

# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 18 NO. 7 JULY 1979 P.O. Box 261, Los Alamitos, Ca. 90720

## the ROAR of the BEAR

by Rick "Bear" Clemente

Well, summer is now in full swing. July and August offer a wealth of activities for local Alfisti.

We kick off with the AROSC Tour/Softball Game/Summer Picnic to be held on Sunday, July 22nd. This now-annual event brings out the latent jocks in many of our aging members. Come see the old boys and girls scrapping shins and pulling muscles.

The program for the July 27th General Meeting will feature Walter Meyer, who will present a slide show, which will cover all facets of the complete restoration of his 1979 Duetto. All you Alfa refurbishers, take note.

August brings us the National Convention in San Diego on August 9-12. This is always a great event, with interesting machines from all over the country. I'm sure San Diego will put on a terrific event. All AROSC members should make a special effort to attend - not only in support of our good neighbors, but because it will undoubtedly be a couple of years before the National is held so close to home.

The next weekend features the Historic Auto Races and the Pebble Beach Concours. Many of AROSC's finest will be participating in

this year's Monterey bash. This is usually one of the automotive highlights of the West, and a great time.

So let's shift into summer and have some real fun.



## CALENDAR OF EVENTS

- |      |       |   |
|------|-------|---|
| July | 22    | AROSC Tour, Softball Game and Summer Picnic (details inside)        |
|      | 27    | General Meeting, Alondra Park                                       |
|      | 29    | Rally for Hemophilia, Rose Bowl                                     |
|      | 29    | IMSA Races, Sears Point   |
|      | 31    | Board Meeting, Bernsteins   |
| Aug  | 4     | Alfacionada articles due  |
|      | 9-12  | ALFANTASY '79, AROC National Convention, San Diego (details inside) |
|      | 18    | Historic Auto Races, Laguna Seca                                    |
|      | 19    | Pebble Beach Concours   |
|      | 24    | General Meeting, Alondra Park                                       |
| Sept | 9     | Championship Slalom, Lion Country Safari                            |
|      | 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   |

## TECH TALK

FACT, NOT FANTASY

by Dave Vegher

First of all, I have to say that I can't believe what I read these days. AROC not only allows Joe Benson to write articles that are incorrect and misleading, but it also puts its stamp of approval on them, so that they seem to the common Alfa owner as Official Dogma. Joe Benson, our National Technical Director, lives in the Midwest. He can probably work on cars 4 to 6 months out of the year, and then only on a part-time basis, out of his garage. His total field or spectrum of cars is limited to about 20-25 cars that he maintains. This is the basis for his all-encompassing statements on such things as shocks, distributors and brake pads. On the other hand, I just don't generally accept all of the stuff I've read or heard; I base my statements on knowledge gained from the hundreds of cars I've worked on, countless track hours, and data supplied to me from my Dyno as well as Shankle's. My information is based on fact, not fantasy, or misdirected feelings (i.e. seat-of-the-pants data).

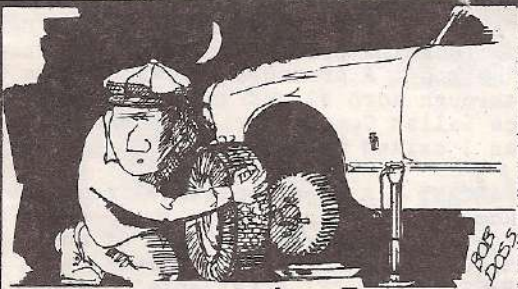
All of this is being directed at the last Benson article in the Alfa Owner. Let's start at the beginning of this article and work to the end. The Alfetta injection belt is more difficult to change than the one on the earlier series cars, however you don't have to raise the engine or break off a ring on the injection pulley, as Joe suggests, or generally curse. You should simply turn the engine over to where the I mark on the engine pulley is on the pointer with the #1 exhaust valve in the open position. Check this by pulling the #1 plug and looking at the valve face which you will see. This assures you that you're at the correct timing point for your engine as well as for the pump. Now comes the tough part. Buy from your

