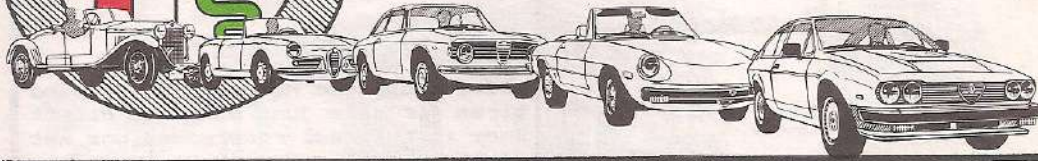


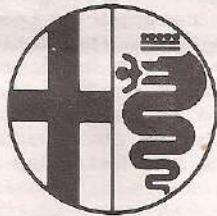


ALFACIÓNADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



ALFA-ROMANCE



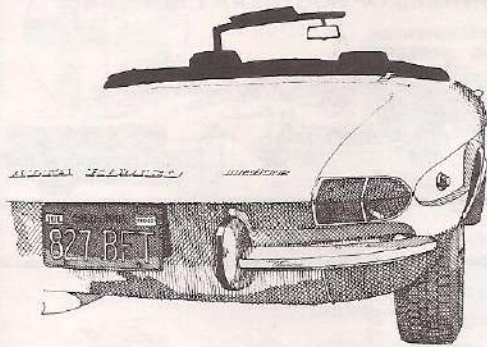
On behalf of the Southern California Chapter of the Alfa Romeo Owners Club I welcome you to the National meetings: "Alfa Romance". Credit Jim Wood, our vice-president for suggesting the apt name.

We hope that your stay in Southern California is an enjoyable one. We have excellent activities planned for your enjoyment and here in the South Coast Plaza we are quite close to world-famous tourist attractions which should further enhance your stay.

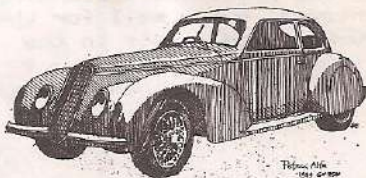
The person responsible for the organization of this meeting and one to whom we all owe thanks is Tom Suter. His preliminary planning and tireless work (along with the many volunteers) bodes well for the success of the week-end activities. The AROSC prides itself in the varied types of Alfas in our club. In addition, our inter-club competitiveness makes for heightened enjoyment of the various events we look forward to sharing our enjoyment of Alfas with others from throughout the country.

AL CORTES
AROSC PRESIDENT
1982

ALSALFA



I guess it's human nature to explain ones inferior performance, position, etc., by blaming outside pervious conditions, weather or whatever. I am about to do just that. I finally found the reason why I can't go "fast" in my super trick race machine...TIRES! Yes you read it right, Tires! How can one go properly fast without "cheater slicks" just like those the big "guns" in the club use? I think I solved the problem by having my old R-6 Good Year sportscar specials recapped by Caldwell Tire- I think they're the only ones in town who recap race tires. The alternatives to recapping was new race tires from Good Year at \$125.00 each, except right now they're all sold out because of a sedan race. Good Year is the only manufacturer offering 14 inch tires for racing. Firestone doesn't! Telephone calls



ALFACIONADA



to all my friends who "know somebody who races" led to no results because nobody had any used tires for sale just now. (I didn't know it but real racers use one set of tires for every one to two races...at about \$500.00 per set!) Anyway, little by little I'm eliminating all the reasons for not going fast. Ultimately there'll be only one reason, I leave it up to you out there to figure it out. As this is being written, I'm burning the midnight oil working on my machines (GTA, Duetto, 1900) for the National Meeting. It's going right down to the wire, paint to be rubbed out, awaiting chrome platers, recappers, trailer rental, borrow a van...The National Meeting looks to be the best yet. I went to the open meeting at Jack's house and it appears that everything is going smoothly. I'll be MC-ing the Saturday nite banquet



so at the expense of further writing I'll cut short this months' article and go practice my talk show technique. Remember, we're all hosts for this meeting so lets make everybody from out of town feel welcome. Just in case you find yourself with nothing to do during the weekend, the registration desk can use your help.

ciao,
Al



ALFA



ROMANCE

THURSDAY, JUNE 17

- 8 a.m. Informal meeting prior to Directors meeting (Individual checks)
- 9 a.m.-?? AROC Directors meeting at hotel

FRIDAY, JUNE 18

- 8 a.m. Convention registration begins.
 - 9 a.m. Round-table seminar on chapter operation
 - 10 a.m. Maintenance & tech information seminar
 - 1 p.m. Seminar on chapter newsletters
 - 2 p.m. "Older Alfas" seminar. Round-table discussion of maintenance tips, parts sources, restoration hints, etc.
 - 3:30 p.m. Model car seminar with Mike Hemsley
 - 7 p.m. EREMINAS IMPORTS RALLY (from hotel)
 - 8:30 p.m. Informal cocktail party (cash bar)
- NOTE: Tech inspection available at hotel Friday afternoon.

SATURDAY, JUNE 19

- 7 a.m. Tech inspection at track for cars not previously approved
- 8 - 5 ALFA ROMANCE TIME TRIAL at Riverside
- 8 - 5 PAUL SPRUELL ALFA AUTOCROSS at Riverside (no trophy runs after 2 p.m.)
- Flexible Back-roads route to Riverside Raceway
- 7 p.m. Dinner (prime rib) banquet, door prizes

SUNDAY, JUNE 20

- 9 a.m. ALFA OF SANTA MONICA CONCDURS at hotel
- 12 noon Buffet luncheon & awards presentaion COURTESY OF ALFA ROMEO, INC.

BACKROADS ROUTE TO RIVERSIDE

BY TOM SUTER

As any Alfa owner can testify, the real pleasure in owning an Alfa comes when driving on the open road. Accordingly, when Alfa Romance was in the planning stages, there was no difficulty deciding what sort of event to include for the benefit of members who do not wish to run in the Alfa Romance Time Trial. Recognizing that many people would enjoy a chance to see a driver's eye view of Riverside Raceway and to watch the Time Trial timed runs, a tour was laid out which will end at the track in time for lunch and the escorted laps of the course open to everyone during the lunch break.

