

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 17 NO. 10 OCTOBER 1978 P.O. Box 261, Los Alamitos, Ca. 90720

From the Pits

by Dave Vegher



Hello again! And how is everyone in Alfa land?? September was a good month for California Alfa owners. The meeting was held at the ARCO Towers in downtown L.A. and was attended by many enthusiasts. Our speaker, ARCO-Richfield representative John Podlipnik, gave a very interesting talk and slide show about the new graphite oil ARCO is producing. It was a very informative talk and if ARCO comes out with a 20/50 weight oil it could be a bonanza for our Alfas. However, the 10/40 weight now offered may not have enough viscosity for our high performance engines.

The September Time Trial at RIR was a big success. Alfa Romeo, Inc. sent out two of the new Alfa Sports Sedan Automatics as well as two of the new five speeds. The cars exhibited a renewed interest by Alfa Romeo in detail and quality. Interiors have been upgraded, instruments made more attractive, and general body panel fit and appearance improved immensely. The automatics were the hit of the day, but more about that inside the newsletter.

The October general meeting will be held the 27th at 8:00 pm at the Alondra Park Clubhouse as usual. This month's latest big event, the AROSC Concours at Briggs Cunningham Museum, will be held October 29th. Read the enclosed flyer for info!

You can make it a super event! Also, November 11th is the date for the last Time Trial, so get your car ready. Come out to some of these events and see how Alfas perform, on and off the track!

CALENDAR OF EVENTS

- Oct 27 Meeting Alondra Park
29 AROSC Concours, Briggs Cunningham Museum
31 Board Meeting (Becronis')
- Nov 5 Benefit Slalom, Queen Mary Long Beach
6 Alfacionada articles due
11 AROSC Time Trial, RIR
18 Solo I, Willow Springs
19 Solo I, Willow Springs
19 Practice time trial, Lion Country Safari
- Dec 1 Election Meeting, Alondra Park (very important!!!)
8-10 Starlite Rallye, Santa Barbara Sports Car Club
16 AROSC Christmas Party



NEWS



Mario Silvi, Director of Alfa Romeo Western Division, has informed us that not only will he once again have the new Sports Sedans out for us at the Nov. 11th Time Trial, but also, that BOB BONDURANT will put one of these beauties through its paces for us! Don't miss it!!!



FOR SALE

- 1963 Alfa Spyder Normal 1600 - re-built engine and trans (5 speed) new paint, top, chrome and tires. Plus many other new parts. Absolutely beautiful condition! Best offer. (213) 541-7918, Kneal Hollander.
- 1961 Giulietta Sprint Veloce - New red lacquer paint & complete new interior as stock. Webers, veloce cams, headers & 5 speed. Rust free desert car with less than 1,000 mi on complete eng rebl'd. \$3500. (509) 375-0749 or write Dave Fraley, 514 Wagon Ct. Richland, WA 99352.
- 19? Montreal - 40,000 miles. New paint, excellent condition. Registered Calif. \$14,500.00 George Ochs (714) 453-0777.

WANTED

Windshield for 1963 Sprint Coupe - Part # 1493-82-015-00. Doug Hugill, 425 Fresno Ave., Morro Bay, CA 93442 (805) 772-9779.

EDITOR'S NOTE: I must apologize for the typing error on the date for the October meeting in the Sept. newsletter...it is correct this time! October 27th is the date! Also, due to the late summer blues or something, our mail deliveries have not been very regular. So, if an ad or an article that you have sent has not appeared, it's probably in the P.O. Box. Give me a call at (213) 539-0700 for printing in the next newsletter if you need to. Again, my apologies...

Slaloms & Such

by Joe Richardson

As announced in last month's column, the Concours to be held at Briggs Cunningham's Automotive Museum is a major AROSC event. The enclosed flyer tells all the details. Past events have indicated that the race-prepared Alfas (non-street licensed) have been conspicuous by their absence. How about it Alan Ward, Dale Jones, Doc Sampson, Bill Kohl, etc? Sure, you will have to trailer your Alfas to the event, but so do I. I would like some competition in my category!

