

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 18 NO. 8 AUGUST 1979 P.O. Box 261, Los Alamitos, Ca. 90720

the SONG of the ALFA



by John Ireland

I left the office at seven that evening, happy for the extra hour of sun. Marcello and I took the long way home, the "magic" road inside the head of every Alfa owner. This evening, Marcello and I were preparing for a great challenge, a vacation away from all familiar Alfa Mechanics. On the eve, more or less, of Jimmy C. declaring war on energy consumption.

That night Alana, Doggy, and I packed Marcello with everything the average Alfa owner with a small dog would need. All my repair manuals, a relatively complete set of tools, the phone numbers of every Alfa Dealer in the world, the National newsletter with every AROC member in the country listed in it, a throttle cable, extra throttle rod connectors, a fan belt, a gallon of coolant, a couple of gallons of distilled water, a pint of brake fluid, four quarts of oil, a roll of gasket material, three hundred dollars in American Express Travelers Checks, six cans of Peppy Puppy Dog Food, the only existing copy of my unfinished novel, and a hand lettered Korean prayer that I wouldn't break down in King City.

My pre-vacation maintenance report from Hector, Marcello's doctor, showed that everything was A-OK,

except that the front drive shaft donut was developing cracks. But, I figured, it was developing cracks prior to the June Time Trial, so... not to worry. So I didn't worry, I just made sure that a complete set of donuts was sitting in Los Angeles with my name on it. Then I called the auto club.

I have to admit, they give you what you pay for. We got a complete run-down on gas, county by county, highway by highway, day by day, for the time we'd be on the road. Plus maps showing the major fuel and food locations with accurate mileage counts between them. Feeling secure that we had done all that was possible, Alana, Doggy, Marcello, and I went to sleep. And, boy oh boy, did I have a nightmare. (Imagine spooky music.)

The year is 1982, the Alfa Romeo Owners of Southern California has been reduced to a few dozen decal collectors, meeting once a month via video phones. Marcello has been turned into a coffee table/cassette stereo. Helium is now the fuel of

Cont on P. 2

The ROAR of the BEAR will not be heard this month.

"Song", Cont from P. 1

the modern world, every gas station now pumps helium...the customers standing in line to take a couple of lungsfull, then floating a quarter of a mile to the next station. (People with smokers' cough don't get a Floaters License and have to use roller skates.)

Slipping into my ragged old red Alfa windbreaker, I skate toward Torrance. I hide my eyes when I see the once-proud back of Dave Vegher, now stooped over a Recarro seat mounted to a hydrolic lift. Dave takes nips from a glass of Kendall 40W mixed with Perrier, as he fits high performance helium valves into peoples' mouths.

Suddenly (as is usually the case in dreams) I'm sitting at home watching the six o'clock news on television. The reporter is covering the inauguration of Wheelie World, the newest and largest Roller Park in the world, (formerly Riverside Raceway). The video tape shows a large man wearing a black and white striped shirt and carrying several colored flags, running onto the roller course and throwing himself in front of two hundred skateboards. I turn away as the crazy man is pinched to death by several hundred rubber wheels. El Presidente is dead.

Suddenly (again) I am floating in the clouds. "How did this happen?", I cry out. Thunder rumbles, the hair on my arms stands on end, and a deep voice says, "It's because no one would listen to you, John, no one was willing to serve on the AROSC Board of Directors". I wake up from my dream and go outside to look at Marcello. What a car! Umphf...that's what Alfas are all about. Umphf. But that's changing. Little by little, umphf is becoming illegal. Soon there will only be umph...then ump...then um...then u...and then...only Omnis and Pintos. And there's nothing we can do about it, right???

Wrong!! We can do a lot. By keeping AROSC visible and active, we create a "car constituency". But that takes participation. And if everyone does a little, then no one gets stuck doing a lot. The little that needs the most right now is the AROSC Board of Directors. Without it, there is no club because AROSC is a corporation and to legally be such it has to have a Board.

The biggest job on the Board is editing the newsletter...these very pages that you are reading. You don't have to be a writer, but you do need a creative flair. The articles are becoming very regular... Barry Klein on slaloms, Dave Vegher with the Tech Column, the President's column, and I'll continue singing The Song of the Alfa. Plus we have developed a nice library of pictures, drawn by Scott Carter, Bob Doss, and others. The editor's job is to type and paste up the Dummy Copy, and get it to the printer. Then the editor gets it back from the printer, collates it, puts on the address labels, and takes it all to the post office. I have an idea for a very special edition that I'll help next year's editor put together. It's not a job for everyone, and it can be a very creative and rewarding job for the right one or two of you. If it sounds interesting, contact Sue Bernstein for more details.

