

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 19 NO. 1 JANUARY 1980 P.O. Box 261, Los Alamitos, Ca. 90720

at random...

by Dan Bernstein

As the 1980 AROSC President, I want to thank Rick Clemente, the 1979 Board of Directors, and all the other people who helped to make 1979 a great year for the club. The 1980 Board of Directors, a good mix of enthusiastic new people and veterans, is intent on making 1980 an even better year. A program of competition and social events has been planned.

At the January meeting, 8:00 p.m. on January 25th, we will again be the guests of Alfa Romeo, Inc. (215 Douglas Street, El Segundo). There will be a slide show by Lou Liserani, covering his tour of the Alfa Romeo works in Milan. For those who plan a similar tour, Lou's talk will be educational as well as entertaining.

Also at the January meeting, trophies for year-end competition awards will be presented, and AROSC National President Tom Suter will be on hand to take orders for tickets to the 1980 Long Beach Grand Prix. AROSC has reserved a large block of seats consisting of the top ten rows of the same grandstand that we were in last year. These are super seats, and the Long Beach Grand Prix has become one of

(continued on page 4)



CALENDAR OF EVENTS

Jan	25	Meeting, Alfa Romeo Inc., El Segundo, 8:00 P.M.
Feb	29	Board Meeting, Ireland's
	2	ALFACIONADA articles due
	22	Meeting, Alondra Park
	24	AROSC Rallye (tentative)
Mar	1-2	VARA Historic Auto Races, Willow Springs
	22-23	Classic Sports Racing Group, Sears Point (tentative)
	29	Historic Motor Sports Assoc., Historic Grand Prix, Long Beach
	30	Long Beach Grand Prix
April	12	AROSC Time Trial, Riverside International Raceway
	29	HMSA, RIR
June	14	AROSC Time Trial, RIR
	15	CSRG, Sears Point
July	19	HMSA, Portland
Aug	23	HMSA, Laguna Seca
Sept	20	AROSC Time Trial, RIR
	20-21	CSRG, Sears Point
Oct	18-19	VARA
Nov	1	AROSC Time Trial, RIR

TECH TALK

Axle Bearings
by Dave Vegher

Axle bearings on 'all Alfa models from 1954 to present, excluding the 116 or Alfetta series, are incredibly tough pieces. With little care, no adjustments for play, and constant high speed cruising, they seem to last and last. In fact, under normal operating conditions a proper repacking of the front bearings need only be done every 50,000 miles.

By proper repacking, I don't mean pulling off the hub cover, removing the outside bearing case, slopping some new grease on, and then putting the whole mess back together! To do the job properly you must pull off the hub cover, the cotter pin, and the nut securing the hub itself. Next, remove the two 19mm head bolts which secure the caliper to the upright. After the bolts are out, gently pull the caliper forward, being careful not to kink the metal brake lines attached to it. Once the caliper clears the rotor, secure the rotor from dropping with string or baling wire. Now you can pull the entire rotor hub assembly off the stub axle.

Yes, I know you can take the two screws out of the hub which secure it to the rotor, and in doing so pull the hub without the rotor. But usually these two screws are rusted in and very difficult to replace. Also the hub itself invariably is fused to the rotor, which requires a beating with a leather mallet to remove. Through experience I have found the quickest way is to remove the entire rotor hub assembly.

Now that you've got the wheel bearing hubs off, remove the seals on the back side and remove the inner bearing. Clean both bearing cones

thoroughly removing all traces of grease. Blow them dry. Remove all old traces of grease from the hub. Blow it dry.

Now you have to repack the bearing cones. Do this either by using a small tool that pushes grease through the bearing, or by hand. Make sure you use a proper grease, Sta-Lube's High Temp Disc Brake Axle Grease is ideal. Now take some of the grease and swab it around the races in the hub. Don't fill the hub with grease, as this is useless. Install a new seal to the hub. Refit the hub assembly to the stub axle, stick in the outer bearing cone and washer and then the nut. Tighten the nut on the stub axle to about 20 ft. lbs. Rotate the rotor, striking the stub axle end with a copper or lead mallet. Loosen the nut, retorque to 12 ft. lbs., and rotate the hub, striking the stub axle end again. Then loosen the nut to the first hole that presents itself to the slotted nut. Remember there are four holes for the cotter pin. Replace the hub cover and caliper. Torque caliper bolts to appropriate specs.

