

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 18 NO. 9 SEPTEMBER 1979 P.O. Box 261, Los Alamitos, Ca. 90720

the ROAR of the BEAR

by Rick "Bear" Clemente

It occurred to me during Race 6 at the Laguna Seca Historic Automobile gathering that I had come full circle. Here I was, running back and forth "over the hump", watching a three-way "modified" race among Lotus, Lola, and Porsches.

"Running the hump" means watching the cars shoot down the corkscrew and then dashing over the hill to see them emerge at Turn 7 and follow their progress all the way around until they disappear into Turn 4 - then dashing back to the corkscrew. This is all accomplished with a full load of camera gear, open beer can, ect.

But the nostalgia was considerably deeper than "running the hump". The whole weekend brought back fond memories....averaging 84 M.P.H. from Goleta to Salinas....outlasting a Turbo Porsche (perhaps he has had more moving violations in the last three years than I)....going home on California #1 with its breathtaking views and those breathtaking "Italian" passing maneuvers (shooting past twelve cars and a Winnebago into a blind turn)....ah yes, it brought back fond memories indeed.

Of course there were many differences between now and a decade and a half ago. The 1978 Sport Sedan is

considerably less demanding and more comfortable than a 1963 Spider Veloce. Gas, which was virtually free then, is \$1.56 in Big Sur now. And most sorely missed of all, the smell of bean oil. There is money to be made by some enterprising fool who would sell "bean oil incense" from a booth in the paddock at Vintage Races.

Don't miss this great event next year, and don't miss the October Vintage weekend at RIR.

The General Meeting this month will feature Dave Vegher, AROSC's own "Mr. Wrench, who will conduct a tech session and answer all your questions.

Also coming up this month, on Saturday the 29th, at Riverside, is the third Time Trial of the year. Whether you run the Time Trial, or just come out to "spectate", you will have fun. Plan to be there.

See you at the next meeting.



ATTENTION!

THE ANNUAL ELECTION MEETING AND WHITE TURKEY SALE HAS BEEN RE-SCHEDULED FOR NOVEMBER 23rd. SO MARK YOUR CALENDERS, AND PLAN TO ATTEND THIS VERY IMPORTANT MEETING.

TECH TALK

by Dave Vegher

A lot of people ask me, "How many RPM can I really use on my Alfa?". This has got to be the question of questions to all red-blooded Alfa owners.

Generally speaking, and I do mean generally, all engines are governed by physics and natural laws. By this I mean that one can't spin an object at the end of a small rod at any given speed, because at a certain RPM the object on the end of the rod will break the rod and fly off into space. Likewise, if you twist an Alfa engine to too high an RPM, you are inviting disaster.

In all Alfas mass-produced since 1967, a "red line" (maximum RPM limit) of 6000 RPM is all that is needed to ensure top performance and "staying on the cam". All engines imported to the States from 1967 have cams which make a good amount of horsepower at a low to medium RPM range (3000 to 5800 RPM). In earlier Alfas, particularly the Veloce models, hotter cams were used. By hotter I mean more lift and duration than other model cams. These factory hot rod engines revved freely to 7000 RPM+. However, their effective horsepower increase stopped at about 6700-6850 RPM.

All of these numbers are relevant to another factor, engine stroke. The shorter the stroke, the easier it is for an engine to maintain high RPM as long as rod strength is very good. (Author's note: All Veloce models had special rods and rod bolts) The shorter the stroke the higher the piston deceleration and acceleration rates. Conversely, with a long stroke (long rod), the lower the piston acceleration and deceleration. All I'm trying to say is that a short stroke engine of sizeable bore had better have a super

strong rod, and a long stroke engine, as well as having a good rod, should not exceed by a whole lot the magic 4000 FPM piston speed limit.

Alfa 1300 engines are known for their ability to spin at incredible rates with no problem. Racers have "cammed" their engine to produce power at 8700-9500 RPM. Remarkably, it's almost the same 1300 in your street Giulietta. However, as if to defy some laws of physics, 1750 and 2000 engines which have comparatively long strokes can live in the 7800-8200 RPM range in sprint races and 7500 RPM for enduros.