For 1980 I plan to expand my commitment on the Board. That means that my position as Social Director is up for grabs. It's not a hard job. I bring the coffepots and cups and donuts and what-have-you. (In all honesty, Alana has spent more time in the kitchen than I have recently) Also, the Social Director arranges for three parties. The LEGP Party, the Summer Party/Picnic, and the Christmas Party. It is also a fun job for a couple... though one person can easily do the work.

There are seven other jobs on the AROSC Board, some of them you'll

Cont on P. 4

Slaloms & Such

by Barry Klein

The Rally for Hemophilia has to be termed a success. The Rose Bowl event attracted many spectators to watch the slalom, view the restored cars on display and listen to the live rock music.

There were four AROSC members that ran the slalom in their Alfas. The course was not a respectable slalom due to the smallness of the parking lot, although some drivers did manage to spin off the course. Naturally, none of the expert Alfa drivers handled their machines in such an uncontrolled state.

The following are the members and their best time:

Class I

| | | |
|--------------|--------|-------|
| Kermit Theis | Spider | 50.15 |
| Al Germani | Duetto | 51.29 |

Class Q

| | | |
|-----------|----------|-------|
| A. Steben | 2000 GTV | 52.34 |
|-----------|----------|-------|

Class T

| | | |
|-----------|--------|-------|
| P. Snider | Sprint | 53.76 |
|-----------|--------|-------|

The next slaloms are:

August 19, 1979

An open event at Lion Country Safari. Run order: AGQ/BHP/CIR/MNS/DJT/EKU/FLV.

| | | |
|----------------------|----------------|----------------|
| Entry fees: | <u>Singles</u> | <u>Couples</u> |
| With SCCSCC card: | \$8.00 | \$12.00 |
| Without SCCSCC card: | \$9.50 | \$13.00 |

September 9, 1979

Championship slalom at Lion Country Safari. Run Order: JKL/DEF/AGR/IQ/HP/BCS/MN/TUV.

| | |
|----------------------|----------------|
| Entry fees: | <u>Singles</u> |
| With SCCSCC card: | \$7.00 |
| Without SCCSCC card: | \$8.00 |

I can be contacted for further information at (213) 7906369 after 7:00 PM any evening.

AUGUST MEETING

"INSTANT REPLAY"

At the general meeting this month, Jack Becronis will be presenting a SUPER slide show, which will feature the AROC National Convention in San Diego, this year's Historic Auto Races at Laguna Seca, and the Pebble Beach Concours d'Elegance.

Don't miss it!!



CALENDAR OF EVENTS

- | | | |
|------|-------|--|
| Aug | 18 | Historic Auto Races, Laguna Seca |
| | 19 | Pebble Beach Concours |
| | 19 | Slalom (open event) Lion Country Safari |
| | 24 | General Meeting, Alondra Park |
| | 28 | Board Meeting, French's |
| Sept | 8 | ALFACIONADA articles due |
| | 9 | Championship slalom, Lion Country Safari |
| | 28 | General Meeting, Alondra Park |
| | 29 | AROSC Time Trial, RIR |
| Oct | 13-14 | VARA Historic Auto Races and Concours, RIR |
| | 28 | AROSC "Son of Hollywood Hills Mille Miglia" Rallye |
| Nov | 10 | AROSC Time Trial, RIR |
| | 30 | Election Meeting, Alondra Park (MARK THIS DATE!) |
| Dec | 8 | AROSC Christmas Party |

"Song", Cont from P. 2

have to fight for because about half of the present Board is planning to run for office again. And that's good, because the Board is supposed to be elected. That means that if there's something about AROSC that you don't like, or would like to change, or add, then you can do something about it by helping run the club, helping to shape its future, your future.

A project that I am working on now, and need your help on now, is a 12 hour Enduro Rallye, to begin 12 hours before the start of the Long Beach Grand Prix weekend, and to finish at the Start/Finish line of the LBCF course. But before I can make it more of a reality, I need to get a commitment from at least forty members who would be willing to drive such an event. Wesco Track and Tire is interested in the project, and so is Pirelli. But I need an idea of how many of you are interested before I can approach ARI, and the Long Beach Grand Prix organization.

