

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 18 NO. 12 DECEMBER 1979 P.O. Box 261, Los Alamitos, Ca. 90720

the SONG of the ALFA



by John Ireland

Gray billowy clouds slide across the ink-black sky. The dotted white line looks electronically animated in the moonlight. Cold January air pulls your cheeks back into a shivering smile. The CN-36s maul the black-top with vicious friction, the engine sings six thousand, pencil-thin high beams scan back and forth across the twisty road in radar-like passes, your right foot inches toward the floorboard as your Alfa plunges into a fast left hand sweeper.

Winter is true Alfa Romeo weather. And with the extra hours of darkness comes an amazing transformation. Dull roads of modest speed when seen in summer sun, become, under the moon's glow, shadow-shrouded tar-black rapids capable of testing skill and nerves. Crisp thin air rushes around the engine, keeping it running cool and strong. Windows open, top down, bundled up in a sweater and windbreaker; you smirk at the BMW 2002 disappearing in your rearview mirror, then you pick your way through traffic and move up on the '67 911 Porsche.

Get ready, Alfa Owners, because AROSC is going to help your fantasies become reality. The new year will be the busiest you've seen in a long time. If you love keeping

your car clean and getting together with other Alfa owners; comparing your respective jewels, sipping coffee, dunking donuts, answering questions from admiring passers-by, you'll never regret entering one of Jack Becronis' concours. It may even become a passion that will have you organizing one for the club.

If you love a mystery or have a heart laced with larceny, don't miss the rallies this year. With good roads as our first priority, you'll have the ride of your life, and eat some of Southern California's best Italian dinners. And let's not forget the words of Dr. Fabritzio Veloce, "The only gooda car isa fasta car".

You'll find out "howa gooda" your car is when you puta the pedal to the metal at Riverside International Raceway. You and your car, on the track with some of the hottest Alfas in the U.S., proving beyond

Cont on Page 2

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

"Song", cont from Page 1

all doubt that the Alfa you drive to work has more built-in high performance features in stock form, than you can option onto competitively priced cars. Yes, friends, you can own a real, street-legal race car. The AROSC Time Trial Program will show you just how much fun your car can be. And how good a driver you can be.

And there's more than one way to skin a Pirelli. If you like speed but shy away from ARMCO barriers, Barry Klein can show you the lines through the tight turns at Lion Country. A consistent and fast competitor, Barry is the AROSC member to contact for what has to be the entertainment buy of the year. And that includes the price of gas. There's always at least one good slalom every month in Southern California.

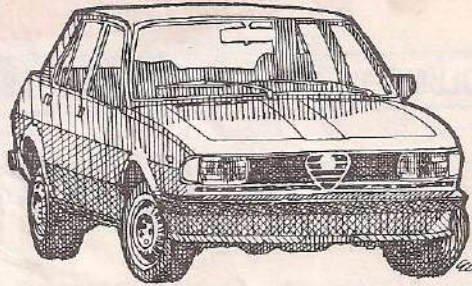
Add to all this, the Vintage Auto Races at Willow Springs, the Long Beach Grand Prix, and a Grand Tour, and you've got every opportunity for (and no excuse not to be) enjoying your Alfa, and your membership in A.R.O.S.C.

One last thought. As your 1980 Program Director, I want you to sit down right now and write me your requests for the type and content of monthly meetings that you would like to see. Do it right now; go ahead, I'll wait. (pause) Okay, now mail the sucker to me; because if you don't, then I can't do the best possible job for you.

When you come to the January meeting-and around three hundred of you will-look around you. Imagine all those people, all those Alfas parked outside. One hundred and fifty engines, howling like Banshees..... Emiliano Zapata is alive and living in Milano....Alfa Romeo es mas macho!!!!

John, Alana, Marcello, and Doggy.

NEXT MONTH: Johnny Alfa returns with a bandit army of one hundred and fifty Alfa Romeos; and together they save the world from "The Attack of the Evil EPAlien".



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!!

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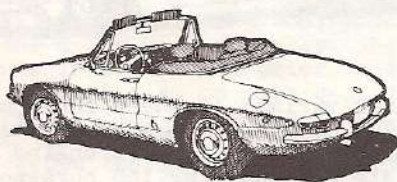
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ALFACIONADA

CALENDAR OF EVENTS

Jan 25 Meeting, Alfa Romeo, Inc.,
El Segundo

Feb 22 Meeting, Alondra Park



EDITOR'S DESK

1979 will soon become history; but before that happens, I want to acknowledge the contributions made to this newsletter by so many people throughout this year.