On 116 cars the procedure is the same. The only difference is that you will have to perform the operation every 15,000 to 20,000 miles. Of course this interval will change if the car is slalomed, time trialed, or driven hard.

I didn't feel it necessary in this article to cover the cars with drum brakes, as procedures vary only in the removal of the drum versus caliper. Good luck and happy driving.



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 stamped envelope. Questions dealing with common technical problems will be published.

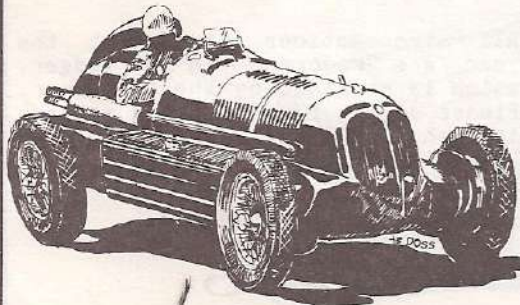
Grazie!

We wish to thank Charlie Thieriot for the gracious use of his home for the annual AROSC Christmas party. Thanks also to everyone else who helped make this party a great success, and a special thanks to Alfa Claus for his guest appearance, and to Samko Racing and Loren Smith who helped fill his bag with lots of goodies.



LBGP

AROSC has reserved a block of 300 seats in Grandstand 28 for the 1980 Long Beach Grand Prix. Tom Suter will be accepting orders for tickets, on a first come first served basis, at the January meeting. Guaranteed to be fun for all. Don't miss it!



ALFACIONADA



**JANUARY
MEETING**

Come one, come all... to the January 25th meeting at Alfa Romeo Inc., in El Segundo. There will be something for everyone: Lou Liserani will present a slide show of his recent trip to the Alfa Romeo works in Milan, Briggs Cunningham will be honored with a life membership, and year end awards and trophies will be presented. There will also be some exciting examples of racing and street Alfas on display. We'll see you there.

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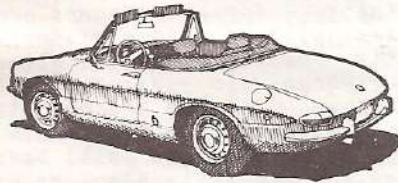
At Random...
(continued from page 1)

the premier events on the Formula One circuit. Plan to attend and cheer for the factory team of V-12 type 179 cars.

The 1979 Board of Directors awarded a Life Membership to Briggs Cunningham. Mr. Cunningham was selected for his outstanding contributions to motor sport and the Board's recognition of him as a friend of Alfa Romeo. He will also be honored at the January meeting.

Happy New Year everybody. Remember! You are the club; so support and help your Board of Directors make 1980 a great year.

See you at the January meeting.



1980 Dues are Due

Send your dues in NOW! Not tomorrow, but TODAY!! Do not send them to National, but DO send them to AROSC, P.O. Box 261, Los Alamitos, CA, 90720, attn: Sue Bernstein. Fees are \$30.00 for the year and include your spouse. Don't wait until you do not receive your newsletter! Do it Today!

ALFACIONADA



TREASURER'S REPORT

by Tom Lipkis

The following table summarizes the cash flow for the calendar year of 1979.

INCOME

Dues	5,870.00
From national	140.00
Competition events	2,654.99
Advertising	1,438.00
Sponsorships	650.00
Merchandise	147.00
Misc.	59.04
Total	\$10,959.03

EXPENSE

Dues split	2,580.00
Newsletter	3,230.74
Competition events	2,937.86
Trophies & awards	829.00
Social events	862.21
Merchandise	808.00
Misc.	99.93
Total	\$11,347.74

All transactions throughout the year are recorded in a ledger, which is retained by the treasurer. Please direct any questions regarding the club's finances to the treasurer.



