

TEAM GATORADE GOES TO THE RACES
by Vince Giobbe

Sunday morning, (Sept. 28) found us at newly revamped Riverside International Raceway with lots of smog, Gatorade, enthusiasm and race cars for the last round of National Races in California. All went well in the morning session, with only one member running out of Gatorade. (Spares were flown in) We eagerly awaited the first Alfa race, by honing Team Gatorade's fantastic pit crew to a racing edge with actual practice on Fritz Faggart's station wagon. (An observer noticed a spy from Penske's Sunoco racing team taking notes) Race #2 had fellow team members Alan Ward (EP) and Fritz Tattart (FP) on the starting grid, full of Gatorade, ready and eager to win their respective classes, against mostly factory/dealer efforts. However, with the best of the factory/dealer M.G.'s, TRGT6's, Porsche's and Spitfires, a few seconds faster (spelled mondy) we knew we would have to win the race in the pits. (Which wasn't going to be easy in a half hour race).

They finally got the starter away from the race queen, long enough to start the race. Off went Alan and Fritz (Fritz had the misfortune to shred a rear tire on the first lap of Saturday's qualification race and with no official lap times had to start last in Sunday's action) After a few laps, both T.G. members were running strong, with Alan in sixth place o/s (sixth in class) Fritz in tenth o/a (fifth in class) and Fritz's camera eleventh o/a (first in class). Disaster struck! Alan spun going into turn six and

immediately pulled into the pit area, (which isn't so easy from turn six). The Team Gatorade pit crew went into immediate action with blinding speed but to no avail. It seems Alan's Alfa had become jealous following the Porsche's around the track and developed it's own independent rear suspension. (Spelled broken axle).

Now it was left to Fritz to bring glory to the team. But alas, the combination of a last place start, mismatched rear tires and aerodynamic drag, caused by the camera, took it's toll, relegating Fritz to a tenth o/a (fifth in class) finish.

Race #7 found the entire T.G. pit crew spectating on turn six, surrounded by the All Red Racing Team (Porsche). You can just imagine how we took advantage of this, as Scooter Patrick, piloting the Otto Zipper B/S.R. T33 took the o/a and class win at a blistering 111.9 mph average speed, taking the checker 45 seconds ahead of the Milt Mitner Porsche 906.

Race #8, for C-D sedans and D/SR cars, had the entire stands on their feet, with a race long dice between Jeff Kline (Alfa GTA 1300 Jr.) and Jim Bailies, (D/Sr Fiat Abarth Scorpion) with Kline taking the o/a (and class) win by one second.

Race #9 had team member, Phylis Gaylard's Alfa TZ running against a formidable field of C-D production, B sedan entrants. She got off to a good start only to discover the axis is no more, when her Japanese plugs refused to fire in an Italian engine sparked by a German ignition. Pulling into the pit lane, Team Gatorade finally got to show what had made it the envy of



Alfacionada

Alfa Romeo Owners
of
Southern California

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A DRIVING CLUB

LOS ALAMITOS, CALIF.
OCTOBER 1969

PRE-CHRISTMAS PARTY by Mark

As promised, the pre-Christmas party was a smashing success! The excellent turn out, the splendid and warm hospitality offered by Claudia and Oscar Dufau, the quality and quantity of food and last but not least, the free flow of booze, combined with a beautiful California fall evening made this evening a success.

Over 50 members and guests attended, and considering that many of the members were in Riverside all day for the national races, we can rate this social event AAA.

Our sincere thanks to charming Claudia and gracious Oscar for the use and abuse of their lovely home. For their effort, we are ready to forget the fact that they had won the Alfa Club Pizza Rally driving a----Corvette!

NOMINATION DEADLINE

October meeting, Friday the 17th, will be the deadline for nominations of any members willing to run for the 1970 AROSC board of directors!

In order to have the list made up for November meeting, members who would like to run for the board, please contact one of the present board members on or by October meeting. We need new faces and new blood on the board. We urge anyone willing to do a little work to put their best foot forward!!

ELECTION TIME

Elections for your 1970 board members will be held at our regular meeting in November. Please make an effort to attend in order to cast your vote for your favorite members.

CHRISTMAS PARTY IN DECEMBER

The board decided that our annual Christmas party will be held Saturday evening, December 6. Tom and Pat Suter volunteered their newly acquired home for the event.