We suggest leaving the hotel at about 9:00 AM and planning on a three hour trip, including a couple of worthwhile stops along the way. Although the route has been planned for each person to drive independently, if a number of others leave at the same time you may find yourself with several Alfas for company. For the benefit of members from out of town, a route was chosen which covers some roads and scenery not normally seen by visitors to the area.

Leaving the hotel you will first drive to the freeway (I-405) and take the far (South) on-ramp to head toward San Diego. Once on the freeway, you should immediately move to the left a couple of lanes and ignore the signs indicating that Riverside can be reached by transitioning to the Newport Freeway. You will be following the route marked in yellow on the map included in your registration packet. (if you indicated an interest in this route when you registered.)

CONTINUED ON PG 6

ALFACIONADA

LAGUNA SECA

LAGUNA SECA CAMPING

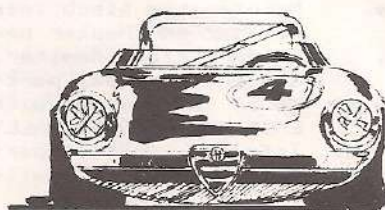
The club has reserved 10 campsites at Laguna Seca for the race and concours weekend, August 20th and 21st. Not many spots are left. For you to secure a space make your check of \$16.00 out to ARDSC and mail to Jim and Teri Wood, 75 N. Oakleaf Ave, Agoura, CA 91301. Please note the style of camping desired; tent, camper, motorhome, etc.

No ONE will be reserved a spot until the money has been received .

Should you have any question, call Jim or Teri (213) 991-3754.



Alfa Milano, Inc.



We offer you the expertise of
Mr. Aquiles Gemba
and of
Mr. Tranquillo Bulgarini,
formerly with Autodelta and
Alfa Romeo factory.

NEW ADDRESS!

1660 S. La Cienega Blvd.
Los Angeles, Ca. 90035
(213) 652-2404

CONVERSATIONS

ON CONCOURS

By Jack Becronis

The first AROSC Concoors for the year was held in conjunction with, and as part of, Lutheran High School's Burbank Car Show. The event was called a "Car Show" due to a first time experiment that attempted to take this event away from the usual format of a Concoors d'elegance. That is to say, of course, that there were to be no organized classes, no judging, no winners, no losers, no entry fee, no pain and no strain. The Car Show succeeded in achieving its purpose: To attract the dozens of interesting vehicles whose owners can't stand the heat of competition and who inevitably feel it's all political and who-you-know that decides Concoors winners...Not to mention the fact that charging an entry fee: Sucks!!

O.K., O.K.... Everyone is entitled to their opinion. I don't think I go along with this oft repeated point of view, Yet, it was a delightful day: Sunny, clear, 75 degrees, cars, cars, cars. Big ones, small ones, neat ones old and new ones, strange ones and dumb ones. Every owner just knew in his heart that he and his automobile were "right" and everyone else was just a little uninformed. I began playing a little thought-game with myself by comparing cars to the appearances of some of the owners...I concluded that my preference was to remain "uninformed"...I just couldn't deal with the love being lavished on the likes of Hudson Hornets, Chrysler 300 Ds and Packard Caribbean convertibles. I must admit to never tiring of TC MGs, L-29 Cords,

**CONTINUED
ON PG 9**

EXPERT SERVICE & MAINTENANCE



SERVICE AVAILABLE
EVENINGS & WEEKENDS

WARD & DEANE RACING

Shop Location: MANCHESTER & BELLANCA St.
(1/2 mile West of the San Diego Fwy.) LA 90045
Mailing Address: 115 N. Oak St. No.15 Inglewood, CA90301
Telephone: (213)649-5369

BRIGGS MUSEUM



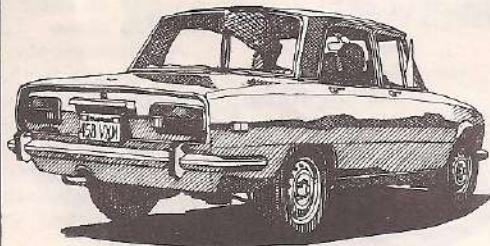
In your registration packet, you will find a small brochure on the Briggs Cunningham Auto Museum. As you can see from their map, the museum is a close neighbor to the hotel and we personally consider a visit to their establishment a "must do" convention event.

A word of warning - The museum is closed on Monday & Tuesday. Don't plan on paying it a visit the day after the convention ends.

BACKROADS CONTINUED

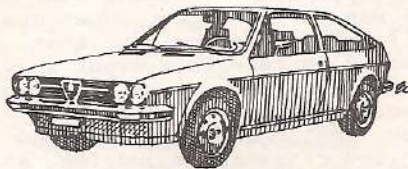
Immediately after the Newport Freeway you will find Orange County's John Wayne Airport on your right. In addition to its commercial airline business, this airport handles a tremendous volume of private light-aircraft traffic. Fans of home-built aircraft will spot a number of these machines among the myriad of light planes parked at the airport. In another couple of minutes, you will begin passing through open country. This is the Irvine Ranch, originally part of a Spanish land grant and still over 75,000 acres in size. The rows of tall trees on the left are eucalyptus, planted along roads to provide windbreaks for orange groves. Approximately 25 miles after leaving the hotel you should prepare to exit from the freeway at California Highway 74 (Ortega Hwy).

At the end of the exit ramp,



turn right and look for parking. Approximately 45 to 50 minutes have been allotted here for a tour of the San Juan Capistrano Mission, site of the legendary return of the swallows. Alternatively, those who departed without breakfast may wish to take this opportunity to remedy the situation. Leaving the Mission, you should head East on Hwy 74, which takes you across the freeway on an overpass. You will be heading into the Cleveland National Forest, climbing from sea level to about 2700 feet on a road which the driver's should enjoy.

Shortly after passing the summit, be alert for a left turn onto a scenic overlook. From here you will be looking down on Lake Elsinore, a popular recreational area. An airfield near the lake is home base for a number of skydiving enthusiasts as well as quite a few

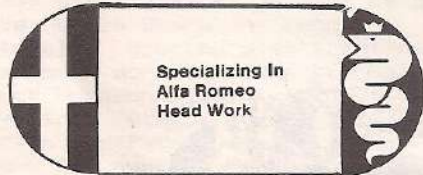


sailplanes. If conditions are right, you will notice sailplanes "working" the ridge near you to take advantage of the updrafts produced when the wind in the valley hits the hills.