Alfa dealer tool #A-30510. This tool allows you to pull off the injection pump pulley easily. All you have to pull is the small electric fan on the radiator, so you have room to work. With this tool and the removal of the small fan, the job becomes almost self-explanatory. One thing should also be mentioned here; the alternator belt will have to be removed to accomplish this job. So you should replace this belt also at the same time. Remember to tighten the two 19 mm nuts on the bottom of the alternator just as tight as they were when you loosened them. The injection pump belt should be replaced every 30,000 to 50,000 miles; they should never break if normally maintained. Fan belts should be replaced every 20,000 to 30,000 miles. These are the wear figures I've seen on hundreds of cars.

The injection filter on the Alfetta models is difficult to get to, but again, you don't have to loosen the engine mounts to replace it. Simply take out the two bolts that hold the air pump in, after first removing the main fuel filter assembly and the job is a snap.

Brake pads on all new Alfa models produced after 1976 are of a soft compound. The reason for this is that the Federal Government requires all cars to stop in a certain distance with a certain amount of pedal effort without the aid of the brake servo. Hence soft pads are required for a greater moment of friction to exist between the rotor and pad. All this means is greatly decreased pad life. By this I mean something on the order of 8,000-10,000 miles. Alfetta rear pads run hotter because of their in-board location and because they have no direct venting. Replacement of these pads with either 1967 GTV rear pads or Repco deluxe pads makes your brake change interval go up to well over 30,000 miles. A slight increase in pedal effort will be noted, but it's well worth the brake life.

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## wanted

The By-Laws of AROSC require that there be two club members, not members of the Board, on the Nominating Committee. Their job is to recruit people to run for the 1980 Board of Directors.

If you would like to serve in this capacity, (or if you would like to run for the Board), please send a postcard to: AROSC, P.O.Box 261, Los Alamitos, CA 90720.



### TREASURER'S REPORT

by Sally French

The following is a summary of the club's expenses and income for the first six months of 1979:

#### INCOME

Dues	\$3990.00
Dues Splits from National	125.00
Social Functions	36.00
Competition Events	827.00
Advertising Fees	1259.00
Sponsorships	250.00
<b>TOTAL</b>	<b>\$6487.00</b>

#### EXPENSES

Dues Splits to National	\$2142.50
Printing and Mailing	1544.03
Social Functions	391.41
Competition Events	812.86
Trophies and Awards	689.01
Miscellaneous	5.00
<b>TOTAL</b>	<b>\$5584.81</b>

ALFACIONADA

# JULY MEETING

## DISCUSSION ON RESTORATION

Is your Alfa not the dazzling beauty that it once was? Have the years, the smog, the thoughtless drivers, ect, taken their toll on your once-pristine Italian dream? If so, then you'd better make tracks to the July Meeting and let Walter Meyer show you how to get your car looking like new again.

Walter will be presenting a slide show, which will detail the step-by-step restoration of his 1969 Duetto. He will also hold a question-and-answer session.

So, if you're planning on completely restoring your Alfa, or if you just want to make it look better, come to the meeting.



## 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!!

# the SONG of the ALFA

by John Ireland

FANTASY - The crew was unloading my car from the trailer as I washed down the caviar with a modest white wine, posed for photographers from Road & Track, and AutoWeek, then autographed George Harrison's Time Trial run order.

FACT - Three tuna sandwiches, a large jug of iced tea, a thermos of coffee, four peaches, six plums, two nectarines, two oatmeal cookies, two chocolate chip rolls, wheels balanced, toe-in corrected, new master brake cylinder, fuel injection mixture adjusted, six cans of extra oil, two gallons of distilled water, two gallons of coolant, extra fan belt, extra cotter pins, wash the car, pick the tools, change of clothes, suntan lotion, helmet, gloves, hood, one carton of cigarettes, evaluation forms, modest smile for awards presentation, and that just about does it. Oh yes, wife/lover/navigator/timekeeper/cook/friend...otherwise known as the "pit crew". At last, Marcello and I were ready to go racing.