Many thanks to John Ireland for his "Song"; to Dave Vegher for his many racing reports, and for his informative "Tech Talks"; to Barry Klein for his "Slaloms"; and to all the others who sent me articles and ads. Special thanks to Scott Carter, whose beautiful Alfa drawings made ALFACIONADA look so good. I hope that you will keep those articles, ads, pictures, ect. coming in; your new editors will really appreciate it.

My immeasurable gratitude to my F & S (Fold & Staple) Squad - Nancy and Dave Vegher, and my husband Dan. Without their invaluable support and assistance, this newsletter would not have made it out the door each month.

And, to all of you out there in AROSCland, I hope that this publication has provided you with some worth-while reading during the past twelve months.

Thanks again, everybody, and.....
Happy Alfa-ing! Sue

Ricordanza....

ALFA ROMEO GTA

If there is an Alfa that can equal the glory of the awesome Type 159 Alfettas in the winner's circle during the fifties, it has to be the Alfa Romeo GTA. The GTA had countless numbers of successes, both in the hands of factory drivers, and private entrants as well. Its race record stretches to a span of almost 15 years!

Introduced at the Amsterdam Motor Show in 1965, the GTA was visually identical to the Giulia Sprint GT's outside lines although the GTA had a considerably lower weight obtained by the adoption of an aluminium body riveted to the chassis of the 105-type GT. All the sound-deadening material was eliminated, and in some models the glass was substituted with plastic material except for the windshield. The GTA weighed somewhere between 1400 to 1600 lbs. Hence, the name GTA (A is for "alleggerita", meaning lightened, not "aluminium").

The GTA's powerplant is hidden beneath the hood, fitted with a 1600 cc, double ignition, twin-plug cylinder head, obtaining an output of 115 hp at 6000 RPM. The racing versions prepared by Alfa Romeo's racing arm, Autodelta, gave up to 170 horsepower at 7500 RPM! Suspension was also technically different, with the extensive use of stiffer mounts for the larger-diameter swaybars, uniball bearings, Konis, higher rate springs, wider wheels, ect.

The GTA was instantly recognized after its introduction at the major race circuits in Europe, and eventually, the United States. It notoriously repeated the old Alfetta hat-trick of finishing one-two-three at almost every race it entered, and easily won the European Touring Car Challenge Cup, a class win at Targa

Florio, Coupe des Alpes, Nurburgring, Daytona, 4 Hours at Jamara, Silverstone, and an assortment of German and French rallies, ect. It would probably take a full page to name the long string of wins the GTA has achieved in its long years of competition. The most splendid was probably in 1966 at Sebring, where the late Jochen Rindt won a production car race around the full 5.2 mile course in his 1600 GTA, with a Dodge Dart taking second, four more GTAs finishing third, fourth, fifth and sixth, with Plymouth Barracudas seventh and eighth!

In 1967, a new lustre was given to the already successful GTA; a supercharged version was developed by Autodelta, known as the GTA-SA. In this form, the engine produced 220 horsepower achieved with two centrifugal blowers driven by a chain-driven hydraulic pump. The GTA-SA was extensively tested at the Balocco track and at Monza, where some unofficial, surprising times were recorded. This supercharged version scored a first at Hockenheim, won two races in France, and two others in Belgium.



Another variant of these cars came in 1968 as the GTA Junior, fitted this time with a 1300 cc engine capable of producing 160 horsepower in the competition version.

GTAs are easily recognizable, not only by its extremely raucous-sounding exhaust, but also by the large quadrifoglios on its flanks, neat little door handles like the TZ's, and about a million rivets above the drip rails of the side windows! Total number of 1600 GTAs produced

from 1965 to 1967 was 500 cars, including 50 that were right-hand drive. GTA Juniors were made from 1968 to 1972; 447 cars were produced

Price of these cars in Italy varied somewhat, from 2,995,000 lira to 7,500,000 lira, depending on if you purchased a street model GTA or an Autodelta-prepared competition model. The competition versions were priced according to how much horsepower the owner desired! Of course, even with the Italians, you pay for what you get!

-Ed.

From: Overheard Cams, ARA

TECH TALK

by Dave Vegher

In this month's tech article I will deal with a problem that seems to be common to most Alfa owners.

U-Joints: these are those wonderful little items that allow our live rear axle cars to move down the street with not too much vibration.