My concept is to make the event a Charity affair, with money from sponsors going to the Gunner Neilson Cancer Fund. I believe that I can raise about three thousand dollars in money for the fund, and also some nice prizes (how about a set of four CN36 or P6 tires?) for the winning team. But not with the kind of turnouts we've had at recent AROSC Rallies. I am not looking for Check Point Workers. I think I'll be able to arrange for these also. What I need is a commitment from you to make the event a real possibility. Are you interested? Then call me right now. My home number is (213) 874-1445, or leave word with my service, (213) 464-0101, and I'll get back to you.

Getting back to my vacation, Alana, Doggy, Marcello, and I had a great time. We always seemed to be a couple of hours ahead of the hot weather. And, like all well cared-for

Alfas, Marcello didn't miss a beat, getting 27 to 29 mpg when I wasn't watching my speedo, and 33 mpg when I was being a good boy and staying under 60 mph. And I never had to worry about finding premium because I discovered that in times of need, we can mix 30% leaded regular with 70% unleaded, and create a 95 octane gasoline in the process. (It's good to play a bit with the mixture percentages to get the best for your car.) The source of this information is the Shell Oil Company, in a letter to a Corvette owner in their magazine, Vette Views. I don't know how this affects exhaust valve temperatures or if the mixing of unleaded with leaded regular has the same lubricating effect of normal premium, but it will stop engine knocking. Oil-wise, Marcello was very good. A quart every 700 highway-highspeed miles.

Well, it's time to change the injection pump belt on my typewriter. Remember, if you find yourself getting bored at an AROSC meeting, join the Board and do something about it. Next month, Marcello goes to his first convention, gets drunk, and picks up a Sprint Veloce with hips like a set of P7s.



IF YOU MOVE,

the Post Office will not forward your newsletters to you. So, please send us your new address at least 4 weeks in advance, so you won't miss a single issue.

lights camera ACTION!

AN INVITATION
TO ALL "SUPER-8" SHOOTERS

The club is making a film documentary about the AROSC Time Trial Program; and the producers would be most grateful for any and all film footage of these events that you movie camera buffs contribute to this effort.

So come on out to the Time Trials at Riverside this year and do your thing! Who knows? This could be your chance to make it big!!

LBGP '80 TICKETS



AROSC has reserved a block of 300 seats in Grandstand 28 for the 1980 Long Beach Grand Prix. And for only a \$10.00 per ticket deposit, you can now reserve your seats for next year's race.

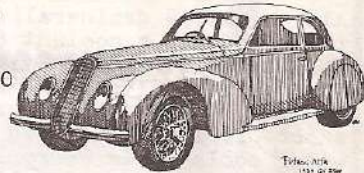
So, send your name, address, PHONE NUMBER (this is very important!) and number of tickets you want reserved, along with your check, made payable to AROSC, to: AROSC/LBGP, P.O. Box 261, Los Alamitos, CA 90720

Do it today!! Don't be left out!!



ALFA the PUZZLER

THE LITTLE RED ALFA ROMEO
(a 12-line mystery)



by Jack Becronis

1. Four Alfas were parked in four facing spaces.
2. As they waited to be judged in the Pebble Beach Concours.
3. With two by the Ocean and two by the Del Monte Lodge.
4. The arrangement was strange (as you guessed)
5. The Zagato TZ was on Car B's left.
6. Car A had paint colored blue.
7. The car painted black was on the GTV's right.
8. Car C was the only Alfa with Pirelli CN-36 tires.
9. Car D was across from the Sprint Speciale.
10. The green Giulietta Spyder had racing stripes.
11. The Zagato TZ had the Ocean on its left.
12. So which Alfa is the little red one?



Solution to Puzzle on Page 12

TECHNICAL TIPS

Alfa Coolant

by Phil Lindsay

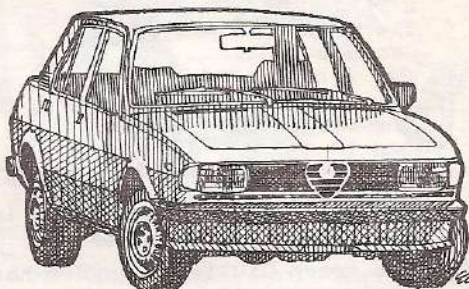
The extensive use of aluminium in the Alfa engine design requires some special considerations when selecting a coolant. During the five years that I have owned my Alfa, I have heard coolant recommendations ranging from 100% demineralized water to 100% Prestone Antifreeze. Since this conflicting advice came from a number of authoritative sources (like dealers), I wonder if other Alfa owners have gotten the same line. In order to find the truth, I have compiled some information from the Union Carbide Engineering Laboratory (makers of Prestone), as well as my own background as a corrosion engineer.