FANTASY - Every bolt, nut, rivet, and weld in the car had come loose. Marcello was condemned.

FACT - Arriving at the track, tech inspection was so trouble-free that I thought it was a dealer's pre-delivery inspection.

FANTASY - Hines withdraws from competition when he puts a stopwatch on one of my practice laps.

FACT - All visions of resembling Al Pacino in "Bobby Deerfield" vanish as I pull the nomex "athletic supporter" over my head, forcing two-thirds of my mustache up my nose and inspiring the comment that I look like a sprained ankle with two eyes and a tumor.

FANTASY - Sterling Moss watches my dark blue Alfetta sedan make race history at Riverside, and he claims me as his long-lost son.

FACT - I had no concentration during the morning practice; I was all over the road. A ground squirrel beat me through turn #2 and the San Francisco Ballet Company tried to hire me as I exited turn #8.

FANTASY - A representative from Alfa Romeo is so impressed with my driving they offer me a choice of any three cars in the Alfa Museum.

FACT - Rick "El Presidente" Clemente gives me a cautionary nod of the black flag. Despondent, I pull into the pits after only thirty-five minutes on the track. I sit down to think, to look at diagrams of the course and remember what I was doing, to watch other cars. But no matter how many times I watch other drivers going through turn #2 at 100 mph, I can't shake loose the horror of riding back to Hollywood in a tow truck.

FANTASY - I cut practice short so the crew will have time to wash Marcello.

FACT - I'm afraid and turn #8 does not add to my confidence. It's like quicksand. One second I'm on the edge, the next second I'm in up to my neck. The third second, I'm in over my head.

LUNCH TIME - I buy five gallons of atomic gasoline from Dave Vegher and take Marcello out on the track for a slow-motion tour. "Now see Marcello, there is the apex to turn #2. Hit it and we drift out for turn #3, and after that come #4, #5, #6. Ahh, a straight line at last. Now turn #7...easy, no rush, that's it, and toward turn...oh god, #8". The second time around is better. The third time, better yet. My first two time trials start coming back to me. I can almost remember the pylons that marked the apexes. Almost. Lunch is over.

FANTASY - Group One's Afternoon practice and timed runs take place without incident.

FACT - That this is not Malibu Grand Prix is quickly obvious when Ken

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# AROSC

## TOUR SOFTBALL GAME PICNIC



SUNDAY  
JULY 22nd - SPLENDOR IN THE GRASS  
(a double header)

So get your grass in gear for the AROSC Tour and Summer Picnic/Softball Game/Party.

ONLY \$5 PER CAR  
(includes parking)

That's right!! Since Opera singers tend to melt in the sun, we've dropped the "live entertainment" and the price. So stuff your car with friends and family and a baseball glove or two.

**THE TOUR** - It begins at the Alondra Park Clubhouse with Registration at 9:30 AM, and Departure at 10:00 AM. BRING A FULL TANK OF GAS. That will be more than enough to get you through the day and to work on Monday. So don't be afraid. Road maps of L.A. County won't hurt, but if you can read, you shouldn't have problems following the instructions, because this is a Tour...for the pleasure of drivers and passengers.

**THE PICNIC** - Bring your own food and drink. NO COOKING is allowed because of the summer fire hazard, but firewater (wine, beer, whatever) is legal. You'll find tables to eat on and trees to lie under and green grass all around. With hiking trails for the rugged and a famous old house for the curious and a polo field for those who like to horse around. IF YOU CAN'T MAKE THE TOUR BUT CAN MAKE THE PICNIC, CALL JOHN IRELAND FOR INFORMATION ON HOW TO GET THERE. (213) 874-1445 eve., 464-0101 to leave message.

