

# ALFA ROMEO

## OWNER'S CLUB MAGAZINE

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## EDITORIAL

Now that Club membership has reached its present strength, it is more than ever right that local centres should be set up. The Club has naturally focussed its events around London so far for historical reasons but when no member can be much further than five miles from another, people outside London should be able to start reaping some of the benefit from joining a club such as this. Several members have come forward with proposals for forming local centres and it is to be hoped that everyone will take whatever advantage he can of these opportunities. We have to face the fact that journeying to London is a long, horrid and expensive business for most members and is something not to be done all that often. That so many people do make the trip in terrible weather conditions says something for their enthusiasm and leads us to believe that, once local centres are set up, they should thrive.

Once again it is up to the initiative of the individual member to ensure he gets what he wants from the Club.

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## FORTHCOMING CLUB EVENTS

- 27th Feb. Steering Wheel Club, Curzon St., London, W.1.  
Monthly meeting.
- 2nd March Formative East Anglian Centre Meeting at Snetterton.  
Meet in paddock at Cambridge University A.C. Sprint  
meeting, at about midday.

## NEWS AND ADVERTISEMENTS

**Bugatti O.C. Prescott.** Geoffrey Howard-Sorrell has kindly offered to put up a cup to be competed for by Club members at this event, which takes place on 5th/6th July. As no one owns a really hot car yet (see advert below), such a prize could produce a needle match.

**Cambridge University A.C. Spring Sprint.** March 2nd. Why not come and help make up an Alfa team at this event? Simple non-damaging course and not too much professional competition. Last time out, the over 1,300 c.c. saloon class included the Shaw & Kilburn Viva GT, Fiat 600D-Lotus, BMW 2002, Austin 1800, Alfa, Lancia Aurelia, Rapier, Vitesse. Write to J. M. Dooley for regs.

**Bucks Area Meeting.** Geoff Howard-Sorrell has offered to form a Bucks and Berks Centre. Anyone interested should contact him so that a venue may be arranged. Address, see advert below.

**Yorkshire Centre.** Keith Chippindale has offered to form a Club Centre based on York and would welcome any enquiries from members interested in area activities. See address list, member 350.

### FOR SALE

Pair Cibie below bumper Q.I. lamps. As new, cost £15. Accept £10 or exchange for Philips car record player.

and

Alfa 1300 GT Junior, 1967, green, tan interior, four new Cinturatos, taxed June, fitted Phillips tape recorder, pair Oscar driving lamps, triple Maserati horns, reversing lamp. Only covered 23,000 miles and is in immaculate condition. Concours winner at 1968 Woburn meeting. £1,500 o.n.o. Harry Diamond, Jnr., 5 Stanford Close, Hove, 4, Sussex.

**WANTED.** Giulia T.Z. or GTA or other raceworthy Alfa. G. Howard-Sorrell, Albany, Stonefield Road, Naphill, High Wycombe, Bucks.

Giulia Spider for immediate cash purchase.. 1964, 1965 or outstanding 1963. G. L. Sweeten, 30d Kenilworth Road, Leamington Spa, Warks.

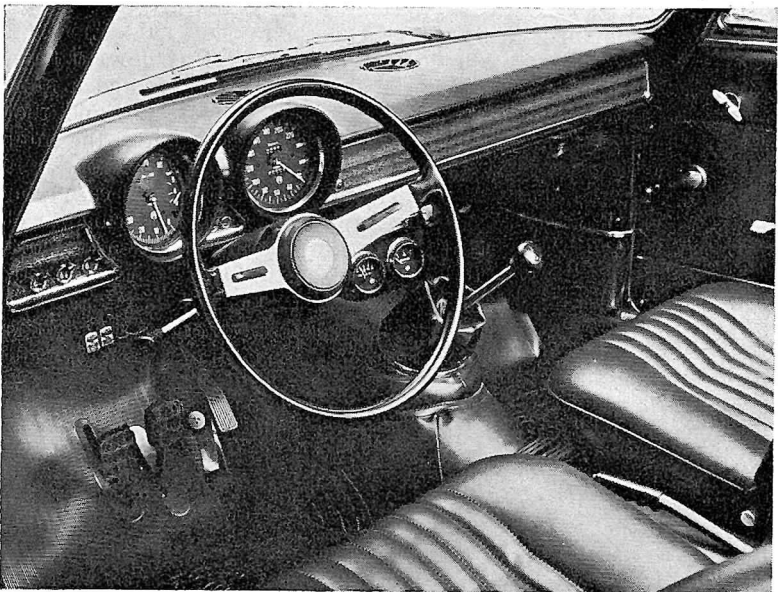
### WOBURN A.G.M.