More about this in the November issue of Alfacionada

COMING EVENTS

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|-------------|---|
| October 17 | AROSC meeting |
| October 19 | C.A.S.O.C. open slalom (cancelled) |
| October 26 | Times Grand Prix (Can-Am series) |
| November 2 | Corvettes So. Cal. Championship. Run order will be posted in the L.A. Times (PitStop) |
| November 21 | AROSC meeting (ELECTION NIGHT) |
| December 6 | AROSC CHRISTMAS PARTY |

HENRY FORD I ONCE SAID:

"EVERYTIME I SEE AN ALFA ROMEO ROLLING BY, I TAKE MY HAT OFF!"

pit crews from Le Mans to Indy. We were able to change (with a little verbal encouragement from Scooter Patrick) an entire spark plug in just under 18 minutes. (A new all time record).

Meanwhile, Miles Gupton (Porsche 911) had his hands full (elbows out) trying to stay ahead of Vic Provenzano's charging Alfa GTA, as they ran 1/2 nose to tail for the better part of the race. With Provenzano faster through the turns and Gupton out-dragging him down the straights. This ended when Provenzano ran out of oil and put four new exhaust ports on the side of his engine. With the official races over, it was left up to your truly to bring the winners laurels to the team. Piloting my wife's B/S Alfa GTA with Mark as my co-pilot, we proceeded to out race Mr. Big Burly Construction Worker in his A/S King Midget. We were magnificent, with Mark yelling "Taka him ona inside". We out-braked him into the grandstand left-handed and outdragged him under the start-finish bridge for a 20 second lead at the paddock area finish. However, Mr. Big Burly was unhappy with his second place finish and was about to protest, by making me a permanent part of the Riverside Raceway construction program. Only the intervention of the entire T.G. pit crew, squirt guns filled with Gatorade, saved me and the trophy for the team.

WANTED

New Logo or Design for our paper head! Contest to be held, with author of winning design given one year free membership. Submit all entries to board members. Deadline December 6.

WANTED

Any 101 or 705 Alfa Spyder, complete and cheap. Will consider basket cases. To be used for competition. Veloce preferred. Contact Jerry Kaye. Days (213-2780281) ask for Alfa Parts Department. Eves. (213-6525127)

FOR SALE

1600 GTA Normale, early chassis, steel floors, L.H. drive, suspension options, radio, Q.I. lamps, trans-am mags, fresh red lacquer etc. Straight and strong. \$3200. Vince Giobbe 831-4904.

2 Pirelli's Cinturato for 2000 or 2600 Alfas. 70% tread. Both for \$30.00. A real steal! Added bonus a Pirelli Sempione for same cars 50% tread. Phone Mark 431-4682 eve.

NEWS FROM SHANKLE AUTOMOTIVE ENGINEERING

Dealer Performance Services Expanded

Exclusive service: A new performance service is now offered customers through the Alfa Romeo dealers and Service Centers network. The service allows dealers to race prepare customers cylinder heads for the street, drawing on hundreds of hours of laboratory testing. The modification does not affect smog emissions or reliability, but does provide a startling increase in performance. This is the first time that dealers can profitably use the extensive preparation facilities of a family related racing shop. Dealers of other high performance imports do not enjoy this benefit.

The Modification: Basically the performance increase is achieved through an optimum special shaping of the intake and exhaust ports. This shape was arrived at after hundreds of hours of laboratory and race track testing. It results in a very noticeable 15% increase in volumetric efficiency, producing more torque and horsepower over the entire range of operation. The modification is ideally suited to the customer seeking a major increase in performance without sacrificing reliability or ease of street operation. (see fig. 1) continued next page

CYLINDER HEAD PREPARATION:

1. Cleaning.
2. Inspection.
3. Reshaping of valve guide projections for street and removal of projections for racing only.
4. Matching of intake manifold to head.
5. Shaping, contouring and finishing of intake and exhaust ports.
6. Contouring, sizing and finishing of valve seats.
7. Shaping and finishing of valves.
8. Air flow check.
9. Final cleaning.
10. Assembly---except camshafts (valve clearances adjusted at additional cost).

PARTS:

Worn or damaged parts will be replaced as required at additional cost.

PREPARATION COST:

Head, manifold and valves	PREPARED
1300, 1600 or 1750 standard or veloce	\$172 retail
1600 GTA	\$194
1300 SRC LARGE VALVE HEAD:	
This head with special large intake valves and 45° seats	\$244
1600 SPECIAL VALVE HEAD:	
This head with special intake valves and special 45° seats	\$244

CAMSHAFTS:

On request we will install and adjust camshafts and valve clearance.

1300, 1300 SRC, 1600 and 1750	\$ 32
1600 GTA	\$ 43

WARPED HEAD:

Possible additional cost

Line bore cam brgs.	\$ 30
Mill Head	\$ 14

IMPORTANT NOTICE:

Our experience shows that 50 per cent of the old 750 series heads will be rejected due to warpage or other factors. A \$20 inspection charge will be made for cleaning parts and diagnosing head failure. If no failure, head will be completed without additional charge.