**THE GAME** - Do you have balls? Well, we need them. And bats, too. Softballs and bats...and gloves if you've got them. The game will pit (par-

don the pun) the home run torque of the two liter and over drivers against the high RBI (runs batted in) of the under two liter group. What you drive is the team you'll play for.

**THE SCHEDULE** - A Tour from 10:00 to 12:00. Free time, to practice your game, or go for a walk or a tour of the house or just talk cars, will be from 12:00 to 1:00. The Picnic will start at 1:00 and how long it takes you to eat will depend on how much you bring. The Game begins at 2:30 and if our hamstrings hold out, we should see the last player out by 4:30. That gives you plenty of time to lay back and enjoy the rest of the afternoon doing anything, everything, and nothing.

**RSVP** - It will be a big help in making sure we have a good time if you will take the time to call me and let me know you're coming, and how many of you there are. JOHN IRELAND: (213) 874-1445, or leave word with my service, (213) 464-0101.

The Tour will be a preview of the October Rallye, so bring a map and take notes if you plan to run it.

# TIME TRIAL REPORT

HOLLYWOOD AUTO IMPORTS

TIME TRIAL

by Dave Vegher

Riverside International Raceway hosted yet another AROSC Time Trial on June 16, 1979. An incredible number of new faces turned out for the event. No less than 10 novices participated for the first time. This turnout shows that time trials are still the greatest attraction of all club events. The total amount of people in attendance was well over 100. The refreshment stand at RIR was open for business from 11 AM to 2:30 PM. It really came in handy, serving soft drinks, coffee, hot dogs, hamburgers & fries, ect. at a modest charge.

The number of entries for this time trial was 32, and is the most entries that we have had in almost 2 years.

In the combined Class A and B, John Samson's IMSA GTV turned in a respectable 2:20.19, but only after his car died on his timed laps and a speedy repair enabled him to run again; however, his time was called unofficial. Rocky Chisholm's TZ, after hurried suspension work and questionable oil pressure problems, managed a disappointing 2:27.76. It was great to see this super-rare Alfa in full song in our time trial

Other full, or almost full, race prepared cars were Tom Hines' very fast official TTOD 1600 GTA, Dave Meredyth's (slipping clutch) SCCA E.P. Spyder, and Barry Klein in the 1300 Spyder formerly owned by Joe Richardson. They finished this way in Class C also, with Tom in first place, Dave second, and Barry third

In the hotly contested Class D, Kent Jamison, who was a novice,

turned in a time of 2:21.76 to take a first. Second place went to a time trial veteran, Phyllis Gaylard, and third to George Vrtiak, with newlywed Allan Gott filling out the field.

Class E had no fewer than 9 entries, and Rich Washington again piloted the Blue Streak of his to a first place with a remarkable 2:27.52. Remember that this is almost a stock street car that Rich drives every day. Second in Class E was ever-present Art Canning with a very good time of 2:28.39 and third was Harry Worley with a 2:32.13. Dan Bernstein was fourth and Mike Alaman was fifth. Matty Matthews, TRY HARDER.

Class F saw the return of "Speedy" Steben with his car almost fully recovered from its close encounter of the third kind with Turn #5. His car was right and so was Andy, as he breezed to a class win with a time of 2:33.97.

Class G saw a dark horse winner emerge in the person of Steve Fog, who turned in an incredible 2:31.77 in his 1600 GTV. Fred Zimmermann, who usually wins this class, turned in an equally impressive time of 2:34.27. Ken Knoblock, a local slalom hero, ran well his first time out with a 2:38.67.

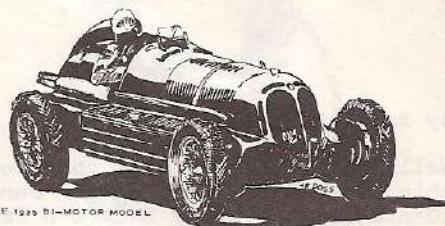
We had one problem at this time trial. A participant flipped his Spyder at one of the fastest places on the track. This individual was obvious going too fast for his abilities (he was a novice), and without a roll bar he would undoubtedly have been racing at the big speedway in the sky. I don't know how to handle a situation with so many novices present at one time. However, more individual attention will be given to all novices at the coming events. Probably a drivers' school or something of this sort will take place.