Austen Samuel rang the other night to say that Woburn has definitely been booked for the CLUB AGM for the 27th April. The committee has yet to decide the pattern of events during the day itself and so any suggestions would be welcome. There is difficulty, apparently, in obtaining a room suitable for showing films. The 1968 meeting was such a success that there seems little

need to change what was laid on them, except to tidy a few details. The organisers were caught somewhat unawares by what amounted to a 100 per cent turnout.

### **SPARES REGISTRAR**

A suggestion has been suggested and a volunteer volunteered to take on the job of spares registrar for the Club. The object of the scheme would be to have a central point of information to hold names and addresses of members with particular spares, the lists of which would have to be detailed. Members requiring spares would write to the registrar, ENCLOSING S.A.E., which would be returned to them with the addresses of members with the spares. Clearly discipline to whatever rules are laid down will be the keyword. More news next month.



**New 1300 G.T. Interior**

### **GIULIAS KEEP STEP WITH 1750's**

When the 1750 range was announced a year ago, it represented an advance over the Giulia range in many ways, leaving aside the engine capacity increase. Now the remaining models in the Giulia range are to be offered with many of the modifications introduced on the 1750's and promise to be much better motor cars as a result.

Probably the most welcome change for members will be the abolition of the cable controlled clutch, Achilles heel of many an owner on a dark night. The cable fitted to right hand drive Giulias was particularly troublesome because of acting through an arc. The addition of a greaser early in the model's career did much to deal with the risk of breakage but even regular attention did not

retain good feel for very long. Now, a hydraulic action is standardised throughout the range, also allowing the use of stronger clutch springs to improve bite, though this has yet to be confirmed.

Perhaps the factory has at last heeded the cries of noise from this magazine and the motoring press in general for a great amount of trouble has been taken on this score. Not only has each car been fitted with what adds up to a full silent travel kit and more but the engine and gearbox mountings have also come in for attention in design and composition. Alfas claim that interior noise level has been reduced by roughly two thirds, a spectacular achievement.

The chassis have been developed along the lines of the 1750. A rear anti-roll bar is to be fitted and 14 inch wide rim wheels are offered as an extra. The 1300 T.I. tested by the magazine last spring somehow had these wheels on and hence began a run of speculation that they were standard equipment. As can be seen from the photographs, they make the car look more secure and this is the feeling given to the driver behind the wheel.

Internal changes bring the cars closer to the 1750. The 1300 T.I. is not significantly altered but the 1300 GT is now to have large circular main instruments in front of the driver and a mini console ahead of the gear lever for water temperature and fuel gauge. The Giulia Super is fitted with 1750 door trims, the mini console and enlarged version of 'that' steering wheel, or so it appears from photographs. For your information, in case you have joined recently, 'that' refers to the 1750 GTV steering wheel which came under fire in the magazine last year. Heating and ventilation, another sore point, is also said to have been improved, though we will have to wait to see how much.

At very little cost then Alfas have contrived to give the Giulias what seems like a much richer specification. Development



Giulia Super

strengthens the Supers claim to being a classic sports saloon of modern times. If prices can be held at their present competitive levels, there must be a lot of Alfas sold this year. One used to consider Alfas expensive but a look at price lists today shows that the alternatives are at least as expensive.

As these modifications are introduced, a new model has been placed on the Italian market only, the 1600 S. Apparently this amounts to a single Solex carburated 1600 engined 1300 T.I., or the equivalent of the late lamented Giulia T.I. At around £1,400, this could be competitive over here. Still no sign of that twin Webered 1300 T.I.

J.M.D.

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## COMPETING YOUR ALFA

A periodic nudge in recent issues of the magazine on the subject of running Alfas in some form of competition has brought me a number of letters. I have then been faced with writing a number of letters in return, describing how to go about it in as simple a way as possible, but even so end up writing a tome. I am, therefore, going to give a condensed description here of what is required so that at least, when I get enquiring letters, all I need do is refer the writer to a copy of this magazine.