1750 and 2000 engine FPM* Chart

*FPM: Feet per minute of piston travel.

| | | |
|----------|--------|----------|
| 7500 RPM | equals | 4350 FPM |
| 7800 " | " | 4524 " |
| 8200 " | " | 4756 " |

All these figures exceed the accepted maximum FPM ideal set forth by renowned engine builders and engineers. It is a testimony to Alfa Romeo engine design that these street, mass-produced engines can withstand the tortures of racing.

Summing up, for street and track racers alike, crank assembly and piston and rod assembly balancing is a must. RPM of a street stock engine should be kept below 6000 RPM. Turning the engine higher does nothing but waste time. "Camming" an engine is an art. Look at Shankle's catalogs for more useful information and application to your own taste.

As for me, to hell with the 4000 foot per minute limit; let's see 8000 RPM. Happy revving to all.

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.



REPORT

by Dan Bernstein

The annual meeting and National Convention of the Alfa Romeo Owners Club, held on the weekend of August 9-12 at the Town and Country Hotel in San Diego, was attended by some 250 Alfisti, many from AROSC. The convention was well planned in that it was possible to participate in all the events and also enjoy a fun holiday in San Diego.

AROSC members captured a large number of awards during the competition events, with John Samson taking one of the top overall awards and Jack Becronis winning the Concours "Best of Show" with his beautiful Sprint Speciale. With his daughter Sue navigating, John won the rallye and coupled this with a second in the slalom for his overall award.

The awards luncheon on Sunday, hosted by ARI, was a super event and a fitting end to another great AROC convention.

NOTICE:

RENEWAL FORMS FOR 1980 WILL BE SENT TO YOU IN THE OCTOBER NEWSLETTER! BE ON THE LOOKOUT FOR THEM! RENEW YOUR MEMBERSHIP WITH US, not with the National Club. PLEASE NOTE: THIS WILL BE THE ONLY NOTICE YOU WILL RECEIVE.

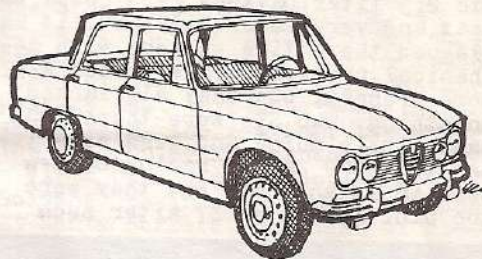
ALFACIONADA

SEPTEMBER MEETING

"TECH SESSION"

The program for the September 28th General Meeting will be a tach session, presided over by the "Doctor", Dave Vegher, and will cover everything from routine maintenance to performance modifications for your Alfa.

So, all you Alfisti who have problems with your car or questions on how to make it go better, come to the meeting and pick up some valuable tips.



CALENDAR OF EVENTS

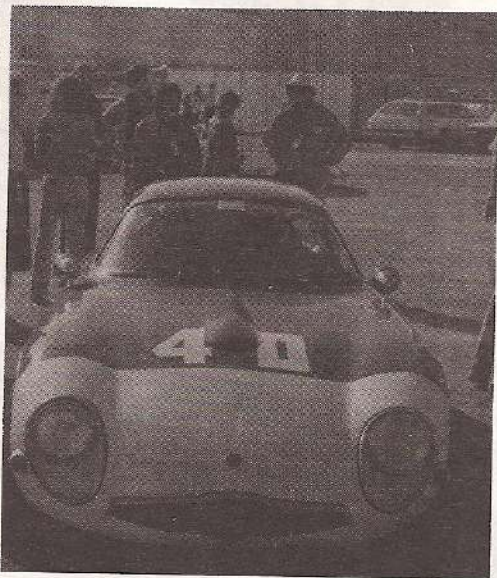
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|------|-------|--|
| Sept | 28 | General Meeting, Alondra Park |
| | 29 | AROSC Time Trial, RIR |
| Oct | 2 | Board Meeting, Becronis' |
| | 6 | ALFACIONADA Articles Due |
| | 13-14 | VARA Historic Auto Races and Concours, RIR (DETAILS INSIDE) |
| | 26 | General Meeting, Alondra Park |
| | 28 | AROSC "Son of Hollywood Hills Mille Miglia" Rallye |
| Nov | 10 | AROSC Time Trial, RIR |
| | 23 | Election Meeting and White Turkey Sale (PLEASE NOTE DATE CHANGE) |
| Dec | 8 | AROSC Christmas Party |

