

# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 18 NO. 6 JUNE 1979 P.O. Box 261, Los Alamitos, Ca. 90720

## the SONG of the ALFA



by John Ireland

Sitting in front of the TV, sucking on an ice-cold Dos Equis, coming down from the fantasy that if I had been driving the #5 Brabham Alfa, I would have won Monaco with the same ease that leads me to victory in every race. The race to work, to the pizza parlor, to the bank, to club meetings. I am the uncrowned KING AND WINNER of the GREATER SOUTHERN CALIFORNIA PERPETUAL GRAND PRIX. Even the mighty Lamborghini and Ferrarri have been left blushing after an encounter with Marcello and me. Retired Highway Patrolmen still tell stories of "that James Dean kinda guy with the hot '57 Chevy". Their sons now face the navy-blue panther with Campagnolo and Pirelli paws and claws, driven by "that California kinda guy with premature gray in his beard". Or, "How my '77 Alfetta Sedan turned me from Woody Allen, into Richard Chamberlain".

Now, to the practical point of my lunacy, or how to beat the ticket.

The green/black lens of the Ray-Bans hid the laughter in the Highway Patrolman's eyes. I had just finished explaining that it was not my fault if Marcello (my '77 Alfetta Sedan) was doing eighty miles per hour. Anymore than the Cheetah can be blamed for being the fastest animal on earth. I continued my

story as I walked the white line, proving that I was not drunk. I quoted the recently published research of Dr. Fabrizio Veloce in his study "Why Alfa Romeos Go Fast" Dr. Veloce proved that Alfa Romeos are in fact, living creatures, with their own brains, and if they want to go fast, no one can stop them. "In fact", I said, "to force an Alfa Romeo to go slow is as cruel as when the Chinese used to bind the feet of their women."

I popped Marcello's hood while slipping a Stereo cassette of Gregorian Chants into the tape deck. Leaning over the engine, I asked the cop if he had any physical ailments that were bothering him. He pulled off his left glove and showed me a hang nail on his thumb. I grabbed his thumb and held it against the exhaust manifold...thirty...forty...fifty-five seconds, then wrapped the thumb in a fifty-dollar bill and slipped his hand back into the glove. "Now you know how an Alfa Romeo feels when it's forced to stay below fifty-five miles per hour!", I screamed. As the cop chased me

Cont on P. 3

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



## Slaloms & Such

by Barry Klein

The June 3rd slalom at Lion Country Safari was one of the best ones that I have attended. Most courses have a variety of tight and sweeping turns; but this one must have been laid out by some big-bore Corvette driver. There was one tight 120 degree turn at the end of a set of slalom cones, but the rest of the turns were sweepers or a jog in the straight away.

Our club had five members in Alfas competing for club points. Each driver was given three timed laps, and the following is his best time.

Class "Q"			
Gino DeFabio	GTV		79.45
Mark Moran	Spider		87.95
Class "K"			
Kent Knoblock	Duetto		77.12
Kent took 2nd in a <u>very</u> large class.			
Class "I"			
Kermit Theis	Spider		79.10
Class "F"			
Barry Klein	Giulietta		75.22
Barry was 2nd in this highly competitive class.			

The next slalom is a non-championship event that is being held for a very worthy cause. It is a Rallye for Hemophilia to be held at the Rose Bowl on July 29th, 1979. I hope that more members can come out and participate in this event, due to its proximity to Los Angeles. The entry fee is \$10.00 and includes a slalom, tickets to a concours, door prizes and a T-Shirt. The run order is: QRT/DEFJ/AMS/BHN/CP/GIKL. The event is open to the first 300 entries. I will have flyers on the event at the June meeting, or call me after 7 PM at (213) 790-6369. For additional info on SCC SCC events, call (213) 988-RACE.

