIES	MODEL NAME	MODEL NO.	OWNER'S MANUAL	OWNER'S MANUAL SUPPLEMENT	TECHNICAL SPECIFICATIONS	SERVICE MANUALS					PARTS		TOOL CATALOG	PERF. OPTIONS	ALIGNMENT CHART		
						ENGINE & GEAR-BOX	REAR AXLE & SUSPENSION	BRAKES	FUEL INJECTION	BODY JIG	CATALOG	SUPPLEMENT					
GIULIETTA	SPIDER																
	SPIDER VEL.																
	SPRINT	ALL	772		854		637			1078	983 & 990 (2 Vol.)		1144	102	1286		
	SPRINT VEL.																
	SS SZ																
2000	SPIDER	ALL	708			801	823						728		1144	1286	
	SPRINT			785													
2600	BERLINA	106.00															
	SPIDER	.01		820		1010							1147 & 1164 (2 Vol.)		1144	1286	
	SPRINT	.02			1013												
	SZ	.12			1099												
GIULIA 1300	T. I.	105.39	1019		1163								1070				
	G.T. Junior	.30		1219	1226												
	G.T.A. Junior	.59			1360	1370		1202		1078			1351	1343	1144	102	1286
	SPIDER	.91	1165	1349	1366								1251	1353			
GIULIA 1600	SPRINT	101.12			955												
	SPIDER	.23	1040										1016				
	S.S.	.21			890												
	SPIDER VEL.	.18				1159								1150			
	TZ	105.11	928										1051				
	T.I.	.08				955											
	T.I. SUPER	.16	1204		977		1008	1222	1202		1078		1292		1144	102	1286
	GT	.02															
	GTA	.32		978	1065	1138								1313			
	GTC	.25			1037												
	GTV	.36			1170	1210											
SUPER	.26	1290			1133								1292				
DUETTO	.03	1165			1212								1251				
1750	BERLINA	105.71											1380	1392			
	GTV	.51	1386		1321 (Europe)			1202	1470	1078					1144	102	
	SPIDER VEL.	.62											1387				

SPECIAL DRIVING EVENT FOR JULY

AROSC Driving event and school will be held July 27 at the White Motor Co., 3201 W. Lomita, Torrance. Instructors will be on hand to show members the best and fastest line through the course. Cars will be classified by the fairest way possible.

JULY MEETING

Entertainment will be a color movie of the 1965 Sebring 12 Hour Race. Coffee and doughnuts will be served.

MEMBERS: BRING A FRIEND INTERESTED IN ALFA ROMEOS!

AUTO EXPO '69

FOR SALE

1600 Head \$75, 1600 Spyder
 Windshield \$15, 1300 Spyder
 Passenger seat, \$15, 4:55 rear
 end gears \$20.
 Alan Ward 645-6945

Near new Atlas Battery for Alfa
 (too heavy for race car)

2-6" Alfa wheels $\frac{1}{2}$ " set to inside,
 1" set to outside. \$12 each.
 1-set seat belts, 3" with shoulder
 harness. \$15.

Dale Jones Day Ra3-3845
 Eve 596-2687

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, 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 8:00 P.M. For further information, call Dale Jones (President) 596-2687, or Mark Marcantoni (Editor) 431-4682.



ALFA ROMEO

TEST DRIVE THE NEW 1750 ALFAS AT
A DEALERSHIP WHERE SERVICE AFTER
SALE IS A PLEDGE NOT A GIMMICK.
WE TRY TO PLEASE!

JIM GRAY IMPORTS, Inc.

3515 ATLANTIC AVE. • LONG BEACH
PHONE 424-0951



All brands, sports and domestic car tires —
Slalom and street retreading in original
factory designs. Terms = All Major Credit
Cards Honored.

B & H TIRE SALES CO.
SPORTS CAR TIRE CENTER
PIRELLI & DUNLOP TIRE DISTRIBUTORS

508 West Anaheim St.
Long Beach, Calif. 90813
Phone — 437-5180

2423 So. Main St.
Santa Ana, Calif. 92707
Phone (714) 545-9415



**ALFA ROMEO OWNERS
of
SOUTHERN CALIFORNIA**

P. O. BOX 261 — LOS ALAMITOS, CALIFORNIA 90720



*DAROLD CUMMINGS
2348 LEMON - #J-
LONG BEACH, CAL. 90806*