Once back on the road, you will descend the hill and follow Hwy 74 as it crosses Hwy 71 and continue through the town of Perris to the junction with I-15E. Turn North on I-15E and proceed to the intersection with Alessandro Blvd. At Alessandro turn right and proceed a short distance to Day Street where you will turn left. Day Street will be followed to Riverside Raceway, where you will turn in at the Competition Entrance.

A much more rapid return to the hotel can be made by following Day Street in the same direction to the on-ramp to U.S. 60. Take U.S. 60 West toward the city of Riverside and at the Riverside Freeway (California Hwy 91), change to Hwy 91 heading toward Pomona. Follow the Riverside Fwy to its junction with the Newport Fwy. (Hwy 55) and then follow the Newport Fwy to its intersection with the San Diego Fwy, where you turn North to the first exit.

SPERRY VALVE WORKS



1645 West Sepulveda (Unit #10)
Torrance, California 90501

MIKE SPERRY
(213) 325-7549

Sports Car Classics



... offers quality body repair and paintwork service to the Alfa connoisseur.

Our experience in sports car restoration commands the attention to detail required to produce the highest quality of craftsmanship.

GARRET HANES

(213) 539-4623

1647-8 W. Sepulveda Blvd Torrance, California 90501

VELOCE MOTORS WEST

Alfa Romeo Service



home of
the
1977
AROC
National
CHAMPION

- * EXCELLENT MAINTENANCE SERVICE
- * SPECIALIZED STREET/FULL RACE PREPARATION
- * COMING SOON: ENGINE DYNO TUNING
- * CATERING TO TIME TRIAL ENTHUSIAST AND STREET RACER ALIKE
- * FRIENDLY AND PERSONALIZED SERVICE



**VELOCE
MOTORS
WEST**

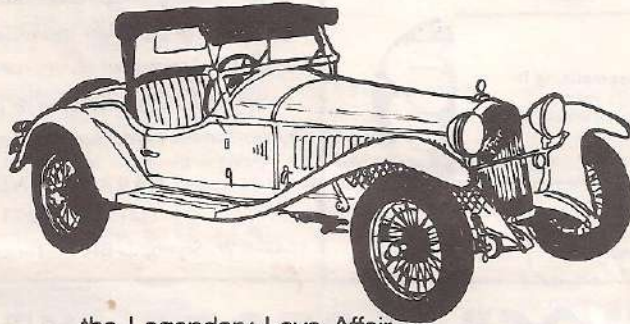
For an Alfa Romeo that runs as true as the legend behind it, call **DAVE VEGHER** (213) 539-0700

MON.-FRI. 8:00 AM. - 6:00 PM.

VELOCE MOTORS WEST 1647 West Sepulveda (UNIT #4) Torrance, California 90501

ALFACIONADA

ALFA-ROMANCE



...the Legendary Love Affair

Gratefully Thank...

Ereminas Imports Inc

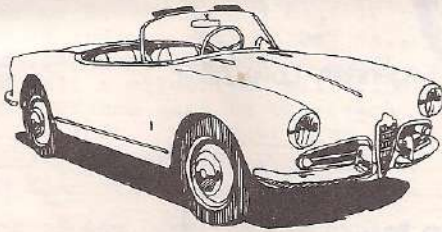
CLEARVIEW AVE, P.O. BOX 176
HARWINTON, CONNECTICUT 06791

for sponsoring the Rally

CONCOURS CONTINUED

SSK Mercedes Benz or any and all with the name of Bugatti, Mercer, Hispano-Suiza, Lancia, Isotta-Fraschini, Bentley, Delage, Ferrari, Lamborghini, Maserati, Stutz, Duesenberg, and ALFA ROMEO.

Our Alfas were positioned at one end of the school's football field. One long red row, as though prepared for a goal line stand. Very impressive. Underway was one of the three events necessary for Concours to qualify for the annual competition awards. We had three class divisions and judging by Dan Hake, Lorie Skora and John Mitchell. Scoring didn't follow the usual script. John Mitchell or Chuck Hodgson DIDN'T win best of anything. Sten Lindgren, Diane Alfvn and Pat Hayes DID. Best of Show. And hurrah! for Diane Alfvn who registered just one point off of what it took to be the top (198



points as opposed to 197 points).

What is it that makes an Alfa Club Concours, for me, one of the most eagerly anticipated experiences? After my eighth consecutive event, I realized the reasons are many: The sheer beauty of the spot; the diversion it provides to an otherwise very packed, hectic existence; the rejuvenation - the feeling of being almost young again; the need for regimentation we all feel sometimes, even those as fiercely jealous of freedom as I am; the variety of ages of both the Alfas and their owners; personalities of the spectators and guests; and, particularly, the feeling of comradery that by day's end engulfs all of us.



CONCOURS COMPETITION RESULTS

CLASS I: ALFETTA

1. Pat Hayes - 1979 Alfetta Sprint Veloce
2. Chuck Hodgson - 1978 Alfetta Sprint Veloce
3. Larry Meyer - 1979 Alfetta Sprint Veloce
4. Bill Culbreth - 1976 Alfetta Sprint Veloce

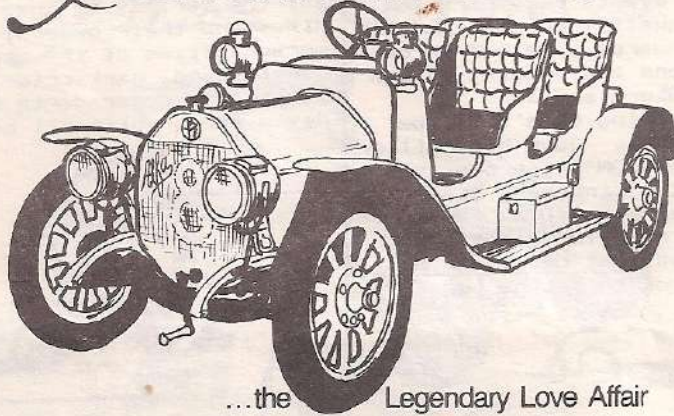
CLASS III: RARE

1. Sten Lindgren - 1967 Quattroruote Zagato Spider
2. Nort Newman - 1949 6C 2500 Pininfarina Cabriolet
3. Peter Becronis - Guilia Super Berlina

CLASS IV: SPIDERS

1. Diane Alfvn - 1979 2000 Spider Veloce
2. John Mitchell - 1956 Guiletta Spider
3. Tony Agapiou - 1962 Guiletta Spider
4. Dave Skora - 1969 1750 Spider

ALFA-ROMANCE



...the Legendary Love Affair

Gratefully Thank...