Message for Kent Knoblock: I have your trophy for the last slalom event. Your score now stands at three first and one second place in Class "T". Since you did not attend the meeting at the Arco Towers, I am not going to give it to you until our October meeting on the 27th. (a little blackmail there) Maybe by then you will have another one from the Oct. 8th event. I'll see you there.

There are two unusual events coming up. The first one is the "Going Places" slalom to be held at the Queen Mary on Nov. 5th for the Cerebral Palsy Benefit. Not only will celebrities of the entertainment world be there, but others such as Playboy Bunnies, and even some well known figures of racing will attend. Door prizes have been contributed by such as Koni. I will have tickets available at the October meeting. All proceeds go to the benefit fund.

The other event is billed a "no frills" practice time trial to be held at Lion Country Safari on Nov. 19th. This will not be a slalom course, but more like a miniature race course similar to the Terminal Island layout. No numbers, no dash plaques, trophies or timing - just go out and run for practice. I have a limited amount of flyers available, so see me at the meeting for details. Alfa Vince!



BEST SEDAN in the WORLD
UNDER \$10,000

by Dave Vegher

At the September 30th Time Trial, we were all pleased and impressed with the new Alfa Romeo Sports Sedans. Alfa Romeo, Inc. Service Manager Anthony Grazianni, his assistant Karl Lampert, and Public Relations Representative April Sgro brought these cars to the track. Mario Silvi, who also would have been there, was at the Watkins Glen Gran Prix. I would like to extend my appreciation and thanks to Mario Silvi and his very competent people for letting us see the new cars.

And they really are new. The sedan has a re-designed front end, different looking tail lights, much superior door handles, a newly styled dash and steering wheel, and improved seats with the option of leather (which is very nice) or of beautifully fitting velour. A factory hand-operated sun roof was displayed and was a perfect example of excellent Italian design: one handle, perfect sealing against the elements, one hand operation, and good craftsmanship. It doesn't look added on like so many sun rooves you see today.

Also at the track was the biggest news yet - two new Alfa Romeo Sports Sedan Automatics! These cars were dynamite! The ZF three-speed trans upshifts when the pedal is held to the floor at 6000 rpm. The upshift is made smoothly with little or no jerking and acceleration is very brisk. Trans downshifting is good and a passing downshift can be done manually or with the accelerator pedal. Ferrying four people around RIR in 100° weather at over 80 mph, the car was absolutely stable, quiet, and cool thanks to Alfa's own factory installed air conditioning.

Aside from all this, Alfa has installed an all automatic hydraulic load-leveling system for the rear end. It consists of fluid piped in-

to the rear shocks when extra weight (people, suitcases, etc.) is placed on the rear. The fluid will always maintain a constant chassis height. If the pump should fail there is no problem as the car will merely maintain its height with its springs

These cars are truly in a class by themselves. For the price, the luxury and the drivability of the Alfa Romeo Sports Sedans, Automatic or Five Speed, are unequalled in the automotive world. It certainly is the best sedan in the world under \$10,000.00!

TECH TALK ➡

by Dave Vegher

People often ask about oil pressure. How much is too much, too little, what oil to use, do I need an oil cooler, etcetera...

To begin with, oil pressure is a measurement of the amount of pressure maintained in the oil galleries of the engine. It can be affected by the viscosity of the oil, by bearing clearance, oil pump condition, and oil temperature.

Of course, oil pressure will go down, and quite dramatically, when an engine is worked very hard, such as in racing conditions; an oil cooler will help the oil from breaking down and keep the viscosity up. It is not uncommon to have only 50-60 lbs pressure at 7500-8000 rpm. However, if the engine is built properly this pressure is quite adequate. Normal street engines never get their oil extremely hot. Consequently, a normal street motor will have an oil pressure (in real PSI) of 20-30 PSI at idle and 70-85 PSI running above 4000 rpm.

Seemingly most of your engines never reach this high. This is because they work on a variable ground principle. If there is a slight discrepancy between the gauge and the sender, your oil pressure reading will be incorrect. This problem

CONT. P.4

of gauge/sender discrepancy is a difficult if not impossible one to remedy. The easiest means of assuring yourself positive oil pressure readings is with a mechanical oil pressure gauge. These are inexpensive and readily available by such manufacturers as Stuart Warner and VDO.