Motor racing to win is an expensive pastime, complete write-offs being frequent and expected entries in the books of even the best people. Since racing an Alfa is bound to be more expensive than a Mini, for which you can pick up a complete bodyshell for the price of an Alfa's chromework, pleasure for the Alfa competitor must lie in driving the car rather than dicing door handle to door handle. Luckily an Alfa yields its own joys when put to your limit. But let us get down to details.

Before ever appearing on the track, a hill, a rally or a driving test, there are a number of paper details to put behind you. The first of these concerns your competition licence. I set out below the different requirements for competition licences at varying events. 'Closed' means that entries are open only to members of the organising club, whereas 'Restricted' allows members of invited clubs to compete.

No RAC competition licence required :

- Closed Hill Club
- Closed Sprint
- Closed Rally
- Closed Driving Test

Restricted RAC competition licence :  
(minimum requirement)

- Closed Race Meeting
- Restricted Race Meeting
- Restricted Sprint or Hill Climb
- Restricted Rally or Driving Test

National British competition licence :  
(minimum requirement)

Any National British event

International competition licence :  
(from RAC)

Any National Open or International event.

The RAC splits motoring competition into three types of event :

- (1) Speed events, i.e., Sprints and Hill Climbs
- (2) Race Meetings
- (3) Rallies and Trials, including Driving Tests.

To take part in any of these types of competition, you must have the appropriate licence for both the type and the status of the competition. A restricted licence is obtained simply by application to the RAC on the official form and payment of the appropriate fee. A licence of any status may be obtained similarly if only for speed events. Graduation to higher grades of licence for use in rallies and races is achieved by obtaining signatures from the RAC steward on an official RAC card, supplied to him by you before the start of each event in which you compete. If you complete the course with no adverse report, the Steward signs your card. Six racing signatures take you from 'novice' restricted standard to a National licence. Four more signatures in restricted races or two signatures at National events qualify you for a full International licence. Of course, an International Race licence does not qualify you for an International Rally licence, nor vice versa. Each has to be earned separately. The fees the RAC require are as follows:

Status :	I	NB	R
For licence valid in one category ...	75/-	55/-	30/-
For licence valid in two categories ...	85/-	65/-	40/-
For licence valid in three categories	95/-	75/-	50/-

Going racing requires one further formality. This is a medical certificate from your doctor. This demands an examination of such things as eyesight and past medical history and could cost as much as three guineas, unless your GP has an old price list.

The paperwork is concluded now except for actually entering the events. What you enter is up to you but if any racing is to be embarked on it is almost essential to join one of the big two motor sporting clubs, the BRSCC or BARC. This is expensive but gives you a great choice of events every weekend. There is a good supply of smaller events through the Combine One Make Car Club of which we are a member club now.

The next money to be spent will go on a crash helmet, which should cost around ten pounds. It is worthwhile going to a place with a good stock so that you can find one that is tight enough, yet wearable. Make sure it is an RAC approved type.



The only remaining barrier to running your car in a competition now is scrutineering which sets out to ensure that the vehicle is up to demands of the competition and satisfies certain safety regulations. Most of the check is to see that wheels, suspension, seats, batteries and everything are securely attached to the car to minimise the chances of a breakage causing an accident or leading to trouble after the accident has finished. Fire is always in mind and there is a regulation that states that the passenger must be separated from the fuel tank by a fireproof wall, the same applying to the fuel filler pipe. Giuliettas usually seem to get away with it on this rule but Giulias have triangular gaps in the bulkhead behind the rear seats and the fuel tank top forms part of the boot floor. The simplest way of conforming to the rule is to fasten appropriately cut pieces of metal sheet in the triangular gaps, sealing any joints with gun gum. The only other rule to worry a good condition Alfa concerns the oil catch tank for the crankcase breather. Later models are fitted with breathers that feed back straight into the induction cold-air box but earlier cars have a breather pipe from the rear of the crankcase leading to the nether regions beneath. Usually these breathers are too stiff and well located to allow the fitting of any extra pipe or a tank at this point. The easiest way to overcome this difficulty is to plug the standard breather with a wine bottle cork and take a new pipe, plumbed with an elbow to the top of the standard oil filler cap, to a catch tank fixed conveniently to hand. A used oil or anti-freeze pint or quart can make a good tank. Anyway, you will find yourself collecting wine bottle corks, an excellent hobby.