Alfa Romeo Inc

Headquarters
250 Silvan Avenue
Englewood Cliffs, N.J. 07632

Western Division
215 South Douglas
El Segundo, CA 90245

for hosting the Buffet Luncheon

**BLOOD SPORT
BLOOD SPORT
BLOOD SPORT**

BY JOHN IRELAND



Welcome to Alfa Romance and welcome to Riverside International Raceway. The adjoining map shows the layout of the track area. If you are entered in the Time Trial then you already have all your paper work, etc., and if you are not running in this event, but want to see some hot Alfas, doing what they do best, join us for an unforgettable day. You will have complete access to the garage area and pits, as well as the entire infield and all the grandstands. But...NO DOGS OR PETS (leave them at the hotel), NO ALCOHOLIC BEVERAGES IN THE PITS OR GARAGES, AND ALL CHILDREN MUST BE SUPERVISED BY AN ADULT.

The direction to Riverside are easy, just go East on the Pomona Freeway, continue through the town of Riverside and bear left toward Indio. Exit at Day St., turn right on Day and go about one half a mile...you will find the entrance gate to the track on the left. You must sign a liability waiver as you enter or you will not be allowed in.

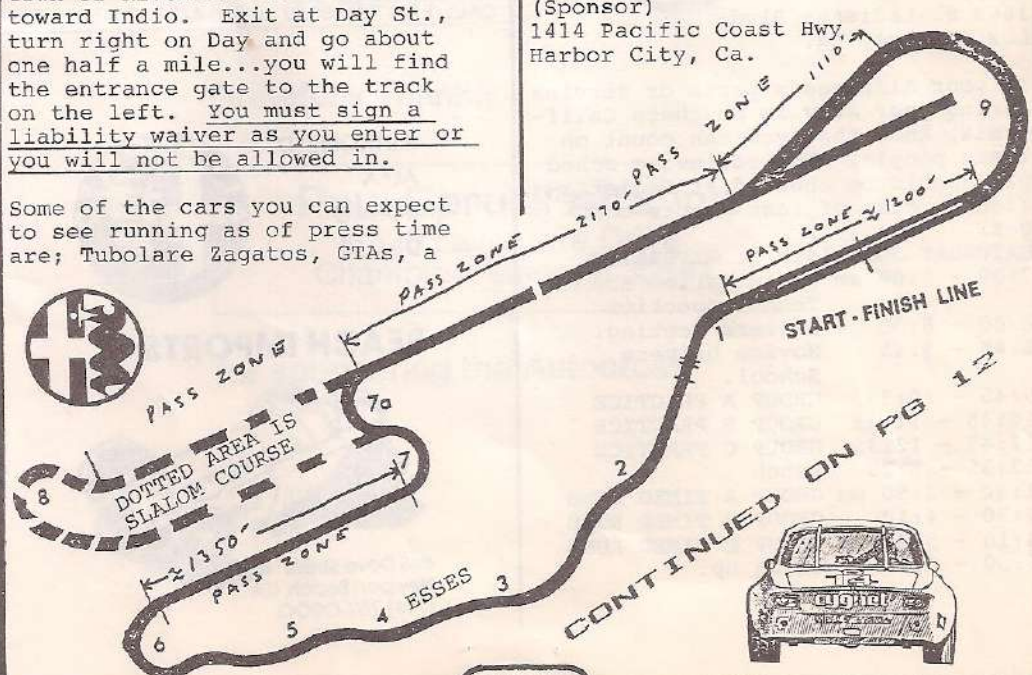
Some of the cars you can expect to see running as of press time are; Tubolare Zagatos, GTAs, a

1970 Junior Zagato w/ turbo two liter motor, the Type 33 TT 12 World Champion Alfa and some very tricked out street machines from 750 series and newer, plus a Lotus 11 w/ a 1300 Alfa under the hood. Friday between 3:00 pm and 6:00 pm, there will be a Tech Inspection at the hotel. Check with the Registration desk for the location and time...if you did not tech on June 12th, you must be at this tech inspection or have permission to miss it from the Time Trial Director. THIS IS A GREAT CHANCE TO SEE THE CARS BEFORE THEY HIT THE TRACK.

This event is sponsored by the A.R.O.S.C. Time Trial Society. Their support keeps the legend alive...you support of them makes their support of us possible.

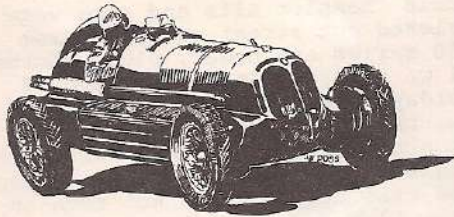
ALFA OF SANTA MONICA
(Patron)
1115 Wilshire Blvd.
Santa Monica, Ca.

DIRO ALFA ROMEO
(Sponsor)
1414 Pacific Coast Hwy,
Harbor City, Ca.



ALFACIONADA

BLOOD SPORT CONT



ALFA SPECIALE/JAFCO TURBO
(Sponsor)
3016 B Halladay St.
Santa Ana, Ca.

ALFA-RICAMBI
(Sponsor)
6644 San Fernando Rd.
Glendale, Ca.

WARD AND DEANE RACING
(Supporter)
115 N. Oak St. #15
Inglewood, Ca.

ALFA MILANO, INC.
(Supporter)
1660 S. LaCienga Blvd.
Los Angeles, Ca.

If your Alfa needs parts or service during your stay in Southern California, know that you can count on these people. The following schedule should be checked at Registration in case of last minute changes.