LAGUNA SECA VINTAGE AUTO RACES

by Dave Vegher

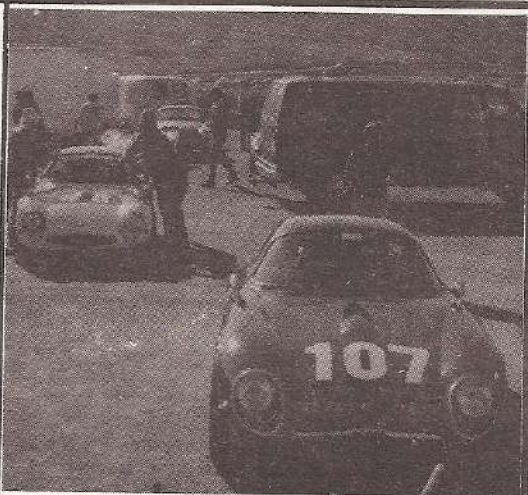
Laguna Seca Raceway once again hosted a super historic auto racing weekend August 18-19. Well over 50 AROSC members and families journeyed up the coast to see this year's crop of antique flyers. They were far from disappointed.

Alfas were entered in almost every race. No Alfa, however, was more of a standout than Marnix Dillenius' Giulia TZ-1. True, Tom Hart's fantastic 2.5 liter Daytona T-33 coupe was neat and very impressive, but it was plagued the entire weekend with mechanical problems. True, other TZs were present, but they all lacked something. Two SZs were there, but made little noise and less speed; and two 1900 Zagato racing coupes were in attendance, but they were too old. Marnix's TZ, after much



Dave Vegher's TZ and Friends

ALFACIONADA



The race winning Dillenius TZ in the pits at Laguna Seca

chassis tuning, engine proding, and general development which took years, finally won the big one. It wasn't even close. After racing at the Historic Races at Monterey for over five years, Marnix's car, which started 6th on the grid, flew into the lead on lap 3 and stayed there for the rest of the race. He not only beat the other TZs in the race, but also all the other, much bigger machinery (ie: 3.0 SWB Ferraris, a 3.5 liter Aston Martin, special Ferraris, Corvettes, ect.). It was incredible to see such a small bore Alfa attain success against much larger and faster cars.

This obviously was the race I wanted to see. The other Alfas in all the other races that day did well, but no other Alfa came in first. I'm sure, however, that all the Alfas came in first in spirit to Alfisti present. See you next year at Laguna Seca.

P.S. Look for more Vintage Racing October 13th and 14th at Riverside International Raceway. Maybe Alfa can duplicate its Enduro Relay Championship won at the February VARA race. **NO EXCUSES; COME ON OUT!**

the SONG of the ALFA



by John Ireland

Memories of this summer will always center on the ten days from August 10th through August 19th. Alfantasy '79 through the Historic Auto Races. To describe it fully would require a page for every mile. Whether it was sharing stories or slaloming or meeting members from across the country or passing a bottle of Suaza Comemorativo around the circle, poolside at 1:00 A.M.; whether it was walking through several million dollars' worth of the greatest cars ever built, cars that transcend our personal biases for one marque over another, with a mechanical dedication to the greatest concept ever invented by man, speed; it was always really about the excitement of hearing man-made thunder and feeling a 90 mph breeze slapping your cheeks, of the moment of truth, that ever-changing instant when our being concentrates our awareness and energy into a single act that makes life an art. It was always about driving - fast!

Throughout those ten days, I was a primitive hunter. Marcello snorted and spun his wheels in the dirt with impatience. Together we stalked the highways between San Diego and Monterey, brazenly asking for a taker. Marcello didn't even breathe hard, laughing out loud as he showed a Porsche 924 the difference between a large advertising budget and a De Dion rear suspension. We discussed the combination of meanings found in the short story "Tlon, Uqbar, Orbis Tertius" by Jorge Luis Borges, while demonstrating the superiority of five forward speeds to a BMW 320i. Passing an RX7 on a roller coaster stretch of Cal 1, I called out to the driver, "Do you do buttonholes?"