All Alfa 105 and 115 model cars have two U-joints and a slip yoke in the driveshaft assembly. The U-joints in all models prior to 1967 had lube nipples on each U-joint as well as the slip yoke point. After 1969, Alfa, in their wisdom, discarded the lube nipples on the U-joints, retaining only the one on the slip yoke. The result is obvious: the U-joints work for a while; the grease that is present in them from when they were new then wears out or escapes because of centrifuging, and - presto change - one dead U-joint. Once lubrication is lost from a U-joint, the super-hard bearing surfaces grind themselves into powder.

On the other hand, as long as some lubrication is present, U-joints will last forever. An example of this can be seen in the '67 GTV driveshaft which has been lubed according to the Alfa manual every 2500 miles. After logging over 150,000 miles, the U-joints exhibit no wear, and are in perfect condition. This same phenomenon has been seen again and again in older cars.

The only real solution is to drill out the caps of your new U-joints and install Zert fittings. New U-joints are getting more expensive by the day, so this cure can be cost-effective in the long run.

A bad U-joint is easy to detect, because the whole car will shake, rattle, and roll as you either take off from a light or come to a stop. A potentially bad U-joint will probably set up a low harmonic vibration at a constant speed between 2700 - 3500 RPM. U-joints of the non-lube nipple variety normally go bad at about 40,000 to 60,000 miles.



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.



TIME TRIAL REPORT



by Dave Vegher

The fourth and final Time Trial of 1979 was sponsored by Beach Imports of Newport Beach. Beach Imports is the Alfa dealer of the Orange County beach area. Show your appreciation for their support of your club and its events by giving them your support.

This Time Trial was supposed to feature almost all of the hot Alfas of the So-Cal club. John Samson's ex-Horst Kwech TransAm car didn't make it out because of a ruined gearbox. It broke the previous week at a Cal Club 3-Hour Regional Race at RIR. Even with the box stuck in 4th gear for the last hour and 30 minutes of the race, John Samson and Bill Kohl were able to garner a 2nd place finish in B Sedan category. Rocky Chisholm's TZ was still suffering from the battles of the 2 weeks' previous VARA races, with Scott Gray's GTA having experienced the same fate as Rocky's car. But even without these standout performers, this event still had many of the Time Trial crowd in attendance.

In Class A, Bill Kohl's Spyder took Top Time of Day honors by going a "quick" 1:46.46. John Samson, sharing a ride in Bill's car, came in second. John Goss, normally an Aston Martin driver, came in third, with Jerry Rosenstock fourth.

Tom Hines, who had previously set three consecutive TTODs earlier this year in his street 1600 GTA, lost his chance to make it a fourth straight TTOD and Time Trial Championship. Just before his timed laps began, a rod bearing seized, shattering Tom's bid for a hot lap. Hope to see you next year, Tom.

Class C was neat to see and hear. Kent Jamison's screaming 2000 Spyder went a second and a half faster than last time out and grabbed a first place trophy. Jamie Cromwell, a Time Trial first-timer, driving a 1600 GTA, drove very well and turned a very respectable 1:57.21.

Class D was won by Alan Ward, who just returned from the Road Race of Champions at Road Atlanta. Alan had had bad luck at Atlanta again, after being fourth fastest on the grid. During the race his gearbox bellhousing cracked, and this caused his car to slow enough to put him out of contention. Tough luck, Alan and Don. Phyllis Gaylard went well and took the second spot in Class D. Allan Gott, getting things together, broke the 2-minute barrier for the first time with a 1:59.33.

The Class E battle of Bernstein vs Washington was again the heart-stopper of the day. Rich, trying to avenge his last Time Trial defeat at the hands of Dan, went faster than he has ever gone before. But it wasn't quite fast enough, as "Dazzlin' Dan" drove superbly to just nip Rich by .03 seconds. Raul Perez, who is really starting to cook, turned a 2:02.43. Keep going, Raul.

Andy Steben, finishing out a super year, again won his class by narrowly beating Pete Stader. Henry Manney was again present and ran well, taking third.

Finally, in Class G, Charlie Thieriot couldn't coax his Sport Sedan to go fast enough to beat Tom Lipkis' flying 1600 GTV. Tom drove very well and pushed his car hard enough to break 2 minutes. See, Tom, Firellis and 14" rims do make a difference. John Ireland knocked like five seconds off his previous best time and turned a 2:07.27. Keep feeding Marcello the BHP pills this winter, John, and in spring he'll be really ready for the fast laps.