Preparation of an Alfa for competition is not an easy subject. Taking a car to a higher specification is a long and involved process that is quite expensive. The most important tuning always to be done is to ensure that your car is running as well as it can with its present specification. It is worth spending a lot of time on this as the car will then give you much more pleasure away from competition too. Start getting away from that and you start spending money fast. Not so very long ago the American Club Magazine gave a programme for race tuning a Giulietta Veloce. The figure they mentioned was in the region of 3,500 dollars. If much racing is to be done, a set of racing tyres on 14 inch wide rim wheels, if you have a disc braked Giulia, would be a good and wise investment for greater surefootedness and better control than radials can afford under extreme racing conditions. A set of Konis give high quality damping and a measure of adjustment and smooth out the hopping about that the saloons are prone to when really pressed. Perhaps in a later article I will go further on the subject of modifications.

I always think of motoring competition as the supreme test of self-control. You must know your car's and your own limits and stick religiously within them.

J.M.D.



## GOOD BYE TO A 2600 by R. C. J. Willcox

Today I parted company with PRF 951B, my 2600 Sprint coupe, and ordered a new 1750. I thought that perhaps a few comments on the car might not be inappropriate at this stage, as little appears in the magazine in relation to this model.

I acquired the car in Gloucester in July 1967 with a recorded 19890 miles on the speedo. Previously I had been running a Simca 1500 so that this was quite a change. I had originally planned to 'go Alfa' with a Giulia Sprint coupe but somehow or other this 2.6 came along and I bought it. Externally I thought the finish was a bit scruffy but I later discovered that this applies to many of this model. I then decided that mine was a lot less scruffy than many others, which was comforting. I was always planning to respray it but never did, as with care it did not get any scruffier, or so I liked to think.

The first thing was to fit new tyres, that particularly improved the steering, which had been heavy. I found the lights rather inadequate and fitted new units. This improved things, though not so much as I would have wished, especially on dipped beam. The seats I found comfortable if slippery. Generally the car proved very reliable in every day use with routine servicing.

In the October I purchased a second hand VW as a second car for the worst of the winter. This car I loathed and very quickly changed for a new Simca 1000, which I liked, found useful and still run. The winter came on and I found the Alfa's heater rather unimpressive and my feet always froze. It did not like starting in the fog and damp and so I decided to lay it up for the winter after about 5300 trouble free and pleasurable miles. Came the spring and out again for another 6000 miles before laying up in mid-November. About August the cylinder head gasket had begun to blow on No. 6 cylinder and this was at once attended to, giving no further trouble. Apart from an oil leak on the top of the gearbox, this was the only trouble I ever had. Having heard awful tales of some of this model and reading a recent letter in *Motor Sport*, perhaps I have been very fortunate.

Clean plugs were always necessary—a new set about every 5000 miles. Oil consumption was about 580 miles to the pint but this rate decreased as time went on, rather than increased. Performance was always dependable and gradually tended to improve, the low speed torque especially, with time. The engine was always turbine smooth at any speed. The gearbox was delightful, apart from the heavy push down for reverse, but latterly leaked oil and the thrust races were becoming a little noisy. Despite B.C. and Co, the car was often driven at 100-110 mph on motorways, mostly by night or early morning, its ideal really. It always felt so stable and safe. I did have one moment however, when I went too fast into a bend in the wet. Control was just retained, despite the tail hanging out at, to me, an alarmingly wide angle.

Over a recorded 4533 miles of everyday driving in town and long motorways at high speeds an average fuel consumption of 24.8 mpg was recorded, on five star fuel. I think this very creditable as no attempt was made to soft pedal it while the check was made. The car was always maintained at a small country garage, where it would be seen in the workshops next to a Land Rover or even a tractor. The proprietor, a personal friend of mine, has always taken great interest in the car and has obviously done his work well. He has himself owned a Giulia saloon and one of the Giulietta bodied 1600 Sprints. I shall take the 1750 there too.

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## THE LADY ALFA OWNER

—From our Irish correspondent

Here are some further thoughts and adventures of Belfast Julia, owned by a female member, which must make it a rare Alfa. Any other species please state existence hereinafter.

Legitimately stopping in a street the other day, my owner was horrified to find a large man with a knife leaning over me. It was not a student riot, not a political parson, nor a politician but only an admiring butcher who happened to have just bought a new car himself, inferior of course.