ALFACIONADA

## 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!!



## CALENDAR OF EVENTS

June	16	AROSC Time Trial, RIR
	22	General Meeting, Alondra Park Clubhouse
	24	Newporter-Invitational Concours d'Elegance Newporter Inn, Newport Bch. Info, call: (213)530-2198 or (213)646-8257
	26	Board Meeting, Clemente's
July	6	Alfacionada articles due
	22	AROSC Tour, Softball Game and Summer Picnic
	27	General Meeting, Alondra Park Clubhouse
	28	IMSA Races, Sears Point
	29	Rally for Hemophilia Rose Bowl
Aug	9-12	ALFANTASY '79, AROC National Convention, San Diego
	18	Historic Auto Races, Laguna Seca
	19	Pebble Beach Concours
Sept	29	AROSC Time Trial, RIR
Oct	28	AROSC "Son of Hollywood Hills Mille Miglia" Rallye
Nov	10	AROSC Time Trial, RIR



"Song" Cont from P 1

around the car I kept pointing to Marcello's interior. "Notice", I called out, "that God made the accelerator the largest of the three pedals". The cop asked me "why" as he huffed and puffed in pursuit. "Because", I shouted, "God felt that there should be room on it for both feet".

Moments later, the cop collapsed from too much oxygen. His legs, bowed from so many years on a Harley, stuck straight up in the air. His boots expanded and contracted with each whale-like breath from his blimp-like chest. I pulled off his sunglasses only to find Ray-Ban contact lens over his eyeballs. Laying his radar pistol across his chest, I pinned a handwritten note next to it that read: "Another victim of RADARation poisoning". And Marcello and I escaped. As we raced off, we both knew that some day, they'd sing songs about us in country and western bars that served pizza.

In the July issue, The Song of the Alfa takes you to Riverside Raceway as Marcello and I compete in our 3rd Time Trial. It's a two liter version of Bobby Deerfield.

John, Alana, Doggy and Marcello.

**P.S.** SPLENDOR IN THE GRASS

SUNDAY

JULY 22nd. 9:30 A.M. at the Alondra Park Clubhouse. BE THERE!!!!

Bring a full tank of gas, a picnic lunch, whatever you drink, an L.A./Orange County road map, a baseball glove, and ten dollars.

IT'S THE ANNUAL AROSC SUMMER PICNIC AND SOFTBALL GAME AND PARTY.

Since the San Diego folks are busy planning Alfantasy, this year the annual game will pit the under two liter folks against the two liter

(and over) folks. What you drive to the picnic will be the determining factor on which team you play for.

The cost is ten dollars per car... and that buys you a tour prior to lunch, live entertainment during lunch, and the pure fun of watching the greatest team since the Bad News Bears, the AROSC Crank Plugs.

Complete details in the July newsletter and at the June meeting. But mark your calendars NOW!

NEW MEMBERS- Come on out and meet the rest of us. This is your club and it needs your participation. Plus, you will have fun!

*Alfa Romeo*

*Alfa Romeo*



## JUNE MEETING

"EVERYTHING YOU WANTED TO KNOW ABOUT RALLIES BUT WERE AFRAID TO ASK"

If you missed the last three AROSC rallies, you missed a lot of fun.

Find out how much at the June meeting, when AROSC Rallye Director John "Song of the Alfa" Ireland will give you a crash course in staying on course.



Ruiz brothers  
Alfa 1750 GTV  
Rally Car



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## TECH TALK

### ALFA OIL LEAKS

by Dave Vegher

Your little aluminium beauty can at times look like the inside of an old oil drum. Your engine, instead of being a shiny alloy silver color, looks like a runaway oil slick. Your engine can and will leak from about every gasket and seal used in its construction. Contrary to popular opinion, your Alfa engine should not leak oil onto the ground (no matter what your favorite mechanic says). A bit of seepage from the cam cover gasket and rubber half-moons at the back of the head is okay; but oil running down the block or out of the pan in great brown rivers is not an Alfa trademark.

To guarantee yourself a "tight" engine, all engine mating surfaces have to be clean and free of any oil, grease or old gasket material. Deburr all edges, and install original equipment gaskets. Don't get gaskets from anyone but Alfa Romeo dealers; these are the best. They may be more expensive, but they are well worth it. Don't use gasket sealer on any of the gaskets. You don't know how much I want to stress the importance of installing gaskets without goo, silicone, or weatherstripping cement. All of these sticky substances don't do a thing except to make the gaskets much more difficult to remove.