Although 100% demineralized water isn't too bad a coolant (pressurized boiling point of 248°F at sea level), it is a corrosive fluid and freezes at 32°F. Aside from freezing, the major problem associated with pure water coolants is corrosion. The combination of demineralized water and aluminium is relatively free of corrosive problems. Unfortunately, the Alfa cooling system consists of an aluminium engine, copper radiator and heater, and a variety of steel fittings. It is this mixture of metals which can cause serious corrosion problems to aluminium components. Unlike the conventional Detroit "irons" which can operate with water coolants in temperate climates without catastrophic corrosion damages, the Alfa needs the special protection offered by the corrosion inhibitors in antifreeze-water mixtures. Don't use 100% water coolants in an Alfa! The use of 100% ethylene glycol antifreeze (such as Prestone) isn't very good for cooling since it has poor heat transfer and heat absorption properties (even though the boiling point is over 330°F). It also isn't much good for

freezing protection since the freezing point is only -6°F. Don't use 100% ethylene glycol in an Alfa!

So what's left? Mixtures of water and ethylene glycol form a very useful engine coolant with good anti-boil characteristics, freezing protection and equally important corrosion protection. A quick glance at the antifreeze directions will show the freezing point as a function of antifreeze concentration. For example, a 1/3 antifreeze - 2/3 water mix freezes a 0°F and a 1/2 antifreeze - 1/2 water mix freezes at -34°F. What may not be shown is the difference in corrosion protection between these two mixtures. In-car corrosion testing done at Union Carbide has shown that the 1/2 - 1/2 mix offers 6 times greater corrosion protection for aluminium than the 1/3 antifreeze - 2/3 water mix. This is the reason that Alfas should use a 1/2 - 1/2 mixture, even though many temperate climates will never drop to -34°F.

The easiest way to check the antifreeze concentration is by specific gravity as measured by a hydrometer. Don't use a battery acid hydrometer; inexpensive antifreeze hydrometers can be purchased from auto supply stores.



RICORDANZA....

GIULIETTA SPIDER VELOCE

This month's "Ricordanza" features the first full-production Alfa Romeo that hit the U.S. shores in 1956 - the Giulietta Spider. With the increasing popularity of sports cars in the country in the mid-fifties, Alfa Romeo introduced the 750-type cars with its classic little convertible, named Giulietta. The motoring press, as well as the public, were delighted with the impeccable handling and roadability of the then new "prestige" sports car in the U.S. With a very favorable acceptance of their new car in this country, Alfa Romeo decided to introduce a hotter version, the Weber-carbureted "Veloce" models, two years later. ("Veloce" plainly means "fast" in Italian.) This version boasted an appreciable increase in horsepower from 65 bhp on the Normale models to 90 bhp on these little Italian bombs.

Although the body styling remained the same on both models, many improvements were made mechanically. Aside from the two dual-barreled Webers, the Veloce models also sported high compression pistons, wilder cams, new spring rates and instrumentation. The classic, all-aluminium 1300 cc engine is considered by many enthusiasts as the early Alfa's most outstanding feature, smooth and peppy, willing to be revved as high as 7000 rpm without wincing. The Giulietta Spiders weighed about 2000 lbs. and yet with the standard axle ratio of 4.10, accelerated up to 112 mph top speed. Reported fuel consumption was between 24 to 30 mpg (and that was at the time when gas stations were giving Blue Chip stamps!).

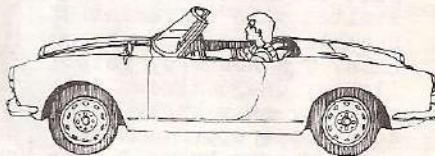
The Giuliettas were by no means inexpensive cars, selling for \$2,995 for the Normale version and about \$3,686 for the Veloce. For this amount you were delivered a

part of Italy in the form of a two-seater, red sportscar that made contemporary MG owners look in envy!

Today, Giulietta Spiders are as desirable as they were 20 years ago. Although available, a nice original Giulietta will command the same price as when it was first sold. Unless, of course, you would not mind tackling another project in your garage yourself. Then, for less than \$1,000 and a lot of work, you can again make that MG owner look the way he did two decades ago!

--Boyer Kalugdan,

OVERHEARD CAMS, (ARA)

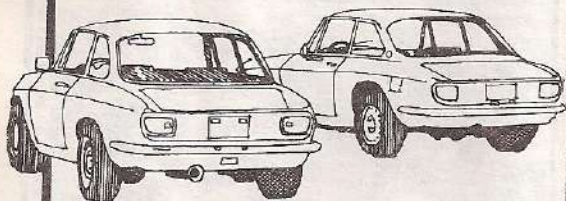


Jack Becronis' Sprint Speciale surrounded by Bunnies at the Pantera Owners Club of America (POCA) Concours, on Sunday June 24, 1979 at the Newporter Inn.