What about female drivers in family saloons who cross traffic and take you on broadside, attempting to park on their right hand side of the road? This one would not have made it anyway, so my mad veteran just locked me up and said, 'I think you are on the wrong side of the road, madam.' She did not wait to see the family-car lady trying to get back into the stream of traffic.

If acceptable, the next installment might be the saga of the Institute of Advanced Motorists' Test, or it might be an awful eerie silence like that. The Day is cast. Of course it might snow, or I might get Mao flu or get lost.

Mrs. A. E. Peacock.

Ed. The next installment has since arrived but proved too much for the space available. However, I am sure we all congratulate Mrs. Peacock on becoming a member of the I AM's.

## POINTS TO WATCH by Stephen Skurray

I have derived so much pleasure from your magazine, that my conscience will not allow me to go any further without making an effort at some contribution. I expect other owners have found out my problems and overcome them, but owing to the difficulty of reaching London in time for your evening meetings, and thus discussing these points with you, I risk boring you with a couple of "troubles".

I have suffered the alarming failure of the brake servo with a 1968 Giulia Super; you press to the floor with ever increasing might, as the car in front comes closer far too quickly. Initially, this occurred intermittently—you never knew when the pedal would just go "hard" and the car go sailing on. As I drive the car on the same route every day and thus use my brakes little, I did manage to crawl about for several days before I could investigate the trouble. On breaking the joint round the air valve on the servo body, by slackening the P.K. screws, and running the engine, one could hear whether any vacuum was being induced in the servo body. All was quiet! The servo was not likely to be at fault! To strip and check the diaphragm or sticking valves the servo must be removed from the car, and the re-bleeding of the brake system, having just done a mileage service on the brakes, did not attract me. The hose pipes to the engine were new and intact, the inlet manifold joints apparently sound, as the engine ran beautifully, and so the non-return valve on the inlet manifold could be the only sinner. This is not easy to remove on an engine in situ. After removal of the hose clip and hose, the following spanners are the only ones I find that will fit. On Twin Weber equipped engines, a cranked ring spanner of 21 mm. or 7/16" Whit. size can be fitted from above. On Twin choke Solex engines, a 2" long box spanner is the only answer. The spring-loaded ball was very stiff to operate in my case, in fact much stiffer than the easily operated units fitted to older cars. I have fitted a unit with soft spring, from an old engine, and this restored the braking immediately. I have yet to find out from Alfa GB whether these non-return valves have been modified on later models, but I cannot see any reason for so doing.

Reading of Dr. Samuels' unfortunate fire on his Giulia Super, prompts me to relate of my trouble with an Alfa on fire. When driving away from an extremely good dinner party one night, in my Giulietta T.1., there was a flash from the dashboard. As all lights still worked, I drove on home in my alcoholic haze, far too contented to worry. (This took place in pre-Castle days, I hardly need relate!) After stopping the engine, and opening the garage doors, I went to restart. On turning the key, there was another flash, and smoke and flames billowed out from under the dashboard. Fortunately, I had an extinguisher in the car and put the fire out promptly, but not before the wiring harness was a write-off. These aren't available in England I found. After replacing each wire, one by one, I never wish to work under the dashboard of an Alfa again! The cause of the short circuit was a connector which worked itself bare, where the harness leaves the dashboard and enters up the

steering column. I then found that, although most auxiliary lights are fused, on the wires leading to each bulb, there is an unfused main feed up to the multiple switch on the steering column and back down again all the way to the fuse box. Although the quality of the connectors is now improved, this idiosyncrasy is still perpetuated on Giulia model wiring circuits. Need I add that all Alfas I have owned since that day have been fitted with another line fuse at source, on the wire which leads from "Other Electrical Devices" on the unfused side of the fuse box, up to the junction box on the steering column.

I would strongly recommend that all owners of early Giulias examine carefully the front engine and suspension cross member. Where the lower wishbones are bolted on, the metal of the cross member fatigues, especially if the retaining bolts work loose, or the original small-headed bolt is still fitted. I must give Alfa GB credit for cutting out a cross member and welding in another, free of charge, on a three-year-old car. The metal surrounding the bolt hole just tore completely away, allowing the lower wishbone to drop at one end. Fortunately, the final break occurred when reversing in a car park, or I might not be writing this now.