One of the places that your 1600 will leak is from the bolt which holds the head to the block, right underneath the oil chain tensioner. The tensioner acts like an oil pump and forces oil around the thread of the bolt and quite a leak will be evident. The fix is to install this bolt with some pipe thread sealant on it, this seals the threads and prevents oil loss. This leaking bolt problem is also commonly seen in 1750 and 2000 engines.

Another problem area on the 1600 is around the mechanical fuel pump. There are 3 gaskets in this area and all 3 of them can leak. Make sure all the nuts are tight in this area; it should be dry.

Alfa Romeo has switched from rubber seals to a new type of silicone rubber. This new seal has almost totally eliminated oil seal leakage. One thing that you should know is that in back of all the old type rear seals was a steel slinger ring. This ring must be removed when installing the new type of seal. Here's a hint: The new seal is creamy white, while the old seal was chocolate black. If your block has been line bored, be particularly careful about the fit of your rear seal. It can pop out and make a big mess.

1600 and 1750s seldom leak oil out of the 6 oil galleries in the head gasket; whereas we all know about the bad press the 2000 series engine has received about its head gaskets. Proper replacement of the gasket and O-rings will solve the 2000 head problem. It is not a great mystery.

Injected cars have special problems. The injection pump oil filter area is usually a constant place of leakage. That is because the filter area is subjected to full engine oil pressure and the nuts securing the sealing plate are often left without sufficient torque. Also, the gasket for this special filter is now of a different material than it used to be. It really works.

Remember, almost all Alfa gaskets are graphite-coated on one side and gray gasket material on the other. The graphite side always goes toward the block or main assembly, as it is the side which will release easiest on disassembly (e.g., put pan gasket with graphite side towards block; gray side to the pan itself). Keep your gasket mating surfaces immaculate, and always



torque your securing bolts evenly, in sequence and to the proper torque setting.

Good luck; with some proper work you can throw away the drain pan on your garage floor.

P.S. One gasket on the Alfa engine should be secured with 3M Weather-strip cement. The cam cover gasket, because of its normal removal and relatively high price, should be attached to the cam cover with this cement on the rough, gray side of the gasket. The smooth graphite side toward the head, of course, receives no sealant. In this way, when you remove the cam cover it is not necessary to always replace the accompanying gasket.

Also, make sure that your engine's crankcase ventilation system is working. If it is plugged, it will cause even the best gaskets and seals to leak.



## lights camera ACTION!

AN INVITATION  
TO ALL "SUPER-8" SHOOTERS

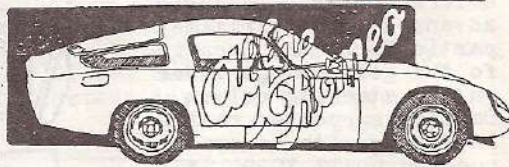
The club is making a film documentary about the AROSC Time Trial Program; and the producers would be most grateful for any and all film footage of these events that you movie camera buffs contribute to this effort.

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!!

## Trip to ITALIA

A topic of discussion during the National Convention at San Diego this August will be a trip to Italy in 1980. The itinerary would include the National Meeting, and the entire tour would be planned and co-ordinated by AROC.

We would like to get some idea as to the number of AROSC members who would be interested in going to Italy. If you would like to be included, please let any of the Board members know.



## VINTAGE AUTO RACES

LAGUNA SECA THIS YEAR

by Dave Vegher

Coming up in August is one of the big car events of the year. The annual Vintage Auto Races at Laguna Seca Raceway will see more super Alfas racing in a number of classes than in any previous year.

Among the Alfas you will see there will be Rocky Carlsholm's newly restored TZ, Scot. Gray's just Auto-delta-ized 1600 GTA, Tom Hines' 1600 GTA and possibly myself in a newly acquired TZ. Also, another So-Cal super car will be the TZ of Gary Hanes. Add to this the usual 3 or 4 TZs from the Nor-Cal area and other exotic SZs, Spiders, ect., and it should be a spectacular year for Alfa nuts.

Make your reservations now!, or you'll miss out.

See you there in the pits on August 18th!!