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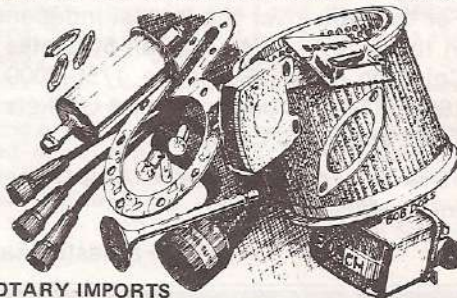
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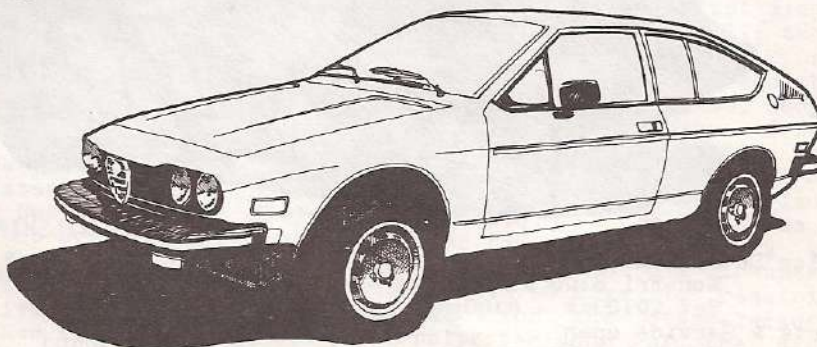
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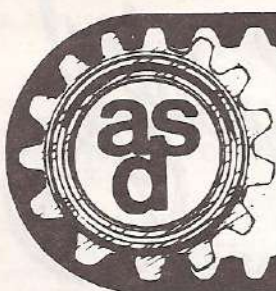


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the SONG of the ALFA

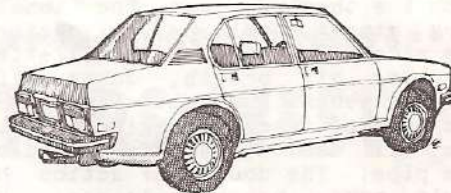


by John Ireland

Tuesday night at the Fox Venice always meant a great double bill of foreign films. Johnny Alfa pushed a handful of buttered popcorn into his mouth and watched two of his favorites, "Contempt" by Jean-Luc Godard, and "This Man Must Die" by Claude Chabrol. Halfway through the second feature, Johnny wondered how many others in the theatre came like he did, to see the foreign cars that filled the streets in these films. Johnny liked Italian movies best because they had the most Alfa Romeos. He liked French films second best because they had at least two Italian cars for every five French ones. Johnny liked Swedish films third best because they had the third most Alfas, though usually in the background while the heroes always drove Saabs. But German and English films almost never had Alfas, so he had to settle for pretending he was there and had just blown the doors off the Lotus or BMW. Of course, American films were the worst for car watching. Dodge Matadors, AMC Pacers, Pintos, Trans Ams.

Did you ever notice how almost no American movie or television star drives a high priced, well engineered European (Italian) Sports Sedan (Alfetta). Sure Bobby Deerfield and Dustin Hoffman drove Alfas. But Lou Grant doesn't, and the Dukes of Hazard don't, and Rockford doesn't, and it's because most of Hollywood is anti-car. Johnny Alfa had the proof... proof that the EPA is just a front-organization for the three big television networks.

It all began around 1973 when the ratings people noticed that people were turning off their television sets. They were getting bored, and they got in the family car and went for a ride. And by George, it felt good. So they did it some more, and more people started doing it too. And soon people were feeling more healthy, more active, more vital. And that is death to the television industry.



This is not to infer that the television industry didn't want Americans buying cars, they just didn't want Americans spending all their time and money driving cars. Cars would always be needed to keep the auto industry employed, but people didn't have to drive them. Johnny Alfa let the empty popcorn box clatter to the floor, pulled out his flask and looked at the Sauza Commemorative. To fan the fires of fear, the tv and auto industry got together with the oil industry, (which wants to save its remaining reserves for the disco-leisure-wear-polyester boom of the nineties) and created a pollution scare and a fuel shortage.

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The Song of the Alfa
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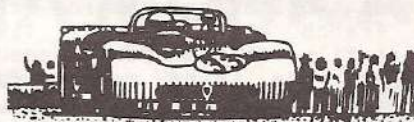
Johnny Alfa agreed that fuel supplies and pollution were two legitimate concerns for all rational men, but not with the telescopic intensity as that directed onto just one product, the automobile. The world was losing its balance and the car... no... the car enthusiast, was going to take the fall. The best automobile movie of all time, thought Johnny, has to be the 1953 20th Century Fox CinemaScope production "The Racers", starring Kirk Douglas, Gilbert Rowland, Ceaser Romero, and the late Bella Darvi. Johnny was almost ten when he first saw the film, saw Formula One racing through the streets of Monaco, saw the Mille Miglia. The cars were not faster then, the drivers were not braver then, the sport was just purer then. Passion exploded back then.

