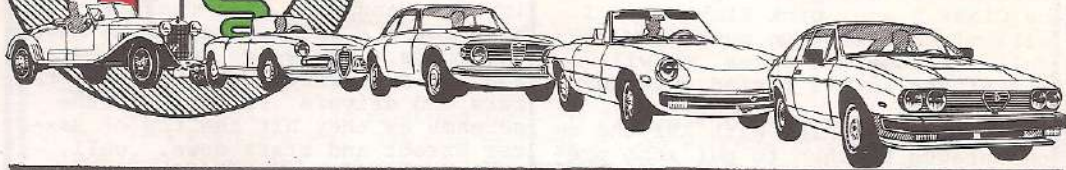




# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 22 No. 4

APRIL 1983

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

## The SONG of the ALFA

by John Ireland

As I write this, I don't really know if I was witness to the last of the Long Beach Formula One Grand Prix or what else Chris Pook may have in mind. As for the event of 1983, I am sorry to say that the Alfas were never in contention. But why should this year be any different...last year we were on the poll, but that is light years away from the finish and this year's come-from-behind finish by John Watson is proof. It was a great race and I don't think there was a person in Grandstand #3 who didn't feel they got more than their money's worth. For me, it was a weekend filled with adventure and surprises...bluffing our way into the Formula One Garage on Thursday with a little "no spica da ingleshe"...driving our way onto the track itself, in Tom Lipkis' Berlina gave us a chance to show the track what one Alfa can do...and Peter Becronis drove onto it later, and was clocked by none other than Mr. Lauda himself, as Peter played The Dukes of Tuscany. Boy was John Mitchell a fool to give up cars for girls.

continued on page 2

## CALENDAR OF EVENTS

- APR 17th - Slalom  
(see page 4)
- 22nd - General Meeting  
(see page 3)
- 26th - Board Meeting at Nancy & Steve Averill's home,  
8:00 p.m. All are welcome.
- MAY 14th - Lutheran High School Concours  
(see pages 7, 11 & 12)
- 27th - General Meeting
- 31st - Board Meeting
- JUNE 5th - Swap Meet and Picnic
- 18th - Time Trial at Riverside
- 24th - General Meeting
- JULY 4th - National Convention in  
Cincinnati, Ohio
- 22nd - General Meeting
- 23rd - Concours and Family Day  
at Williams S. Hart Park  
in Newhall



continued from page 1

Results for the April 9th Time Trial will be in next month's newsletter. We will have hopefully hosted Alan Ward's Renault Alliance in the process of being set up, as well as a Porsche 935 being set up for IMSA by Class D ace, Dick Richards. I will of course be putting Marcello through his paces, as will Tom Lipkis in his flying potatoe.

I have been talking with ARI and am encouraged by them to put some preliminary organization to a "12 Hour Enduro Rallye"...with each entrant soliciting pledges for money for miles traveled, with the proceeds going to a Charity (United Way, City of Hope, Children's Hospital, whatever. ARI would be involved a still to be determined role, and we would like to find a way to utilize the Alfa Romeo Dealers...at the moment, perhaps as Check Points and reststops. The idea would be to have fun, raise money for a worthy cause, and create publicity for Alfa Romeo. We would invite the press and tv media to cover the event from the Check Points, and we would try and have Alfa Rallye enthusiasts enter from as many Chapters as possible. Each Alfa Dealer would also be encouraged to enter a car from their business. The nature of the Rallye would be to recreate the spirit of the Mille Miglia Rallye held last year in Italy to commemorate the famous race.

Well so much for talk, what I need is a staff of people who will help organize this event. I will work with ARI and approach the dealers, but I want a top flight commitment in terms of writing and staffing the Rallye. Give it some thought and get in touch with me. Think about it, we could get maybe a hundred Alfas racing through the roads of Southern California...a pack of fierce Italian wolves, on the hunt

continued next column

for lesser cars and drivers...and maybe we would consider opening it up to other marques or organizations such as VARA or the Orange County Sports Car Club...though I like the idea of Alfas Only...so let's get involved and make it a reality. We have got the roads...boy do we have the roads...and we've got the cars, and the drivers...boy do we have the cars and drivers...I can hear the screams as they hit the top of Baxter Street and start down...well, is anyone for some life in the fast lane?