FOR SALE

1971 GTV, very special, custom leather & wool interior, Racemark steering wheel, competition seat belts, totally rebuilt, limited slip differential, Shankle short port, European cams, GTA headers, gold mini lights, CN-36 tires, stiffer springs, sway bars, shocks, adjustable upper control arms, cover, parts books & much more. Meticulously maintained, 90% perfect. Selling to buy home. \$4600 or best offer. Call Gene at (714) 621-2137 eves or (213) 796-6101 days.



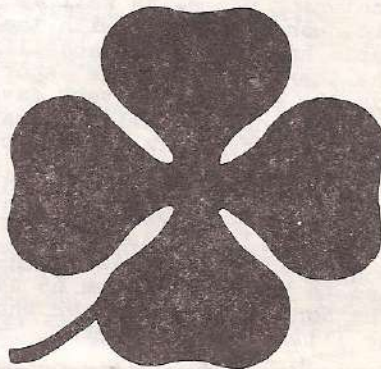
Alfa Romeo GT Junior, 1300 cc, wheels, extras, Konis, rebuilt engine, 8,000 miles, \$2500. Also, 101 Series Giulietta parts. Call Gardy at (213) 985-9327.



ALFACIONADA

THE TURN OF THE WRENCH

Send your technical questions to: AROSC, Dave Vegher, 2012 W. 234th St, Torrance, CA 90501. If you would like a personal answer, include a self-addressed envelope. Questions dealing with common technical problems will be published.



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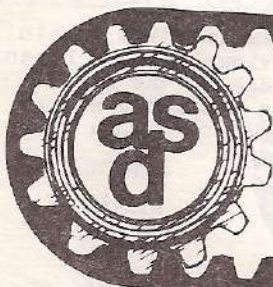
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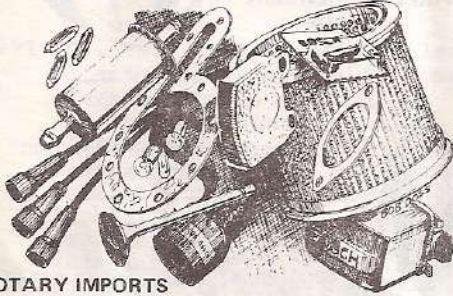
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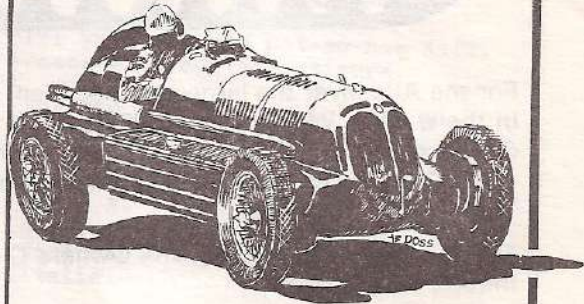
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The Little Red Alfa Romeo (Solution to Puzzle)

The Zagato TZ was parked with Car B on its right (line 5) and the Ocean on its left (line 11). The black car is on the right of the GTV (line 7), so the GTV must be parked in the other space next to the Lodge, and across from Car B. The Giulietta Spyder is green (line 10), so it can't be the black car by the Ocean, but must be Car B. By elimination, the black car is the Sprint Speciale and the Zagato TZ across from it is Car D (line 9). Car A is blue (line 6), so it must be the GTV. By elimination, Car C is the Sprint Speciale - and it is the Zagato TZ that is painted red.

| | | | |
|-------|-----------------|-----------|-------|
| | Car C | Car A | |
| | Sprint Speciale | GTV | |
| | Black | Blue | |
| Ocean | Car D | Car B | Lodge |
| | Zagato TZ | Giulietta | |
| | Red | Spyder | |
| | | Green | |

Note that all relationships remain the same if you visualize the Ocean on the right, Lodge on the left... in effect turning the above solution on its head.



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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:

Rick Clemente (Pres) (213) 650-4039
Sue Bernstein (Memb) (213) 832-4764

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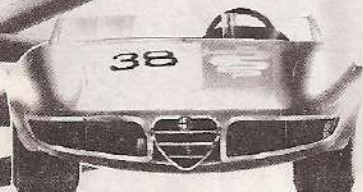


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