And it exploded again, that moment, in Johnny Alfa's chest. He ran from the theatre, down the lonely dark street, until he fell against the side of his dark blue Alfetta. Catching his breath, Johnny Alfa crawled behind the steering wheel and cranked over the engine. While the oil warmed, Johnny puffed on his pipe. The course of action he would take, became clearer. He must organize an automotive revival. He must demonstrate to the world that the automobile is not only practical and clean, it is also an inexpensive source of great pleasure, capable of exciting the imagination as well as broadening one's vision. He must convince the world that to destroy the auto in the name of clean air, would be like destroying opera in the name of noise pollution.

Johnny eased his sedan into first gear and slowly pulled into traffic. What the world needed was an automotive Woodstock, a parade of Alfa Romeos, red and blue and silver and yellow and black and white and red and red and red coupes and

spiders and sedans. He wondered what it would be like to see Alfa Romeos in all his mirrors, in front of him, on each side, four lanes wide, several blocks long, the snap of engines becoming like the bark of wolves, out on a hunt.

Johnny pulled onto the San Diego Freeway and headed home. He wondered if it was still possible to re-light the fire of enthusiasm in the American people. Or was it too late? A 928 Porvette and a 924 Pustang hummmmed by on the left. Johnny slipped down into third gear and pulled abreast of them. The Pustang was being driven by Nimrod Nader, Ralph's brother. The 928 Porvette was being driven by a 97 year old lady with an eight track stereo pacemaker. She was obviously a cocaine user since she didn't take the car out of first gear. (Cocaine is the second leading cause of transmission failure in the US, not to mention the damage to the user's nose. Cocaine is the nasal equivalent of rust.)



Yes, Johnny Alfa was sure that the human race needed an automotive revival meeting. And it had to be soon, before airbags and fleur-de-lis steering wheels became mandatory. Looking at his 1980 AROSC Calendar of Events, he saw several occasions for just such a revival. First and foremost was the January 25th meeting at ARI. That was always good for at least 100 Alfas, sometimes more. And of course, the club has a Rallye program. It's been small in recent years, but toward the end of 1979, attendance started to pick up. The Long Beach Grand Prix. The end of March. That's the date that Johnny Alfa saw, that was the date that AROSC could show the world what real cars

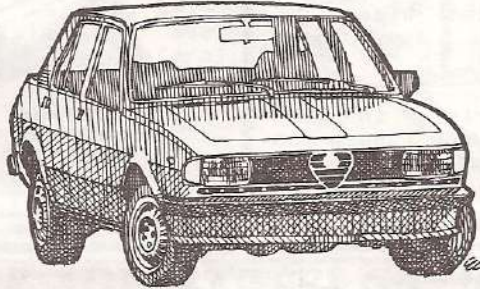
are all about. And it would mark the return of pure 100% Alfa Romeos to Formula One racing. But how should they show the world?

Saturday, March 29th, at 10:00 a.m., every Alfa Romeo in Southern California should be reaching the last exit of the Long Beach Freeway, where it unloads the cars into the streets for the parking trophy dash. Imagine hundreds of Alfas, coming together at one place, at one time, for an unofficial parade through the streets of Long Beach.

Not a long parade, just a giant parade, a parade that will have every Porsche and Mazda and MG and Triumph and BMW and Lotus and 280Z owner drooling with envy. A parade to the parking lot for Grandstand #28. A parade to show the EPALien that cars are people too.

John, Alana, Marcello, and Doggy.

NEXT MONTH: The Song of the Alfa presents a 35,000 mile owners report on the 1977 Alfetta sedan.



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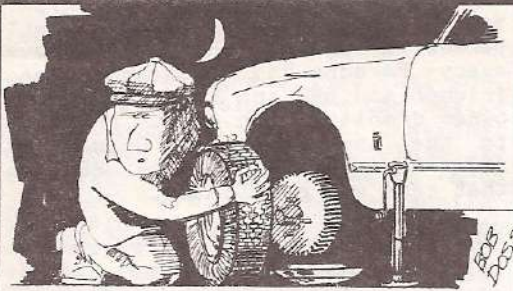
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Subscriptions to this newsletter are included as part of the \$30.00 per year AROSC membership fee. For membership information write: AROSC, P.O. Box 261, Los Alamitos, CA, 90720. Articles, letters, and personal ads are always welcomed and should be 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 P.M. For more information call:

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