John, Alana, Bruno, and Millie

and



\*\*\*\*\*

ALFACIONADA is the monthly publication of the Alfa Romeo Owners Club of Southern California (AROSC). Box 261, Los Alamitos,

Subscriptions to this newsletter are included as part of the \$35.00 per year membership fee. Meetings are normally held on the fourth Friday of the month, 8:00 p.m. sharp at the:

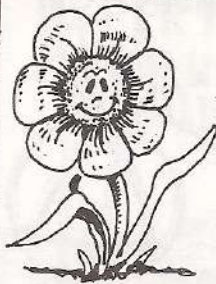
Alondra Park Clubhouse  
3850 Manhattan Beach Blvd.  
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Directions - 405 to Hawthorne exit, north short block to Manhattan Beach, right about 1.5 miles.

For more information call:

John Ireland (President)  
(213) 841-8939  
Joel Hoffman (Membership)  
(213) 994-4730  
Jim & Teri Wood (Editors)  
75 N Oakleaf Ave.  
Agoura, CA 91301  
(213) 991-3754

Send articles, letter, personal ads, etc. directly to the editors by the 1st of each month for publication.



# APRIL 22nd GENERAL MEETING

Rallye Specialist

Films  
Tech Talk  
Buy & Sell  
Refreshments

Everyone is invited to attend the April 22nd General Meeting of A.R.O.S.C. This is a FREE event. The club meetings are for everyone interested in enjoying their Alfa. The club provides the meeting hall, refreshments, monthly programs, annual, regular and special events throughout the year. You provide the single most important part of the club. Whether your interest is racing or showing, socializing or getting advise, your involvement is the most vital part of this club. So come to the meetings, I promise no one will call your car an ALPHA ROMERO!

The program for April will hopefully be a guest from the Santa Barbara Sports Car Club. He will explain the fundamentals and highlights of Monte Carlo type rallyes, the epitome of amateur rallyes. There are two more rallyes planned for this year and here is your chance to learn how to improve your rallye scores. Our speaker is an exciting one. In the event that Mr. Rallye will be unable to join us, several rare films are available to us. So no matter what happens, our April meeting will be of interest for all.

*Dave Skora, Program Chairman*

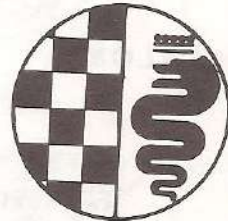
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ALFACIONADA

SLALOM COURSE

by Dave Crowley



This is the month for the parking lot racers to pump their tires up to 43 p.s.i. and jump into the competition. The first slalom for club point will be April 17th at Los Alamitos Race Track. This is an invitational slalom being conducted along with the AutoFaire - a tremendous swap meet. It starts at 7:00 a.m. and as of yet we don't know the run order so get there early, enjoy the faire and enter your car.

For those of you who may just be considering entering a slalom, attend this one and watch the action.

Los Alamitos Race Track is located about 2 miles east of the 605 Freeway on Katella Avenue in the city of Los Alamitos.

See you there!

Dave Crowley

SLALOM April 17th

\*\*\*\*\*

National Convention

The National AROC Convention is coming up over the July 4th holiday. The conventions offer a variety of activities and speakers as well as a wonderful opportunity to talk with other Alfa crazies.

If you are interested in caravanning back for this event, please notify a board member and we'll link up those interested in making this trip.

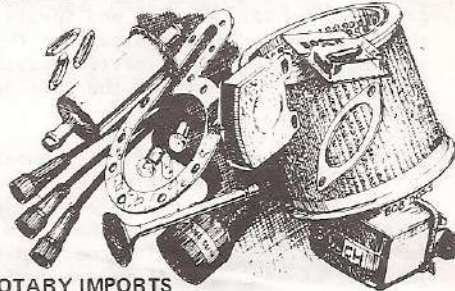
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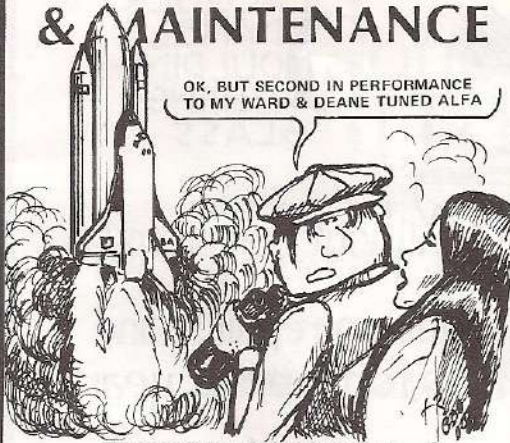
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### "ALFA ROMEO - - A HISTORY"