If you do install a mechanical gauge and discover that your oil pressure is indeed low, then you have a problem. If your car has a late 2000 motor you've probably got a very common problem. Plugs which are driven into the crank to seal off oil galleries sometimes pop out. These engines are particularly susceptible to this happening because of the hardness of the crankshaft itself in relation to the softer plug and also because of improper installation. One plug missing from a 2000 engine will drop the oil pressure to about 10 lbs at idle and 55-60 at rpm; two plugs out to 5 lbs at idle and 45-50 at rpm. Looking on the bright side, I have never seen a 2-liter engine that has had "lost plugs" even exhibit bearing damage. Not even two unusual engines which had four of the six possible plugs missing! This is quite a testimony to the hearty bottom ends of the 2000 series. The item which makes the 2000 crank so durable is that the shaft and all its wearing surfaces have been nitrided. This is a costly gaseous heat-treating process usually reserved for racing cranks. Its purpose is to toughen and harden the bearing surfaces to such a degree as to almost eliminate wear. The bearings likewise have made a departure from the older soft Vandervell bearing of 1300, 1600 and 1750 fame to the TRW Clevite 77 bearing which is much harder. All of this means better engine life and fantastic lower end endurance. I've seen 2000 engines with 80,000 miles on the original bearings and the clearance remaining almost identical to new!

In the earlier engines, low oil pressure means bearing wear or a sour oil pump. It can also mean a poor line bore or out-of-round rod big ends. Usually plugs do not come out of the old soft cranks. A neat thing to do is drill out your crank plugs, tap the holes to suitable size and put in allen plug screws. Then have the crank nitrided. This is almost like nitriding except it is done with a liquid. It is inexpensive and will allow you to run the harder TRW bearings which are available in undersizes.

Remember, never trust your stock gauge to give you exact readings. Whenever your engine is apart, always drill out the crank plugs (6), swab out the crank oil galleries (you won't believe the crud), andpeen over your new plug with actual crank material or use red lock tite on your allen plugs. Finally, try to use a mechanical gauge in determining any oil pressure problem.

Next month I'll tell you how to install crank plugs and mechanical oil pressure gauges.

ALFA TIME TRIAL 4

by Dave Vegher

The fourth AROSC Time Trial was sponsored by Peter Satori Co., Ltd. There were seventeen entrants, four of whom were novices. And there were some very interesting "battles" going on during the day. Charlie Thieriot drove Bob Barlow's car to a sputtering Top Time of Day, seven seconds slower than he had gone in the same car at the June time trial. Tom Hines, one of three time trial leaders, took another first in Class C. I drove Tom's right-hand drive GTA for the first time in this event and I'll tell you - it's very exciting being on the wrong side (or is it the right side?).

Anyway, Phyliss Gaylard broke out of her doldrums and clicked three

CONT. P. 8

THE FUN ALSO RISES



by John Ireland

To try explaining in words what it's like to come out of Turn Eight and head down the back straight, is impossible. If you have the itch, scratch. I spent eight months planning and working for the day, September 30th. I went to three previous Time Trials, worked the corners, crash truck, and re-entry...drove on the track during the lunch hour "tourist" session. I even bought a book on competition driving.

At the June Time Trials, I did a "dry run", as if I were going to drive. I did a tech inspection of the car the night before, set up my pit area at the track the next day, and at lunch, drove my car on the track with helmet, hood, gloves and competition belts.

I had a great time, indulging in wild fantasies of glory and speed, shuddering at morbid thoughts of premature demise. And finally realizing how it would be a moment in which I would be the only author... it would be a moment of measuring my skill, talent and maturity.

September 30th I was no longer an eaves-dropper at the drivers' meeting. And the planning paid off. The only thing faster than the cars was the clock. My wrist watch seemed to be moving at 6000 rpm in fifth gear. I'm very pleased with my pit work. And I find it curious that the first car I've really worked on mechanically is this one, the most expensive and sophisticated of all I've owned.