All in all, it was a good event with lots of excitement, lots of participants, and lots of spectators.

Thank you, Hollywood Imports, for your support. We couldn't do it without you. And thank you also to the people who worked the event, Nancy Vegher and Sue Bernstein, who handled Registration and Timing, Dan Bernstein, in charge of Timing and Scoring, Tom Hines and Harry Worley, who did Tech inspections, and to all the other people who donated their time to this time trial.

See you all at Laguna Seca for the Vintage races on August 18th, and

again on September 29th for the third Time Trial.



THE 1929 BI-MOTOR MODEL



AROSC TIME TRIAL #2  
 SPONSORED BY HOLLYWOOD AUTO IMPORTS  
 RIVERSIDE CAN-AM COURSE  
 JUNE 16, 1979



(N) Novice

Class A and B			
	John Samson	2000 GTV	2:20.19
	(B) Rocky Chisholm (N)	1600 GTZ	2:27.76
Class C			
	Tom Hines	1600 GTA	2:21.95 TTOD
	Dave Meredyth	1600 Spyder	2:27.65
	Barry Klein (N)	1300 Spyder	2:32.33
Class D			
	Kent Jamison (N)	2000 Spyder	2:26.76
	Phyllis Gaylard	2000 GTV	2:27.55
	George Vrtiak	Alfetta GT	2:31.75
	Allan Gott	2000 GTV	2:34.17
Class E			
	Rich Washington	2000 Spyder	2:27.52
	Art Canning	2000 Spyder	2:28.39
	Harry Worley	2000 GTV	2:32.13
	Dan Bernstein	1750 Duetto	2:34.13
	Mike Alaman (N)	2000 Spyder	2:36.36
	Aaron Morinaka	2000 GTV	2:40.21
	Jerry Wright	1750 GTV	2:41.13
	Raul Perez	1750 GTV	2:41.24
	Matty Matthews (N)	1750 Duetto	3:00.00
Class F			
	Andy Steben	2000 GTV	2:33.97
	Bill Biggs	1750 Duetto	2:35.18
Class G			
	Steve Fog (N)	1600 GTV	2:31.77
	Fred Zimmermann	1600 Sprint	2:34.27
	Kent Knoblock (N)	1600 Duetto	2:38.67
	Peter Stader (N)	Alfetta GT	2:41.76
	Tom Lipkis (N)	1600 GTV	2:42.20
	John Ireland	Alfetta Sedan	2:47.27
	Gardner Hoch (N)	Alfetta GT	2:49.57

# Slaloms & Such

by Barry Klein

Well, race fans, another championship slalom was completed on June 10th at Lion Country Safari's large parking lot. I was not able to attend due to some necessary car preparation that I had to make for the time trials to be held the following weekend.

From a look at the times, the course must have been a little longer than usual. The following is the club members' class and his fastest time:

Class "I"		
	Al Germani	127.53
	Kermit Theis	115.31
Class "K"		
	Kent Knoblock	117.29
Class "Q"		
	Gino DiFabio	117.13

The following few paragraphs are an abbreviated description of the different car preparation levels.

## STOCK CATEGORY (Classes P,Q,R,T)

Intended for street cars, usually driven by beginners, with essentially no modifications except any street tire may be used\* and some wheel substitutions are allowed\*.

## PREPARED CATEGORY (Classes G,H,I, J,K,L)

Generally for street-driven cars. May include such modifications as an enthusiast would make to upgrade the performance of the car (such as: recapped street tires\*; spoilers\*; limited lowering\*; wider wheels\*; engine and suspension adjustments\*; any springs, antisway bars\*; shocks, steering wheel, front seat(s), ignition\*; air cleaner(s)\*. Also, optional parts may only be used if they are normally delivered on the car from the factory.