This exciting book by Peter Hull and Roy Slater has been revised and is

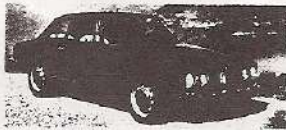
This exciting book by Peter Hull and Roy Slater has been revised and is now being printed. Our club has been offered group discounts on this great book. Generally it retails for \$49.95 but we have been offered the following quantity discounts:

6 or more . . . . .	\$ 41.95
11 or more . . . . .	39.95
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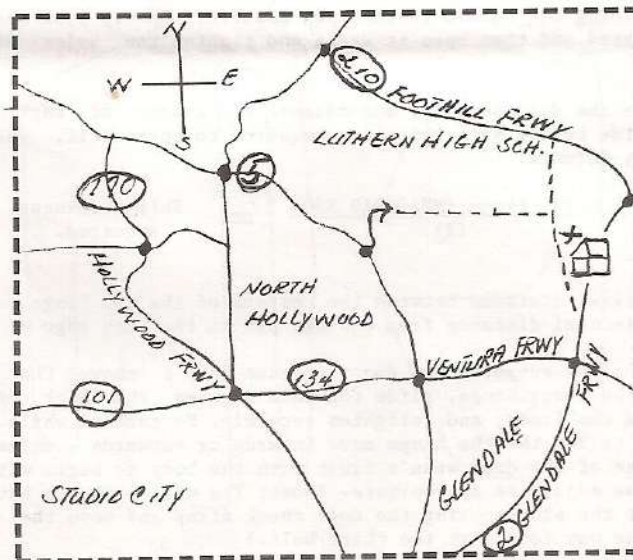
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# Concours d'Elegance

The Lutheran High School Concours

Saturday May 14th



Keep this map for directions.

Hollywood Way offramp  
right 1 block to Glenoaks  
right on Glenoaks to X

# TECH TALK

## ALFETTA DOOR ADJUSTMENT

Look in the book (or at least in mine) under "door adjustment" and all you'll find mentioned is movement of the striker plate on the door frame. This is great if the problem is non-flush fit of the door at the rear edge, but doesn't really help if what needs adjusting is the door height as a result of sag on the hinges. Minor adjustments to the height of the closed door are possible by moving the striker plate upwards, but of course don't address the real problem - and make the door more difficult to close anyway.

Well, although not mentioned in the book, basic door height adjustment is performed by means of shims behind the hinges. Alfa does sell the shims (part # 11600 5573201/02 for the GT) but if your dealer doesn't have them or you feel like making your own, the sketch can be used as template. (Note that the shapes shown are for the GT - I suspect the sedan may be different.)

The basic procedure goes as follows:

1. Start by centering the striker plate, in case a previous attempt at height adjustment has been made by moving it. To do this, simply slacken off the two bolts enough so that the plate will move under pressure but remain in place when the pressure is released. Then, while holding the handle in the open position, gently push the door fully closed and then open it again and tighten the bolts without moving the plate.
2. Now close the door normally and measure the amount of sag. As a rough guide to the shim thickness required to correct it, use the following formula:

$$\frac{(X) \text{ times (MEASURED SAG)}}{(Y)} = \text{Shim thickness required.}$$

Where:

X = vertical distance between the centers of the two hinge pins.

Y = horizontal distance from a hinge pin to the back edge of door.