My performance on the track is all I hoped for. I looked like a nervous bride going through the esses, a ballet dancer in snow shoes through Turns Six and Eight, and all the way down the back straight, my right foot rebelled at any speed over ninety-five miles per hour. I got a little out of shape, but I never got out of control and I never went off course.

The late arrival of the ambulance cost us all over half our practice time, and I was still able to go from 3:23 on my first practice lap, down to 2:58 on my best timed lap. I feel that I might have even shaved another second off that time, however, low fuel convinced me to ease up the last two of my timed laps. And I didn't abuse my car.

I prepared my car, so it was ready for the event. And that same preparation gave me new skill, confidence and enjoyment of my car. Chances are, if you own an Alfa Romeo, a bit of Don Quixote or Joan of Arc lurks inside of you. The engine snorts and whinnies, the gear shift fits in your hand like a sword, and the road becomes a writhing serpent that challenges you to tame it. Time trialing, for me, is a chance to take a step forward and turn my exaggerated fantasies into the skinned knuckles, sweat soaked back, and glow of accomplishment that filled me as the sun went down at the Riverside Raceway. We all gathered around the timer's tower, announced the winners, gave out the trophies, and thought about beer. I had done something I've always wanted to do. (Yes, I'll be honest, I even bored everyone at work the next day with stories of my exploits).

The only disappointment was driving home on the freeway and realizing



AROSC TIME TRIAL #4

SPONSORED BY PETER SATORI CO., LTD
RIVERSIDE CAN-AM COURSE



(N) Novice

SEPTEMBER 30, 1978

Class C	Tom Hines	2000 GTA	2:22.19
	Dave Vegher	2000 GTA	2:26.43
Class D	Phyllis Gaylard	2000 GTV	2:28.82
	Art Canning	2000 Spider	2:30.79
	Jerry Wright	1750 GTV	2:32.30
	George Vrtiak (N)	2000 GTV	2:48.78
Class E	Bill Henry	Alfetta GT	2:28.80
	Rich Washington	2000 Spider	2:35.64
	Don Swears	1600 Spider	2:38.21
Class F	Andy Steben (N)	2000 GTV	2:34.70
	Dan Bernstein	2000 Spider	2:35.46
	Raul Perez	1750 GTV	2:36.21
Class G	Fred Zimmermann	1600 Sprint	2:34.89 <u>lap record</u>
	Peter Bomelburg (N)	1750 GTV	2:41.71
	John Ireland (N)	Alfetta Sedan	2:58.83
Class Z	Charlie Thieriot	1750 GTV	2:17.10 <u>TTOD</u>
	Bob Barlow	1750 GTV	2:21.56

"THE FUN ALSO RISES" cont. from p.5

how safe and secure it was back there on the track. If some of you see yourself in all this, join me at the November Time Trial. It's a better seat than the Long Beach Gran Prix. Work a corner and watch the aluminum lion that lurks under all our hoods roar to life and thunder up through the esses, then bend through Turn Six, not more than twenty-five feet from you. You can't completely appreciate how fine a car the Alfa is, until you've watched a model just like yours, come rocketing out of Turn Nine and...Well, as I said, you'd have to be there.



ALPACIONADA

TIME TRIAL # 5

Print last name.

DATE: Nov. 11, 1978

TRACK: Short Course

SCHEDULE 7:00 - 7:15 All Novices in line for TECH INSPECTION

7:30 - 8:15 All others in line for TECH INSPECTION***

8:30 - 8:45 Driver's Meeting- MANDATORY

8:45 - 9:15 Track Orientation

9:30 -12:00 Practice

12:00 - 1:00 Lunch

1:00 - 4:45 Warm-up and Timed Runs(5 laps)

5:00 - Awards Presentation and CLEAN-UP

Fee Single \$20.00 Mixed Couple \$35.00

*** Entry Deadline - Midnight, Sept. 26, 1978(Received by AROSC)

Late Entry Penalty Fee - \$5.00 (Per Driver)

***Late Tech Penalty: your fastest lap will be disqualified

Driver #1 - Name _____

Address _____

Phone () _____

Driver #2 - Name _____

Address _____

Phone () _____

Emergency - In case of emergency, the Club should contact:-

Name _____

Address _____

Phone-Home-() _____ Work-() _____

Alfa:- Year and Model _____ Disp. _____ cc.