## PRODIGIED CATEGORY (Classes A,B,C, D,E,F)

Intended to allow modifications to a production automobile to maximize its performance using basically factory parts (such as all modifications allowed in Prepared Category, plus: Flared and/or radiused wheel wells with no tire coverage requirement, race tires, wide wheels\*, solid suspension mountings\*, unlimited lowering, any rear end ratio\*, headers and exhaust\*, light flywheel\*, any pistons\*, any camshaft\*, any intake manifold(s)\*, bumper and grill removal, some interior removal\*, ect). Optional factory heavy duty and off-road parts may be used\*. Includes all currently legal SCCA Production cars and sedans.

## MODIFIED CATEGORY (Classes M,N)

Intended for production-based automobiles with major changes and other than factory parts, except as prohibited, to maximize performance. (Allowed are: any engine in the same basic position, extra-wide wheels\* and almost any change so long as the basic frame is retained with the wheel base unaltered, and no material is removed from the frame chassis and body for lightening purposes, except lightweight material body panels and fenders may be used\*.)

## SPECIALS CATEGORY (Class S)

Special class intended for automobiles specifically built for competition (such as specials, formula cars, sports racing cars, ect.) which are not substantially production or production based. However, any automobile meeting the entry and safety requirements may run in specials class.

SAFETY MODIFICATIONS are generally legal\* in all classes. SDAA cars are usually legal in their equivalent category (Stock/Showroom Stock, Prepared Improved Stock, Production/Prodified) under a reciprocal agreement.

\*Some restriction(s). Read code or inquire further, if necessary.

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## TECHNICAL TIPS

### CLEAR REAR WINDOWS

by Phil Lindsay

Cloudy, discolored rear plastic windows are not only an eyesore to a car's cosmetics, but they also can cause a lot of problems for the driver (like not being able to spot the "black & white" that's tagging you). Although I don't know how to remove heavy discoloration from old windows, I have discovered a "sure-fire" way to prevent discoloration from happening in the first place. This technique is extremely simple and has kept my windows clear as glass after years of exposure to an ocean-side environment.

The key to clear windows is to minimize scratches and wax both the inside and outside surfaces of the window with a paste wax type car wax. Since the application and buffing of wax requires rubbing the plastic surface, it is extremely important that the window surface be cleaned of all dirt before waxing. Warm water and mild soap with a soft sponge do the job well. Blot up the excess water with a soft towel. Deep scratches are next-to-impossible to remove, but light scratches may be polished out with the commercial plastic window abrasives (I've even used toothpaste successfully). Once the window is clean on both surfaces, apply the car wax in the normal way. After it dries, polish the plastic surface with a clean towel. The polishing will not scratch the window, providing everything is clean. I repeat the operation a couple of times on each side every time I wax the car (about once per year!).

I'm not sure why the waxing operation prevents discoloration, but it really works! Maybe the wax seals out the air and stops oxidation. I haven't noticed any differences among the common paste waxes.



## ALFANTASY SCHEDULE

### WEDNESDAY, August 8:

9 AM - 9 PM Registration

### THURSDAY, August 9:

9 AM - 5 PM Registration

9 AM AROC Board of Directors Meeting

10 AM - 2 PM Winery Tour

1 PM - 5 PM Tech Inspection for Slalom

1 PM - 3 PM Newsletter Workshop

3 PM - 5 PM Chapter Administration Workshop

6 PM - 10 PM Tour and Beach Party

### FRIDAY, August 10:

7 AM - 7 PM Registration

7 AM - 3 PM Slalom (Entry will be limited)

8 PM - 11 PM Cocktail Party

### SATURDAY, August 11:

8 AM - 6 PM Registration

8 AM - 12 N Rally

10 AM - 2 PM Winery Tour

7 PM - 10 PM Banquet

### SUNDAY, August 12

10 AM - 1 PM CONCOURS D'ELEGANCE

1 PM - Awards Luncheon

For Information Contact:  
The Alfa Romeo Owners Club of San Diego, P.O. Box 20224, San Diego, Ca 92120; or call Joan Biggs at (714) 565-4078 or Bob Rajsky at (714) 271-7602.