I would like at this time to thank the four Alfa Dealers who sponsored the Time Trial Program this year. They are: Diro Alfa Romeo, Hollywood Auto Imports, Alfa of Santa Monica, and, of course, Beach Imports. I would also like to personally thank Dan and Sue Bernstein, and, of course, my wife, Nancy Vegher,

Charlie Thieriot and Rick Clemente, Tom Hines, Andy Steben, Allan Gott, Carol Samson, Sally French, Dick Gebhardt, and everyone else who made the Time Trial Program a success this year. Without everyone's help, it just can't be done. Thanks again. See you next year.



AROSC TIME TRIAL #4
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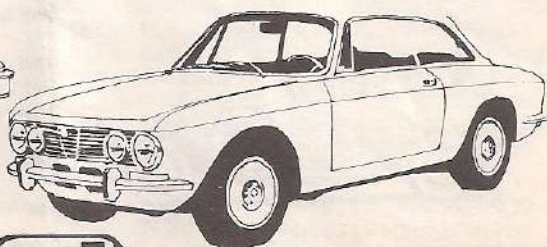


(N) Novice

Class A	Bill Kohl	1750 Spyder	1:46.46	TTOD
	John Samson	1750 Spyder	1:52.98	
	John Goss	1600 GTAM	1:55.69	
	Jerry Rosenstock	1600 GTAM	2:04.02	
Class C	Kent Jamison	2000 Spyder	1:50.66	
	Jamie Cromwell (N)	1600 GTA	1:57.21	
Class D	Alan Ward	2000 GTV	1:54.98	
	Phyllis Gaylard	2000 GTV	1:57.16	
	Allan Gott	2000 GTV	1:59.33	
	George Vrtiak	Alfetta GT	2:01.48	
Class E	Dan Bernstein	1750 Spyder	1:55.98	
	Rich Washington	2000 Spyder	1:56.01	
	Raul Perez	1750 GTV	2:02.43	
Class F	Andy Steben	2000 GTV	1:58.21	
	Pete Stader (N)	Alfetta GT	1:59.13	
	Henry Manney (N)	Alfetta GT	2:00.63	
	Bill Biggs	1750 Spyder	2:05.46	
Class G	Tom Lipkis	1600 GTV	1:59.42	
	Charlie Thieriot	Alfetta Sedan	2:02.49	
	John Ireland	Alfetta Sedan	2:07.27	



Alfa Romeo



ALFA OF SANTA MONICA



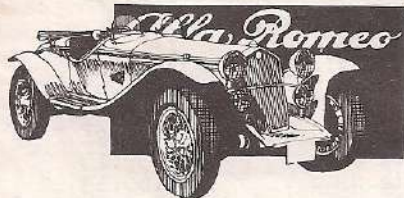
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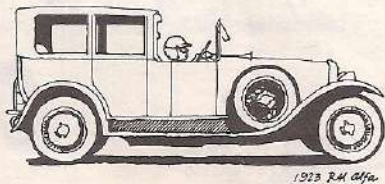
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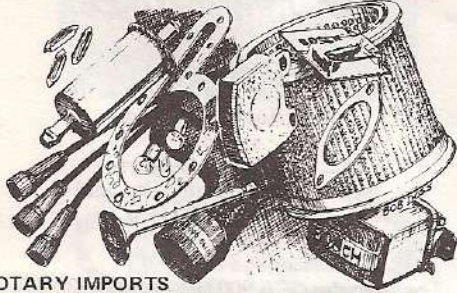
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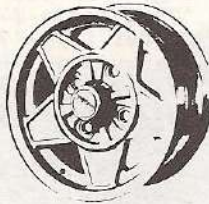
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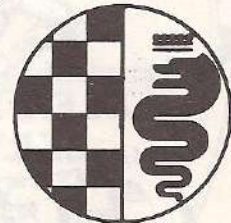


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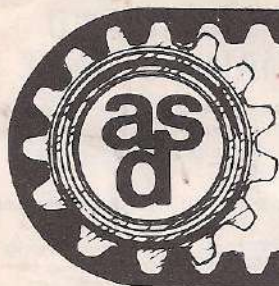


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Subscriptions to this newsletter are included as part of the \$20.00 per year AROSC Membership fee. For membership information write: AROSC P.O. Box 261, Los Alamitos, CA 90720. Articles, letters, and personal ads are always welcomed and should be 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:

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