The excessive outflow of gearbox oil from the original Giulia gearboxes was from leakage round the rubber gaiter clipped round the gearbox, where the gear lever enters. Alfa have done a marvellous job with the sliding dished discs and number and detail of the gaiters but oil would become trapped above the discs and work out of the gaiters, down the side of the gearbox. If you remove the lower disc, which has a spun flange, heading downwards, and file two vertical grooves in the internally machined, vertical, cylindrical section of the gearbox, oil will return down the outside of this lower flanged disc, back into the gearbox.

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## **BETWEEN ONE AND TWO SIDES**

In the days of the duplicated magazine, I wrote two sides of copy for "Back Page" and it came out as two sides in print. When I lost the back page with the introduction of this printed magazine, I wrote the same amount of copy and renamed my section "Two Sides", which looked rather odd when the printers telescoped it into one and a bit. I am open to suggestions for a new title.

Lucien Bianchi was rather more seriously injured in the Marathon crash than was at first thought. Let us hope that he will be fully recovered soon and that he will be driving Alfas again next season in a wide variety of events.

The wonderful news has just been confirmed that John Surtees is to head the Autodelta team of three litre Alfa Prototypes next year. Surtees is probably the best racing development driver in the world and his infinite experience should help Autodelta to find roadholding to match the proven power of the T33 V8 engine. Further good news is that Andrea de Adamich has rejoined Alfa. Followers of the sport and this magazine will remember that

de Adamich twice won the European Saloon championship for Alfa driving GTA's. He left Autodelta to join Ferrari and disgraced himself by writing off three Formula One cars in succession, injuring himself the third time. He has since recovered his health and form and has just won the Argentinian Temporada series of F2 races for Ferrari against considerable opposition.

On the driver scene, for the 1968 season the German Porsche driver Udo Schutz joined the Autodelta team. His most notable achievement was in the Targa Florio where he crashed the 2½ litre T33 he was sharing with local hero Nino Vaccarella after which Porsche won. I assume Schutz was smuggled off Sicily in a plain brown envelope. For 1969 he has rejoined Porsche.

In last year's Tasman Championship, Alec Mildren ran a Brabham powered by a 2½ litre Alfa V8 which was driven with some success by Frank Gardner. This year he has built his own car to take the Alfa V8 and Gardner is driving again. In the three races run as I write, the Mildren-Alfa dropped out twice (once ignition trouble, once after a minor collision) but achieved a good third and seems very competitive with the Ferraris and Lotus-Fords.

You may remember my mentioning a Milanese coachbuilder, Pavesi, who produces a very neat sliding steel sunroof conversion for the GT bodied Alfas. Pavesi have now come up with a beautiful estate car conversion of the 1750 Berlina. From the pictures I have seen, the estate conversion seems actually to improve the not-quite-perfect proportions of the 1750 saloon body. The estate, named the "1750 Giardinetta Veloce", is a joint project of Pavesi and Automil, a big Alfa agent in Milan from whom the estate can be bought for 2,650,000 lire. This is around 40% above the price of the Berlina.

Recently I discovered that the widely recommended method of lubricating water pumps by adding soluble oil to the cooling water will probably cost you a complete set of hoses. There are suitable rubbers which resist oil attack, but they are much more expensive than those which don't. Now I don't know which rubber Alfas original hoses use, but I can guess, and replacement hoses are made by a variety of manufacturers. Unfortunately I know of no way of testing hoses for oil resistance apart from the obvious one of putting oil on, which is more or less what we were trying to avoid.

"Please, Your Honour, my generator warning light wouldn't go out below 5,000 r.p.m., and as I didn't wish to obstruct Her Majesty's highways by breaking down with a flat battery and as the car's gearing gives 17.5 m.p.h. per 1,000 r.p.m., I was obliged to drive from London to Coventry at rather more than the recommended maximum speed." In fact I was lucky enough not to be stopped and the run served to clear the cobweb's out of UT11's combustion chambers, so she's running beautifully at the moment.

A couple of months ago I mentioned that I was on the lookout for a cheap Giulietta TI. Now, one overdraft later, I am hunting 1964 Giulia Spiders, so forget about TIs and please let me know right away if you're thinking of selling a Spider of around 1964.

Guy Sweeten, 30d Kenilworth Road, Leamington Spa, Warks.