Hosted by: The Alfa Romeo Owners Club of San Diego.

"Song", Cont from P. 4

Rogers flips his Spyder during the session. It is a credit to the Time Trial Program and the Competition Code that Ken was not hurt. It is also a sober reminder that even though I had graduated from Novice status, I still have a lot to learn.

THE GRAND PRIX DE 16 JUN - Afternoon practice gives me time for five quick laps to attempt smoothness with speed. But as I wait to line up for my timed run, I'm still in doubt about turn #8. Rich Washington's words cut through my fog. "Straight down the middle until you're at the apex, then dive for the inside and pedal to the medal", or something like that. I try it on my warm-up lap and it works. As I charge toward the green flag, other words of wisdom about turn #8 come back to me. "It's not how fast you go into or through it, it's how fast you come out of it". Or, "Going fast is the slow process of learning what works when and where".

THE OFFICIAL RESULTS - Each time I drive out to Riverside, I fantasize placing at least third. All right, actually I fantasize placing first, but when I see the orange Union 76 ball, I quickly agree with myself that I'll be happy to settle for third. And I know that I'll enjoy the trophy even more when my lap times are competitive enough to win it. For now, I'm very satisfied and happy with my improvements. And comparing my performance in my first time trial (9/30/78) with last June 16th (since both were on the Can-Am course) reveals this:

9/30/78	fastest practice lap	3:00min
6/16/79	"	" 2:49 "
9/30/78	" timed	" 2:58 "
6/16/79	"	" 2:47 "

An eleven-second improvement. Lap by lap on my timed runs, I made a :06 improvement on my first timed lap, :11 seconds on my second lap, :08 on my third, :13 on my fourth, and :10 on my fifth. Plus I caught up with the car in front of me; and that felt great. Another hundred

yards and I could have requested an extra lap for being held up in traffic.

FANTASY - Alfa Romeo offers to pick up the tab to enter me in Showroom Stock races around the country.

FACT - In 9/78 I listed my turns of greatest difficulty as #2, #6, and #8. After 6/79, I'm only listing #2 and #8. And while I'm not "fast" through #6, I'm getting smooth and consistent. When I can say that about the whole course, I expect to have shaved another five or eight seconds off my lap times.

CONCLUSION - Marcello was well-prepared and up to the day's work. But The Song of the Alfa has a different melody at Riverside. A more serious note to be sure, but also a grander finale. Or to quote an Alfa owner who was also out there for his third time trial, "I never really realized how good a car I bought until I took her out on the track".

## WESCO TRACK & TIRE

CROMGDORA-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

"Tech Talk", Cont from P. 2

Factory shocks in 105 series cars are perfectly adequate for street as well as high-performance driving. Konis are better. Alfa Romeo, in all its infinite wisdom, also knows this. This is why Konis are original equipment on such Alfas as the T.I. Super, the GTA, the GTA Jr, and the Mario Andretti Signature Special. Sportsetting Bilsteins are great if you only race or off-road rallye. They are incredibly stiff and make the car almost unbearable on the highway. Also they are gas-filled, so they will alter the height of your car unless you cut the springs. The cracking in the wheelwell does not come from the shocks. The axle bottoms on the limit straps in the rear of the car. They were designed just for this eventuality. You usually see well cracking on cars which have previously hit in the rear. GTAs also crack their wells because of the limited amount of strength of the fenders in supporting the trunk floor. Konis are needed desperately on Alfettas both front and rear.

Finally Mr. Benson wonders why people install Bosch JF4 Distributors in their cars. The reason for this, Joe, is that they work. I'm not talking about the antiques you have back in the Midwest, pulled from rusted, clapped-out '65 Spyder Veloces and '67 GTVs, but new, re-curved, all alloy JF4s. These distributors make a 2000 engine come to life. The curve is smooth and the advance weights always return back so your idle is smooth and constant. They work wonderfully with both injection and carbs. Another reason for the Bosch unit is that all tune-up parts are available anywhere and cost about one-third of the Alfa stock prices. So in about 8 tune-ups your distributor has paid for itself.