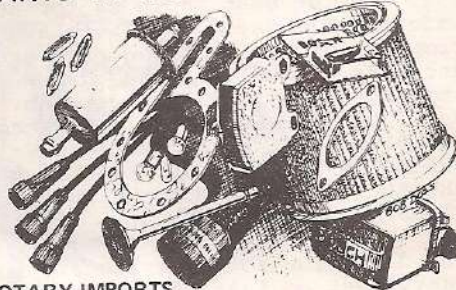
SATURDAY JUNE 19th at RIVERSIDE
7:00 - 8:00 am Registration and Tech Inspection.
8:00 - 8:30 Drivers Meeting.
8:45 - 9:45 Novice Drivers School.
9:45 - 10:35 GROUP A PRACTICE
10:45 - 11:35 GROUP B PRACTICE
11:45 - 12:35 GROUP C PRACTICE
12:35 - 1:20 Lunch
1:30 - 2:50 pm GROUP A TIMED RUNS
2:50 - 4:10 GROUP B TIMED RUNS
4:10 - 5:30 GROUP C TIMED RUNS
5:30 - 6:00 Clean up.

10% OFF TO AROSC MEMBERS

Alfa Specialty!



ROTARY STOCKS A
LARGE SUPPLY OF ALFA
PARTS AT COMPETITIVE PRICES



ROTARY IMPORTS
Parts and Accessories for Foreign Cars
3570 E. Cerritos, Los Alamitos, California 90720
CALL FOR PRICES (213) 596-4434 (714) 826-4961

AUTHORIZED
ALFA
ROMEO
DEALER

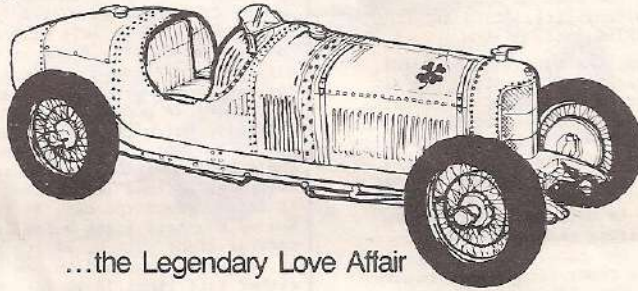


BEACH IMPORTS



848 Dove Street
Newport Beach, CA
(714) 752-0900

ALFA-ROMANCE



...the Legendary Love Affair

Gratefully Thank...

Paul Spruell Alfa, Inc.
3320 Laventure Drive
Chamblee, Georgia 30341

for sponsoring the Autocross

THOSE PESKY FUSES WHY ARE THEY USED? WHAT ARE THEY FOR? WHY THE HELL AREN'T THEY ALL ALIKE?

BY FRED DI MATTEO

All good questions from those of you who are not electricians. I think I can shed some light on the subject that even the totally unfamiliar can understand.

A fuse is, first of all, a safety valve made of various materials to contain a link of a soft metal, like lead or solder, which will melt when more current tries to pass thru it than it was made to carry. Rated in AMPS, each circuit in your car is protected by a fuse rated according to wire size used for the device(s) it feeds.

Some devices require more current than others and must use a wire size capable of carrying the load. An overloaded circuit, unprotected, can and will heat the wire to the point of melting with resultant fire. FUSES ARE USED TO PROTECT THE WIRING ONLY.

Each device, lamps, instruments, solenoids, relays, etc are capable of handling the design load when working properly. On occasion, some internal malfunction will cause too much current to flow due to an internal short circuit or ground. In that instance, the wire is saved when the fuse "blows". There are other reasons why a fuse blows not due to a bad device. Most common is a wire which has been the victim of chaffing through insulation to metal portions of the car. Known as a ground, in reality it is a short circuit and occurs anywhere from the fuse block to its destination. Ground, the entire metallic frame/car. Not unlike the electrical fuses in the home, one does not insert pennies behind a fuse and likewise in the car, one does not use solid wire to take the place of the proper size fuse. Can a fuse blow when there is no short circuit? YES, fuses will melt when it is loose in its holder and the temperature rises due to arcing which produces heat.

Are there any unprotected circuits in Alfas? YES, one in particular is the starter motor solenoid-cold start solenoid circuit. The only thing that saves the wires is the fact the ignition switch construction is such that the plastic cam activating the contacts melts and releases the connection.

I have no idea why Alfa does not fuse that one.

In catalytic converter equipped cars, a fuse is used to protect the sensitive electronic device which indicates overtemperature in the cat con and must never be replaced with a fuse rated above the specified amperage. Result...costly replacement of the device, instant meltdown.

READ YOUR OWNERS MANUAL.

HOW DO YOU DETERMINE IF A FUSE IS BLOWN?

Visually. Look at the metal link, if there is a gap it is gone. You say no link is melted but still have no juice to a circuit? That's easy enough, use a test light consisting of a stop light bulb in a socket with a pair of wires

and alligator clips. Turn on the switch for the circuit in question and then attach the clips to the FUSE HOLDER, not to any part of the fuse. If the light comes on, you have one of two conditions. The fuse is bad or the fuse holder is dirty and loose not making good contact. Some circuits are fed only when the ignition switch is on, such as windshield wipers, turn it on too.

If you get no light with the clips across the fuse, try grounding first one side of the test light then the other. You should always get current from either side of the fuse to ground. Current on one end of the fuse and not out of the other also indicates a bad fuse.

If a fuse has blown, do not replace it and try again, find the cause first, another fuse will blow and you'll be left with no spares.

Malfunctions causing fuses to burn out are not difficult to find. A little time, patience, a test light and process of elimination will do the trick, IF you can follow instructions.

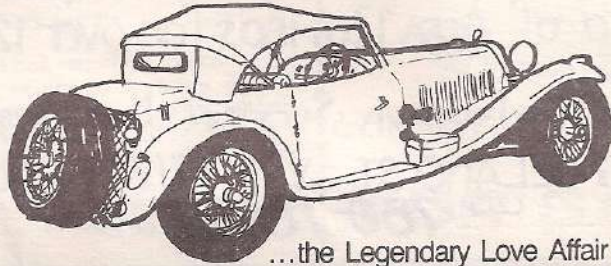
Determine which circuit is faulty. Let's say the tail lights don't work and you've found a blown fuse. Remove that fuse and attach the test light on long leads, long enough to take it clear around the car, to the fuse clips. Remove the tail light bulbs and turn on the parking light switch. If the test light lights up, there is a ground in one of the wires to either tail light. If it does not light up, the bulbs, one or the other, is bad with an internal short. Put one bulb back in and if the test light goes dim, the circuit is clear and only needs a new bulb in the remaining socket.