Four more Porsches in a row pulled to the right and let us pass. A little red Speedster finally took

the challenge, and Marcello and I sat on his tail. Eighty, eighty-five, ninety miles per hour...five miles later he pulled over and I passed. Ninety-five, one hundred miles per hour...Alana turned to me and asked, "Que es mas Macho, Porsche, Alfa Romeo, Lotus, or BMW?". I laughed as I shouted my reply, "Radar means they can clock me, it doesn't mean they can catch me. Alfa Romeo es mas Macho!".

Sunday August 26th, just seven days since the end of an incredible week. The miles have blurred into an impressionistic mind painting, a dream of what was. The golden summer hills creating a rolling yellow ocean of swells, a narrow two-lane passage that twists between them, the action, the feeling, the sound, the wind on my sunburned left arm, a field of unpicked poppies near Solvang, eating lunch on the beach at Santa Barbara, villages of old wood-framed buildings, the mist crowding in from the ocean near San Simeon, the premature darkness as the road takes us deeper and deeper into the redwoods. In 24 hours of driving, averaging 4000 rpm, Marcello's engine made three hundred forty-five million, six hundred thousand revolutions without missing a beat.

Back in the organized world of Los Angeles, I am aware of how much I need AROSC to keep the spirit of speed, the excitement of competitive driving, alive. Luckily we have a club that works hard to meet the need. September has the Time Trials on the 29th...and if you've never been to one, don't miss this. Marcello and I will prove beyond all doubt, that the red line on Alfettas is well above the silly colored mark on factory tachs. And if you

Cont on Page 6

"Song", Cont from Page 5

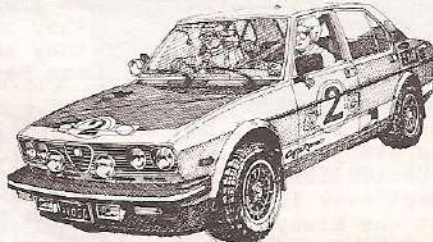
just want to put one toe in the water, come out and work a corner, then drive your own car on the track during the lunch tourist hour. We don't let you go too fast. Just fast enough to get a taste of how wisely you've spent your money. October 13th and 14th has an encore of the greatest show on earth, the VARA Historic Auto Races and Concours, also at RIR. Plus, on Octo-

ber 28th, win, lose, or lost, you will have the drive of your life if you enter the AROSC "Son of the Hollywood Hills Mille Miglia Rallye". Just put some lead fishing weights in your right shoe and join the fun.

Remember the words to that famous old Italian song, "Macho macho car, I love to drive a macho car"...oh God, does going fast feel good!

John, Alana, Doggy, and Marcello

AROSC RALLYE!



THE SON OF THE HOLLYWOOD HILLS MILLE MIGLIA RALLYE

Sunday October 28th, 1979 will be a day of truth for the Alfa Romeo Owners of Southern California. A day to put to rest the ugly rumor that AROSC members no es macho...would rather wash their T-shirts than drive their cars.

It will be the day of "the rallye"...a two to three hour drive through the most famous hills this side of Rome...a day to test whether you deserve to own an Alfa Romeo. The rallye will combine Monte Carlo and Gimmick, and just maybe, a leg of TSD. All you need is a couple of pencils, something to write on, a good set of maps, a sense of humor, and.....guts.

You should come with a full tank of gas. That will get you through the day, home, and to work the next day, and probably then some unless you live in the most famous hills east of Hollywood. All vehicles must be Alfa Romeos or Alfa powered. No exceptions.

ENTRY BY ADVANCE RESERVATION ONLY, and must be made no later than October 20th, 1979. Call John Ireland (213) 874-1445 evenings, or (213) 464-0101 and leave message. I will return all calls. The entry fee is \$5.00 per car. The fun you have will be priceless. Everything about this Rallye will be a surprise, so the only way to find out where it begins, or at what time of day to meet, is to call me.