Class:- Class _____ Class Points _____

I must file a new class sheet because I have made modifications since completing the last form.-Yes() No()

I understand that my entry fee is not refundable and I will abide the rules of the AROSC Competition Code.

Driver #1 _____ Driver #2 _____ Date _____

Please return this form with the entry fee. Make check payable to A.R.O.S.C. Send to:

AROSC TIME TRIAL
c/o Sue Bernstein
2817 San Ramon
Rancho Palos Verdes, CA 90274

seconds off her other four timed runs to merit a class win in D. Second place belonged to Art Canning whose newly built 2-liter sounded great. Jerry Wright got only one timed run because of a horrendous spin in Turn Two; Jerry kept it on the track (most of the way) and walked away with nothing wrong except 2 flat tires and maybe a bruised ego! Bill Henry maintains his hold on Class F with an impressive drive and a class win in his super fast Alfetta GT. Rich Washington came in second. Andy Steban, in his first time Trial ever, nipped Dan Bernstein by .76 of a second for first place honor. Andy got his fastest lap on a 6th timed make up lap - nice going, Andy! Raul Perez moved up by knocking 14 seconds off of his previous time for the course; the "green hornet's" weberized motor is a thing to be reckoned with in Class F.

Fred Zimmerman, driving his freshly rebuilt 1600 Sprint, not only won

his class (yawn) again, but set a new lap record for Class G. Nice, Fred! Peter Bomelburg driving in his second time trial came in second to Fred. Nice to see you again, Pete. And our own John Ireland completed his first time trial unscathed and, from his writings, quite content!

I'd like to thank Charlie Thieriot and "Bear" Clemente for running the show (even if the ambulance was two hours late), Dan and Sue Bernstein for running Timing, Scoring and Registration, very important but often overlooked jobs, and Tom Hines and Dick Gebhardt who helped me with Tech. Plus thanks to all who helped make this event possible - the people who participate! See you at the last Time Trial on November 11th at RIR - the short course. Bring a friend. Let's make this last time trial of the year a really big one!



Auto Dealer's Supplies

A DIVISION OF RICAMBIO, INC

6640 SAN FERNANDO ROAD
 GLENDALE, CALIF. 91201
 (213) 246-7263

MON - FRI
 8:00 - 5:00

For the Alfa lover the largest independent stock of Alfa original and O.E.M. parts in the U.S.A. We serve all 50 States and Canada. Hard to find goodies such as Colombo cams, European 1750-2000 Cams, Momo Wheels, Cromodora Wheels, 1600-1750 Competition Head Gaskets. Old 2000 cast iron and 2600 parts! Direct Telex service to Europe.

10% or larger discount to Alfa Owners Club Members. Dealers and shops please inquire about prices.

P.S. Fantastic Fiat Parts Department TOO!

EXPERT GENERAL SERVICE AND MAINTENANCE

A complete line of chassis and drive train components for racing and high performance street use are also available.

Service available evenings and weekends

"People who go racing come up with a lot of experience as to what can go wrong with cars"...
Alan Ward

WARD AND DEANE RACING IS AN ALFA ROMEO AUTHORIZED DEALER

WARD AND DEANE RACING

115 N. Oak St. No. 15 Inglewood, Ca. 90301 (213) 649-5369

10% OFF TO AROSC MEMBERS

Alfas Specialty!



ROTARY STOCKS A LARGE SUPPLY OF ALFA PARTS AT COMPETITIVE PRICES



ROTARY IMPORTS

Parts and Accessories for Foreign Cars

3570 E. Cerritos, Los Alamitos, California 90720

CALL FOR PRICES (213) 596-4434 (714) 826-4961

NEUMAN RACING

QUALITY PARTS AND ACCESSORIES AT SENSIBLE PRICES

up to 20% off dealer's list

BBS-HEUER-ALFA-NGK-VDO-AMCO-S.E.V. MARCHAL-HOBRECHT-CROMODORA-SAFETY BRAKER-RECARO-ADDCO-STEBRO-RACEMARK-BILSTEIN-LUCAS-HAYNES-APO-WINK-STEVENS-BELL-NARDI-CIBIE-HALDA-MONZA-KONI-CORBEAU-TALBOT-SEBRING-VORTEX-THERMALSPARK