If the light stays on after both bulbs are removed, start tracing the wires from one end only. Start at the fuse block or at the tail light. Never start looking for a ground in the middle. Follow the wires closely all the way to the end, looking for some point it bare and touching ground. As soon as you've located a bare wire, tape it up, the test light is out unless there are more grounds.

As you wiggle, push or pull wires, watch the test light for flickering or dimming, you're close. Remember, examination must start at one end, in this case right inside the sockets. For checking headlights, the test light must be large, same wattage as the headlights because when you've cleared the fault, the test light will be bright due to the large amount of juice drawn by the headlights. Most grounds are found where wires go through metal holes or cross over sharp metal objects. In the case of a cable (bundle of wires taped up) it may be a little difficult to tape an individual wire without tearing the cable apart. In that case, simply fit a piece of rubber or plastic tube over that portion of the cable and tape.

I had no idea this article would be so long. Perhaps this should be saved for a technical session???? If 5 or more agree, I'll do it.

ALFA-ROMANCE



...the Legendary Love Affair

Gratefully Thank...

ALFA OF SANTA MONICA

1115 WILSHIRE BOULEVARD
SANTA MONICA, CALIFORNIA 90403

for sponsoring the Concours



- * LACQUER
- * ENAMEL
- * MOULDINGS
- * STRIPING
- * GLASS

"Quality Without Compromise"

Specializing in collision repairs and painting of ALFA ROMEOS for over 12 years.

Complete Restoration Services Now Available

14540 1/2 DELANO ST. VAN NUYS, CALIF. 91401
(213) 780-7809

WESCO TRACK & TIRE

CROMDORA-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

ALFACIONADA

Classic



BY APPOINTMENT ONLY

14312 MANSEL AVENUE
LAWDALE, CALIFORNIA 90260

AL CORTES
213-970-0127

SPECIALIZING IN: 1900,
2000 (EARLY), 2600

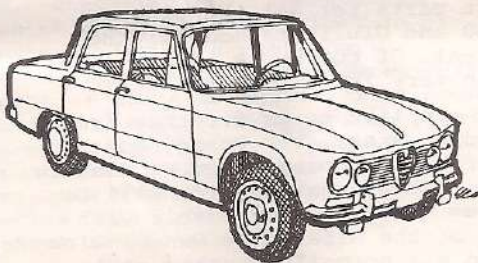
- USED PARTS SOURCE
- EXPERT MAINTENANCE
- AROSC MEMBERS WELCOME

THE WAR AGAINST RUST

by Tom Ducibella

The rust problem is self explanatory and I hope the approach I have put forth is also clear. After reading it, I think you will agree that this is not a quick do-it-yourself-overnight approach. On the other hand, with a garage, minimal equipment and a few inexpensive chemicals, professional (or better than professional) results can be obtained with patience and a craftmanlike approach.

The chemical method gets inside panels where blasters can't reach, and removes deep pits which surface grinding does not remove, and several years later returns as bubbles in the new paint. I have spent considerable time pioneering this process in bringing my Fiat



Spider's body and frame to virtually rust-free original condition (despite its need of a new paint job). After 90,000 miles and 8 years without a garage (6 in New England) my '71' Spyder has original rocker panels. The last two years I was working out the derusting process and applying it to the Fiat and '74 GTV.

You're probably wondering why someone would be crazy enough to spend endless nights fighting auto cancer when I could be enjoying the vehicles. Perhaps it is my desire to cure rust once and for all (at least structural rust), or have the

cars buried with me after a ripe old age, or my biochemistry background (part of my job), but it happened this way and here are the results.

The rusting of steel takes place most rapidly at normal temperatures when it is allowed to proceed as an electrochemical reaction. What would cause your Alfa to rust? driving in dry Arizona or driving in the surf along Daytona Beach?



CONTINUED ON PG 19

FOR SALE

1963 1600 Sprint Coupe ID # AR 353227. Some rust. Could be restored or parted out. Anyone interested call: Don Nesmith 8628 Lehigh Ave. Sun Valley, Ca. 91352 (213) 767-6614

TWO 1600 Normal Spiders- 1964 & 1966. 1964 set up for slaloms. 1966 is a parts car. Both cars must go. Call after 6:00 PM. Loren Smith (213) 919-1286

1967 GTV --With balanced and blueprinted 2 liter "class E" Time-Trial engine by Dave Vegher. Only 15,000 miles on engine. Engine purchased brand new. Vegher did the following work to it: oversized valves, cut and grooved pistons - enlarged and polished intake and exhaust manifold ports - new distributor - new rings and bearings - hardened piston rods - full racing cams - exhaust headers - racing springs - Koni shocks - front and rear antisway bars - dual Webbers - roll bar: \$4,500.00 / call 977-0644 or 374 9830



Alfa-Ricambi

DIV. OF RICAMBIO, INC.

(213) 956-7933

TWX: 9104972053

6644 San Fernando Rd. Glendale, California 91201



We used to be known as AUTO DEALER SUPPLIES. You may or may not have heard of us before. In either case, we would like to take this opportunity to re-introduce ourselves as ALFA RICAMBI. Our new name and logo stand to identify our sole interest in a highly specialized field: Alfa Romeo replacement parts and accessories. We remain one of the first and finest Independent Alfa Romeo imported parts distributors for the United States and Canada.

Our vast inventory includes many spare parts for all the classic Alfa Romeos including 1900, 2000, 2600 and Giulietta models; the race-bred GTA and the luxurious Montreal. Of course we handle parts for all the modern Alfas including the very latest GTV/6.

Most of our parts are O.E.M. quality, supplied to us directly from the largest factories in Europe including Ansa, Ate, Borgo, Bosch, Marelli, Pirelli, Sachs, Spica, Vandervell and many more. We feature an easy to read illustrated Alfa Romeo parts catalog which will be sent to anyone upon request for the sum of \$3.50, refundable with a minimum purchase of \$10.00. Members of the Alfa Romeo Owners Club will receive a special 10% discount on all normally stocked parts. If a part you need is not presently in stock, or not listed in our catalog, it may be special ordered. Our direct contact with the best sources of Alfa Romeo parts in the world enable us to provide any available mechanical or body parts for any type, year, or model Alfa Romeo produced within the last 30 years. We accomplish all this for you with fair prices and what we believe to be the best service in the business.

Thank you.