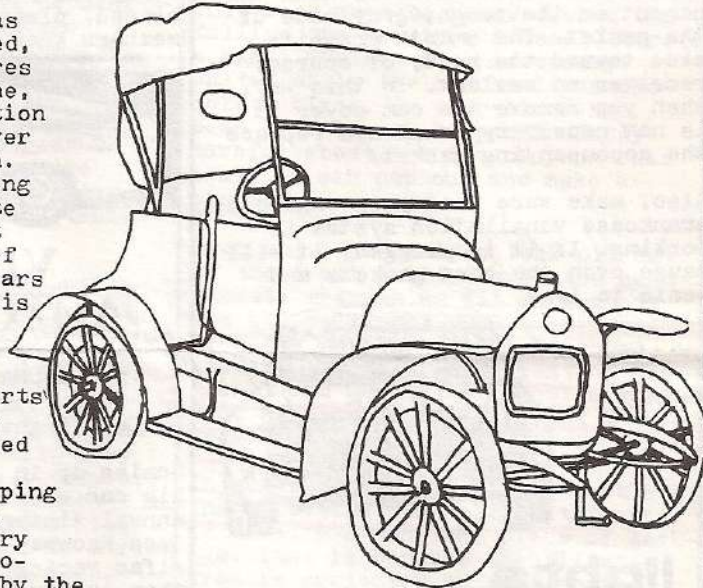


## IN THE BEGINNING - - - DARRACQ

by Ruth Ann Yager

In 1906, French industrialist Alexander Darracq opened an assembly branch of his automobile factory in Portello, Italy, on the outskirts of Milan. Darracq thought the Italian market was ready for his new lightweight one-cylinder, 7 horsepower, and the slightly heavier two-cylinder, 8-10 horsepower models. Family tourers and taxis were to be assembled in the Portello factory, called Societa Italiana Automobili Darracq, Milan.

Darracq's cars, such as the two-seater pictured, offered several features advanced for their time, particularly the location of the gear change lever on the steering column. Darracq supported racing in France with moderate success until 1920. It is unlikely that any of the Italian produced cars actually raced under his sponsorship.



The Italian Darracqs were assembled from parts shipped from France by Italian workers assisted by French engineers. Parts quality and shipping times caused financial problems for the factory within three years. Problems were compounded by the inadequacy of the small, lightweight, underpowered cars for Italy's rugged road conditions.

At this point several industrialists from Milan saw promise in the factory at Portello. With backing from the Banca Agricola di Milano, they purchased the facility in 1909. A year later, they re-organized the company as the Societa Ananima Lombarda Fabbrica Automobili. For the company's trademark they combined the Milan symbol, the cross of St. George, and the ancient coat-of-arms, the man-eating serpent, of the Sforza family who ruled Lombardy for many years.

The director of the new company was Ugo Stella. He hired Giuseppe Merose as chief designer, who had previously worked for Marchand, Fiat and Bianchi. Merose's first design that was produced was very different from the long, low, light cars that were to follow. Originally, it was called the "24 hp", but came to be known as the "20/30". It had a monoblock engine, 4.1 liters, 4 cylinder side valve with shaft drive.

Cont on P 9





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ENTRY FORM FOR TIME TRIAL # 2

Print last name

Date June 16, 1979 Track CAN-AM 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	Drivers' 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 June 12 (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 pts. \_\_\_\_\_  
 I must file a new class sheets because I have made modifica-  
 tions since completeing the last for. YES ( ) NO ( )

I understand that my entry fee is NOT REFUNDABLE and I will abide by the rules of the AROSC Competition Code.

Driver #1 \_\_\_\_\_ Driver #2 \_\_\_\_\_ Date \_\_\_\_\_

Please return this form with entry fee. Make checks payable to AROSC.  
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Scott Grundfor - Owner

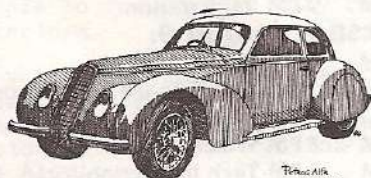
Art Sonen - Manager



"In the Beginning" Cont from P 6

In 1911, only two years after the formation of the new company, Stella and Merose showed their interest in racing. They entered two of their cars in the Targa Florida race over the Sicilian mountains. Neither car finished, but Franchini, the chief factory tester, did lead the race -- a fitting beginning to the legend.