-and many more-

call or write for FREE 44-page catalog
1457 Stonewood Court San Pedro, Ca. 90732
(213) 789-6209 9AM-5PM M-F / (213) 548-5838 5PM-10PM M-F

VELOCE MOTORS WEST

Alfa Romeo Service



home of
the
1977
AROC
National
CHAMPION

- * EXCELLENT MAINTENANCE SERVICE
- * SPECIALIZED STREET/FULL RACE PREPARATION
- * COMING SOON: ENGINE DYNO TUNING
- * CATERING TO TIME TRIAL ENTHUSIAST AND STREET RACER ALIKE
- * FRIENDLY AND PERSONALIZED SERVICE



VELOCE
MOTORS
WEST

For an Alfa Romeo that runs as true as the legend behind it, call DAVE VEGHER (213) 539-0700
TUES. - SAT. 8:00 AM. - 6:00 PM.

VELOCE MOTORS WEST 1647 West Sepulveda
(UNIT #4) Torrance, California 90501

AROSC



WILL THERE BE AROSC IN 1979???????

NO! Not if we don't get some of you members involved and ready to serve on the Board of Directors. If you are interested, call: Jack Becronis, (213)449-1665 eves., Lou Liserani (213)776-1445 days, or John Ireland (213)874-1445 or 464-0101.

UNCLE ROMEO WANTS YOU!!

(213)
996-6787

JOE
CANNONE,
Prop.

**ALFA ROMEO
SERVICE**

18734 VENTURA BLVD. TARZANA CALIF
(Between Crebs and Yolanda streets)

ALFA OF SANTA MONICA



exclusive Alfa Romeo Sales, Service and Parts
Catering to the Alfa Romeo Enthusiast



Sales Department open
Mon-Fri 8:00 am - 8:00pm
Sat 10:00am - 6:00pm
Parts & Service open
Mon-Fri 8:00 am - 11:30am
12:30 pm - 5:30 pm

1115 WILSHIRE BOULEVARD
SANTA MONICA, CALIFORNIA
90403

phone 393-0493
LA number 870-4771

SUPPORT OUR ADVERTISERS *Give them the Business*

NEW
1978
CATALOG 3 dollars
70 pages
ALFA ROMEO
PERFORMANCE PARTS
AND ACCESSORIES
GTV • SPIDER • ALFETTA
SHANKLE
15451-F Cabrito Rd.
Van Nuys CA 91406
(213) 998-6190



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 \$20.00 per year AROSC membership fee. For membership information write: AROSC, P.O.Box 261, Los Alamitos, CA 90720. Articles, letters, and personal ads are always welcomed and should be received by the editor 20 days prior to the monthly meeting. Meetings are normally held on the fourth Friday of the month at the ALONDRA PARK CLUBHOUSE, at 3850 Manhattan Beach Blvd., Lawndale, just east of the San Diego freeway. Date or location changes will be posted in the newsletter prior to the meeting. Meetings start promptly at 8:00 PM. For more information call:
Dave Vegher (pres.) (213)835-9851
Sue Bernstein (memb.) (213)832-4764

AUTHORIZED
ALFA
ROMEO
DEALER



BEACH IMPORTS



848 Dove Street
Newport Beach, CA
(714) 752-0900

WESCO TRACK & TIRE

CROMODORA-BBS
-CAMPAGNOLO
MAGNESIUM WHEELS



PIRELLI-MICHELIN
-DUNLOP
RADIALS

including 70 series and
limited quantities scarce
European 60 series.

Wheel balancing and alignment
to racing tolerances.



WESCO TRACK & TIRE
8441 Sepulveda
Sepulveda, California 91343
(213) 894-3700
(213) 892-5514



TIME VALUE MATERIAL

BULK RATE
U.S. POSTAGE PAID
SAN PEDRO, CALIF.
PERMIT NO. 29

AROSC
P.O. BOX 261 LOS ALAMITOS CA. 90720



Barry A. Klein
4923 Burgotne Lane
La Canada, CA 91011