Giuliano Crescentini
Giuliano Crescentini

INVENTORY + SERVICE + BEST PRICES = ALFA RICAMBI

PAGE 18

RUST CONTINUED

A storage battery uses an electrochemical reaction to operate, the corrosion of an automobile follows the same principles. A battery needs water and sulfuric acid, rust needs water and road salt and exposed metal.

I. CAUSES OF RUST

A. MOISTURE. Remember moisture not only comes from driving in wet weather, but also from washing your car too often and condensation every evening. (If you can't afford a garage, get a car cover: it's the only garage you'll ever have a chance to buy FOR \$'s and cents.) Those of you who really wash your car (like inside the wheel wells), check your drain holes (in spring cups, doors, and rocker panels).

B. ELECTROLYTES. (Substances which break up into + ions in water) They are insidious catalysts which are not necessarily part of the rust itself, like road dirt and salt. Remember, catalysts are not used up in a reaction, but continually keep it going, for example behind the front wheel wells (have you removed those four sheet metal screws?).

C. ACID RAIN. Accelerates the rusting process and also reacts directly with the metal. Now will you buy a cover?

D. STRESSED METAL. Stressing (bending) provides a greater surface area and corrosion proceeds much faster (as in the back side of dented sheet metal where it is not so obvious, especially to body shops to repaint).

CONTINUED
ON PG 20

ALFACIONADA

Easy to Start
Easy to Drive
Easy to Reach 130 mph

203 HP
SHANKLE TURBO

EXCLUSIVELY FOR

Alfa Romeo



ALFETTA • SPIDER • V-6
POWER SYSTEMS
SUSPENSION SYSTEMS
ACCESSORIES
REPLACEMENT PARTS

70 Page Catalog \$5.00
SHANKLE ENGINEERING

9135-F Alabama Avenue
Chatsworth, California 91311
(213) 709-6155

Legal in California only for racing
vehicles which may never be used
upon a highway.

ALFA ENGINE SPECIALISTS

- ✿ PEAK ENGINE PERFORMANCE AND EFFICIENCY
- ✿ BALANCED & BLUEPRINTED
- ✿ STANDARD, MODIFIED AND TURBOCHARGED
- ✿ TURBOCHARGING SYSTEMS

AUTHORIZED JAFCO TURBO SALES/SERVICE/PARTS

COMPARE OUR PRICES

Alfa (714) **641-5882**
SPECIALE



ALFA ROMEO ENGINE SPECIALISTS
3016 B HALLADAY ST. SANTA ANA, CALIFORNIA 92705

RUST CONTINUED

E. POROSITY. Unfortunately, rust is porous allowing further rusting underneath the obvious. Metal can be completely rusted through before any holes appear.

F. ABRASION. Obviously exposed bare metal to the elements: Why do you think Ziebart wants you to come back every two years - those wheel wells.

G. DISSIMILAR METALS. Dissimilar bare metals in direct contact or indirectly by moisture accelerates the rusting process. Sounds obscure until you look at all '75 Alfettas where the metallic window trim abuts the body panels (the narrow sills under the windows). Cancerous bubbling rust is working its way out underneath the paint. In all likelihood, the paint was scratched when the trim was applied.

II. FIGHTING BACK

Getting rust before it eliminates your rocker panels, jack points, front spring cups (gentlemen, check your drain holes). Pre '75 GTV owners, are your door handles secure?

What to do about auto cancer; eliminate it before it spreads.

A. GRIND IT OFF? Wire brushing and sanding give deceptively good looking results. Why? Rust does not penetrate uniformly: These methods grind off surface rust, but leave the pits filled with rust. These tiny craters filled with rust and moisture continue the rusting process even after the metal is repainted.

B. DIPPING: The other extreme. Few of us use it, but some of us consider it. KILL ALL the rust by dip stripping an appropriately gutted car for a complete restoration.

C. SANDBLASTING: This is a great way to produce bare metal quickly. Most of us head to the local monument works, except in heavily populated areas where some 'blasters' specialize in cancerous cars. You can rent a unit, but you'll need a sand box so you won't end up with a sand dune in your yard. You will also need a lot of protective gear. Be aware of some of the limitations, such as:

1. Fine sand will penetrate virtually everywhere, unless you are ultra careful. Sand will lodge in door hinges, locks, window mechanisms, suspension and brakes (not to mention the engine compartments and your underwear.)

2. Access problems in tubular of boxed frames (the back side is just as important as the front) and inside hard-to-reach spot welded

CONTINUED ON PG 22



(213) 996-6787

JOE CANNONE, Prop.

ALFA ROMEO SERVICE

GTA Sports Car

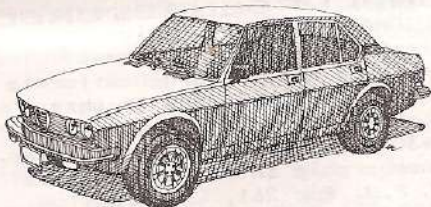
18734 VENTURA BLVD. TARZANA CALIF
(Between Crebs and Yolanda streets)

CHOW TIME

BY TOM SUTER

One of the common problems faced by travelers is locating a good place to eat in an unfamiliar area. At ALFA ROMANCE you should have no concerns in this regard, as the number of good locations for chow within walking distance of the hotel is sufficient for a month of sampling, and almost all offer a product ranging from decent to superb. Whether your taste and wallet prefer McDonalds or Haute Cuisine, you will find it in the area.

With that disclaimer out of the way we, would like to pass along a few tips from the natives which are aimed at the member who is primarily interested in the middle region of the price-quality curve. Except where noted, these establishments fall into the



category of "family restaurant", where you need not worry about bringing your kids.

For breakfast or brunch, try the BELGIAN WAFFLE INN, which is located in the South Coast Village shopping area. They open at 8:00 a.m. and are reached from the hotel by heading north (away from the freeway) on Bristol St. At the first cross street (Sunflower) turn left and proceed to the first stoplight, which is Plaza Drive. Turn right and then, at the first opportunity, turn left into the parking lot.

For lunch or a relatively simple supper (not to mention snack-time) try MARIE CALLENDAR'S PIE SHOP. Located at 2530 S. Bristol, it is reached from the hotel by driving north on Bristol St. approximately one mile. There



is a modest selection of good food for your meal and a large selection of pies for dessert. Plan on a wait in the evening.