SHIPPING:

Ship head with manifold but less carbs. For fast freight we suggest Greyhound. Heads should be well crated and insured. If we feel the crate will not survive the return trip we will recreate at additional cost.

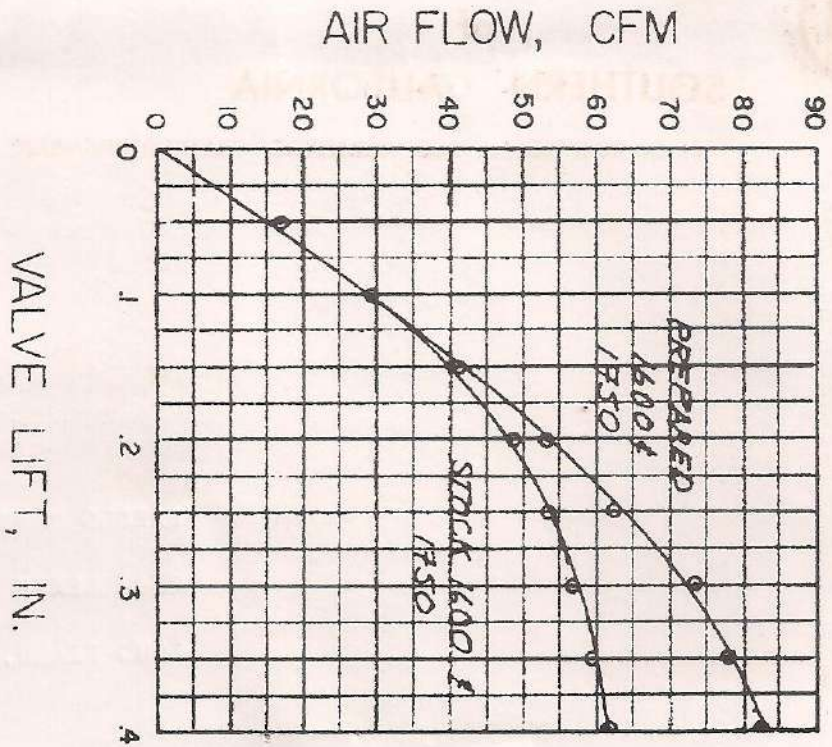
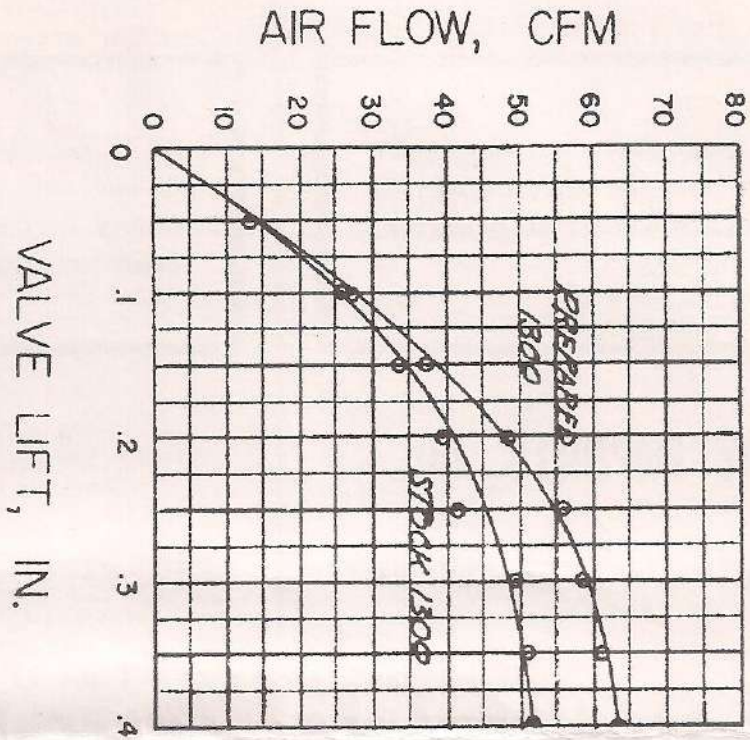


Fig. 1 - Air Flow Test Data: Air Flow VS. Valve Lift, Comparison of Alfa Romeo Cylinder Heads Show the Increase of Air Flow Realized from Cylinder Head Preparation.

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17
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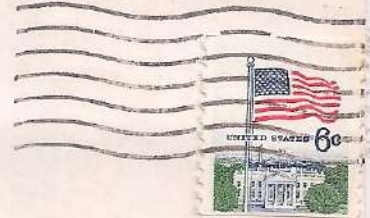
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