From: Veloce, AROC Connecticut

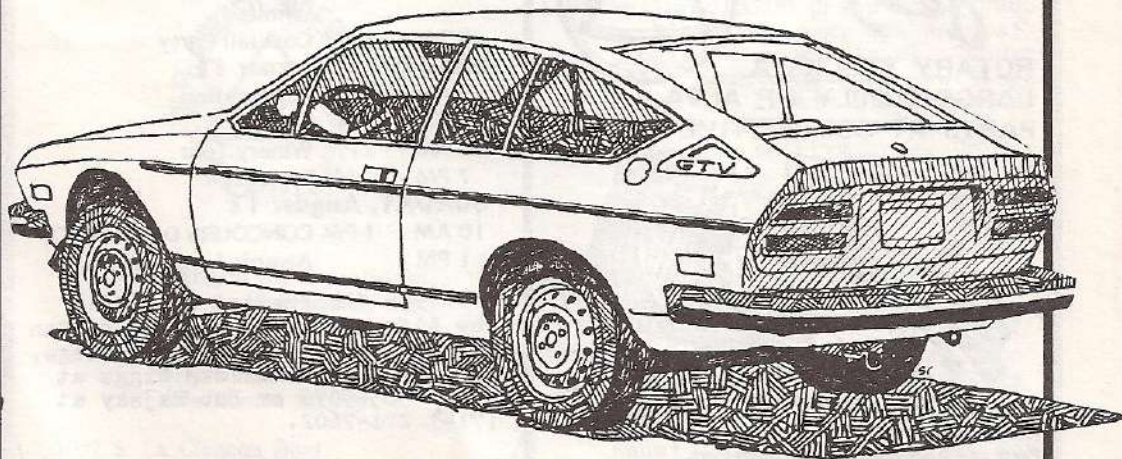


## EDITOR'S DESK

A special word of thanks to Scott Carter for doing the fabulous drawings that you have been seeing since the beginning of the year in the newsletter. They really enhance this paper.

I would also like to take this opportunity to say that all your ads, pictures, photos, stories, jokes - anything to do with Afas or Alfa lovers - are more than welcome. So, start sending me those cards and letters (and photos, and ads, and ect.), and I will be happy to publish them.

I want to thank all the people who have contributed to this newsletter this year. Without them you would be seeing nothing but empty pages each month.



ALFACIONADA



# AWARD

This month, the Simon Simpleton Memorial Award is presented to the course worker who waved the blue flag at Jody Scheckter during the final lap of the Monaco Grand Prix.



## 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

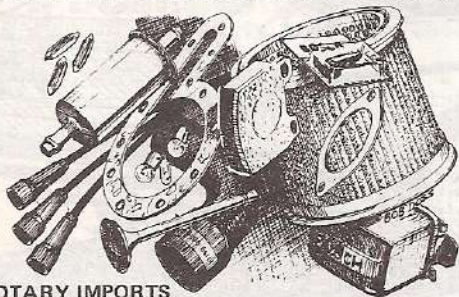
For Information Contact:  
The Alfa Romeo Owners Club of San Diego, P.O. Box 20224, San Diego, Ca 92120; or call Joan Biggs at (714) 565-4078 or Bob Rajskey at (714) 271-7602.

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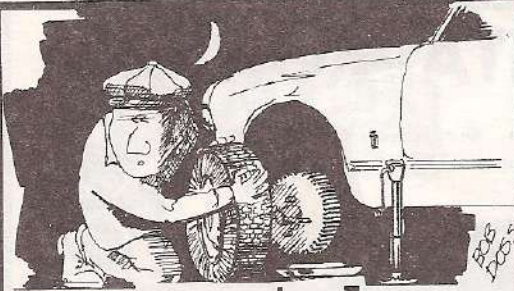
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## wanted

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.

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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:

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

ALFACIONADA

PAGE 13



# VELOCE MOTORS WEST

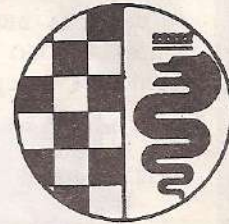
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