In the South Coast Plaza Mall across Bristol from the hotel, try THE MAGIC PAN if you groove on crepes, or SALAMAGUNDY'S if you like soups of varied and sometimes unusual types. If your taste runs to hamburgers but the Golden's Arches don't make your mouth water, try COCO'S, located about a half mile north of the hotel on the east side of Bristol St.

If you want somewhat more elegant dining, and for some reason don't find something to appeal to you near the hotel, drive down the freeway about a mile and a half to MacArthur Blvd, next to the airport. At the off-ramp junction with MacArthur turn left and take your pleasure at any of the international cuisines represented. The stretch between the freeway and the junction with Jamboree Blvd. has almost any type of elegant dining you may desire, from Oriental through Mexican to traditional English. A word of warning - most places do not front directly onto MacArthur but are tucked away on small side-streets just off the main drag.

Whatever you choose, we're sure you'll enjoy yourself.

RUST CONTINUED

seams. If rust has not provided access for a blaster nozzle, use a 2-3 inch cut hole saw (molybdenum steel, not softer metal ones commonly available; they are for wood).

3. Care should be exercised in regulating pressure: Too little - incomplete removal in 'the pits'; Too much - warping and a deeply pock-marked surface which is undesirable on outer body panels and doors.

D. ACID CLEANING: Industrial cleaning involves sequential dipping in hot 5-20% sulfuric acid, and 2% phosphoric acid baths (water washing in between).

A short-cut most of us can use is the phosphoric acid treatment alone. The dilute solution described below is relatively non-toxic, easy to keep in a 5 gal. plastic pail (keep tightly covered), inexpensive and long lasting. This solution cuts through oil and dirt, but will not harm paint. There is no danger of overtreatment (it cannot dissolve metal).

TO DERUST

1. Use 6% H_3PO_4 in water. A 5 gallon bath costs about \$15.00 when you buy a quart of 85% concentrate (laboratory grade, not Analytical) from Fisher Scientific Co. (see yellow pages in your local area under chemicals)

a. Tie a string to your parts and immerse overnight or until rust is gone and a gray coating is apparent.

b. Rinse in HOT water and DRY immediately.

c. Paint. Use a primer appropriate for your finish coat. RABE has Alfa colors in aerosol spray cans; acrylic laquer.

2. Use this acid solution inside doors, frames and body panels where the blaster can't get. It is also great for rusty floors (have you checked under the insulation on the floor of your Spider?)

a. First calk all rust holes, drain holes, and seams where the acid can leak out. Use DOW Corning Silicone Rubber Sealant (#8642; formerly #732-BLII) which is unaffected by acid, adheres to just about anything and never hardens. It comes in a large 10.7 oz. tube for a standard calking gun.

b. Place a large plastic drain pan underneath to conserve acid in case of leaks.

c. Fill with acid. Drill 3/8 inch holes above if necessary.

d. Leave 1-4 days depending on the severity of rust and temperature (the derusting reaction

CONTINUED ON PG 23

BLURBLURBLURBLURBL

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 \$30.00 per year membership fee. For membership information, write: AROSC P.O. Box 261, Los Alamitos, CA 90702. Articles, letters, and personal ads are always welcome, 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, CA, 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:

Al Cortes (pres.)
 (213) 970-0127
 Tom Lipkis (membership)
 (213) 455-3117
 Julio Ramirez (editor)
 (213) 324-5440

RUST CONTINUED

is temperature dependent). An 180 degrees far. increase in temperature doubles the reaction rate. I have used an inexpensive J.C. Whitney dipstick oil heater as a source of heat.

e. If leaks develop (the acid is doing its job or you did a sloppy calking), calk the pin holes.

f. Remove calking, drain, and save acid.

g. Immediately rinse the entire cavity with HOT water; this removes the excess acid. Now, remove the water with alcohol. Use a plastic spray bottle to apply 70% isopropyl alcohol or better yet 95-100% alcohol e.g. (methanol, ethanol,). Water is soluble in the alcohol and is removed. If you can't thoroughly wash a cavity with alcohol, don't worry but do get a blow dryer in there.

h. Dry and drill drain holes where necessary (esp. when the factory ones are not at the lowest points.)

i. Spray with red oxide primer or ziegard using bent spray nozzles (bend straight ones over a low flame.)

3. Naval jelly is good for small jobs. It utilizes phosphoric acid but has the disadvantages of quickly drying out and being expensive. It is handy for derusting after wirebrushing to get rid of the "pits". To eliminate the drying problem, always cover naval jelly with plastic wrap. On vertical surfaces, make a pocket with duct tape and plastic wrap and fill with naval jelly. I highly recommend using rubber gloves when working with acids or jelly.

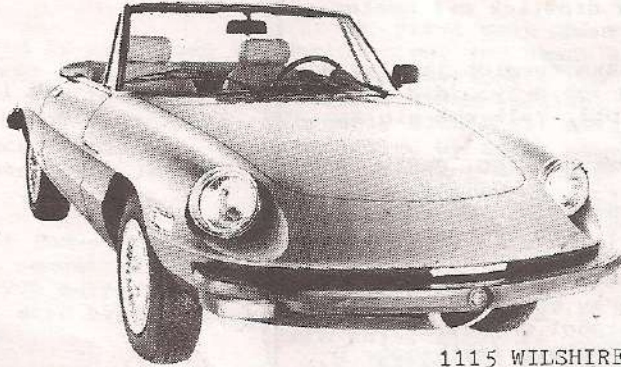
NOTES & PHONES NUMBERS

Alfa Romeo

ALFA OF SANTA MONICA



exclusive Alfa Romeo Sales, Service and Parts
Catering to the Alfa Romeo Enthusiast



1115 WILSHIRE BOULEVARD
SANTA MONICA, CALIFORNIA

SALES DEPARTMENT OPEN:
Mon - Fri 9:00 am - 8:00 pm
Sat 9:00 am - 6:00 pm
SERVICE AND PARTS DEPTMENTS OPEN
Mon - Sat 8:00 am - 6:00 pm

phone 393-0493
LA number 870-4771

90401



AROSC

P.O. BOX 261, LOS ALAMITOS, CA. 90720



TIME VALUE
MATERIAL



ADDITIONAL POSTAGE PAID
REVENUE PROTECTION UNIT



Dan Ritter
330 Bay View
Hermosa Beach, CA 90254