One last thing. Weber carburetors are still more desirable than injection for horsepower and acceleration. However it is a rare set of Webers that will idle and provide as good

gas mileage as injection does. My feelings are that if you have a fuel injection system and mild cams stay with the stock set-up. If you have a poor injection pump, dump it for Webers. A stock injection pump cannot keep up with lumpy cams, either. So if you want to put in something wild, remember to keep in your plans a set of Webers. Remember that in Italy, home of performance driving, Alfas still come with Bosch Distributors and dual carbs. I hope that this article will settle any questions you had in your minds after reading the National newsletter.

## RALLYE REPORT



AND THE WINNER IS...

by John Ireland

If you were at the June 22nd meeting you now know what it will take to beat John Buffum in an all-out Pro Rallye. Plus, you also learned what to with any pipe cleaners you may get this Christmas. And if you kept your copy of the "Everything You Always Wanted to Know About Rallyes and Were Afraid to Ask" Rallye Instructions, then you have a blueprint for writing your own rallye.

The results are: 1st place - Jamison/Krause 180 pts. 2nd place - Alvin/Lipkis/Hodgins 160 pts. 3rd place - Kolsin/Blasius 150 pts. 4th place - Aspell/Meyer/Payerle? tied with Cline/Carpenter? 140 pts. 5th place - Becronis/Becronis tied with Bernstein/Bernstein tied with Harmon/Ramsay/Evert 110 pts. 6th place - Giural/Micco 80 pts. 7th place - Richards/Nav/Fyfe/Schaal 50 pts. Those names followed by a question mark reflect the neatness of your handwriting. If you want to know how you achieved these scores, see me at the July meeting.

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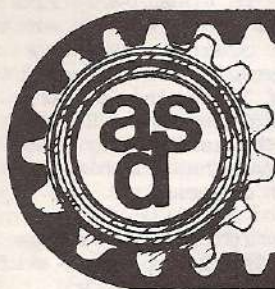


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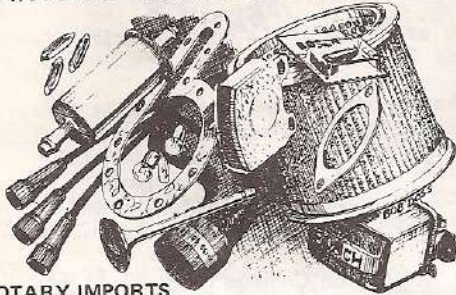
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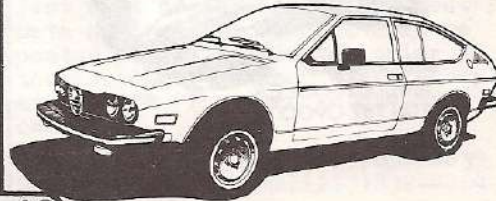


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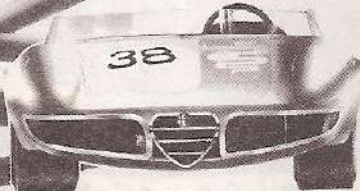


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## "Slaloms", Cont from P. 8

The up and coming slaloms are: an open event (no year-end points accrued) on July 29th, 1979, and a championship slalom on September 9, 1979 at Lion Country Safari. The open event is to be held at the Rose Bowl and is a rally for Hemophilia. I wrote an extensive description of this event in the June newsletter, so refer to it for particulars.

I can be contacted for further information at (213) 790-6369 after 7:00 PM any evening.



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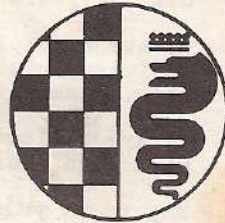
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