ENTRY FORM FOR TIME TRIAL # 3

Print last name

Date Sept 29, 1979 Track Short Course

Schedule

| | |
|--------------|---|
| 7:00 - 7:15 | All Novices in line for TECH INSPECTION |
| 7:30 - 8:15 | All others in line for TECH INSPECTION*** |
| 8:30 - 8:45 | 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 Sept 25 (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.
 Send to: Nancy Vegher
 2012 W. 234th St.
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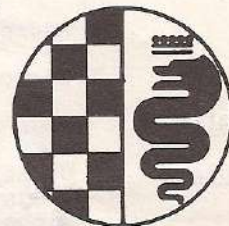


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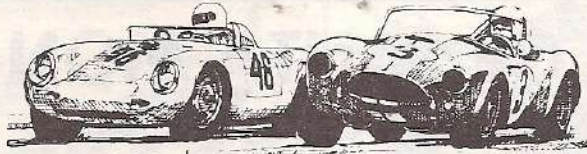
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SATURDAY and SUNDAY OCTOBER 13-14, 1979**

The Vintage Automobile Racing Association invites you to the vintage racing season finale at classic Riverside International Raceway, October 13-14, 1979. This event features two full days of racing for the enthusiast by the the enthusiast, including the Historic Championship of Makes 60-lap relay race, Australian Pursuit handicap races, scratch races by performance class. As you can tell from this schedule, there is going to be heavy emphasis on track time.

One of the highlights of the weekend will be Saturday's Team Challenge Relay Race, where teams representing each major marque (the Alfa Romeo team will be competing) will be handicapped for age and displacement by an on-site computer supplied by IBM for the event.

Grouped together, for the first time, at the same place, will be Concours D'Elegance and a vintage racing event. Enthusiast, spectator, and participant will share the beauty, excitement and comraderie of this blend of the exotic.

300 to 400 Club Concours entrants are anticipated. The club cars will be grouped in the vicinity of the tower on a paved area. During the lunch break, all of the concours cars will have the opportunity to parade around the racetrack, in front of the entire crowd. PHONE (213)986-9755 FOR ADDITIONAL CONCOURS INFORMATION.

Special club parking and bleacher seats will be available for each club participating in this event. Each club, through its membership, must purchase 50 seats.

Each ticket holder has full access to the entire race course, inclusive of the bleachers, and, of course, the paddock.

Special two-day tickets are available at \$15.00 per person. Single day admission is \$10.00 per person. Children 12 or under, accompanied by an adult, are free.

CONCOURS ENTRY FORM AND TICKET ORDER FORM
ON PAGE 10

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Club Name: _____

Address: _____

Phone: Business: _____ Res: _____

Make _____ Model _____

Prior Concours Awards: _____

Entry Fee: \$20.00 Photo Check

If you wish your car featured pictorially in our program,
we must receive your entry prior to September 1, 1979.
Concours entries close on September 28th.

Make checks payable to: Historic Auto Racing Enterprises
16661 Ventura Boulevard, Suite 200 Encino, California 91436

TICKET ORDER FORM

Name: _____

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Club Name _____

Two-day Tickets, \$15.00 x ___ = \$ _____

One-day Tickets, \$10.00 x ___ = \$ _____



Self-addressed, stamped envelope must be included.
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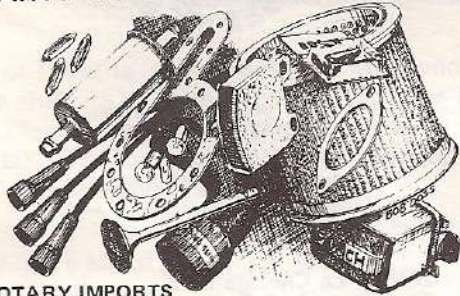
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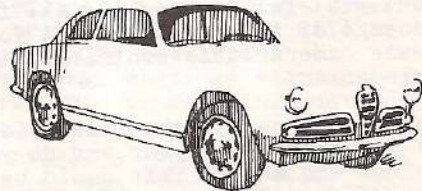
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lights camera ACTION!

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

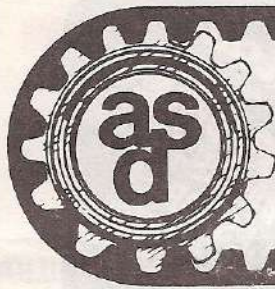
AROSC has reserved a block of 300 seats in Grandstand 28 for the 1980 Long Beach Grand Prix. And for only a \$10.00 per ticket deposit, you can now reserve your seats for next year's race.

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

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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
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