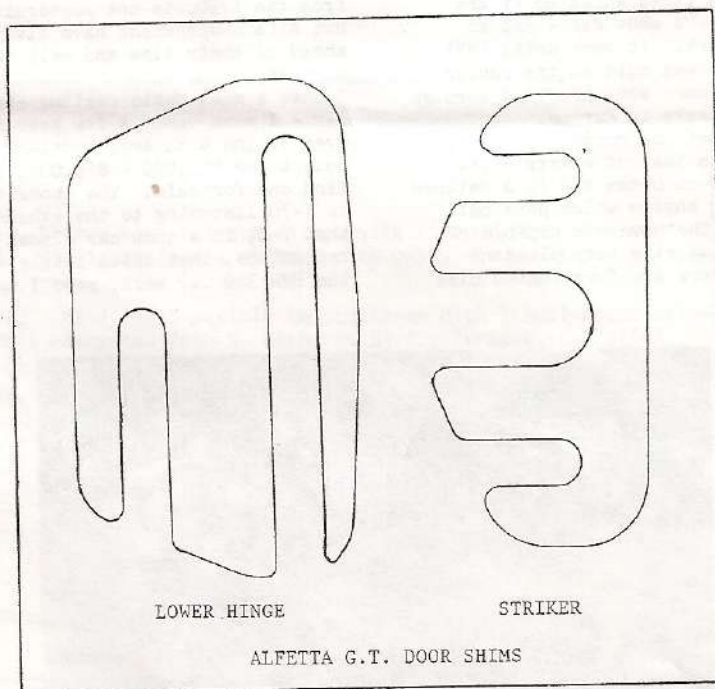
3. While a helper supports the door, slacken (don't remove) the bolts holding the lower hinge, slide the shim between the back of the hinge and the frame, and retighten securely. Be careful while doing this not to let the hinge move inwards or outwards - unless the front edge of the door wasn't flush with the body to begin with, in which case adjust as appropriate. (Note: You will probably have to drive out the pin securing the door check strap and move the strap out of the way to get at the third bolt.)
4. Repeat the sequence in step 1. to recenter the striker plate and you're done.
5. If you still have any patience left, the final touch for a perfect door adjustment is to center the engagement of the latch on the striker, using shims behind the striker plate (also shown in the



sketch) - the procedure is to coat the pin with chalk or marker pen, close the door, note where the latch mark is, and then shim as necessary so that the latch engages dead center on the pin.

Finally, a warning and a hint: First the warning - resist the temptation to use large washers as spacers instead of the correct shape shim. The door hinge and striker plate attachments are critical safety items and it is important that they be in contact with the frame over as large an area as possible. If that isn't enough, washers will cause you grief anyway since the holes in the frame are larger than the bolt diameter (to allow for adjustment), and the edges of the washers will tend to hang up and prevent perfect alignment of the door. The hint? Oh, yes - Once you're done, be sure and open a window before checking the smooth closing of your newly adjusted door - if you don't, air pressure build-up inside the car could fool you into thinking that the door is still difficult to close.

- Pat Hayes.



1:1 scale

# MONTREAL

NEWS OF THE ALFA CLUB OF COLORADO

MY FAVORITE ALFA  
by R. S. Scholz



This is an easy one, no question about it. My favorite and most desirable Alfa is the Montreal, and I've not even seen it in real life...yet. The 1967 Bertone design first appeared at the Montreal expo - a show car - and an impressive start. It took until 1971 before the car was sold to the public and only 3925 cars were produced through 1977, all for sale in Europe.

Everything about the Montreal, its "air" if you will, is that of a very exotic car. The 2593-cc 4 cam V-8 is a detuned type 33 racing engine which puts out over 210 HP. The power is capable of moving you along at a very pleasant 138 mph and there are four vented disc

brakes to bring you back to reality in short order. The dry sump lubrication takes 15 quarts of oil for those high speed cruises. Only the suspension, from the 1750, is not particularly exotic but Alfa suspensions have always been ahead of their time and well thought out at that.

I have a most basic feeling about this car - I want one. A few have made it over to the U.S. and, amazingly, can be bought for \$14,000 - \$15,000, if you can find one for sale. The thought of flying up I-70 listening to the exhaust note of that V-8, in a show car almost nobody recognizes, that costs little more than the BMW 320 ... well, need I say more?



MAY 14, 1983

ENTRY BLANK

SAN FERNANDO VALLEY CONCOURS D'ELEGANCE

(member of Alfa Romeo Owners of Southern California)



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Year \_\_\_\_\_ Body Style \_\_\_\_\_ Color \_\_\_\_\_ Body by \_\_\_\_\_

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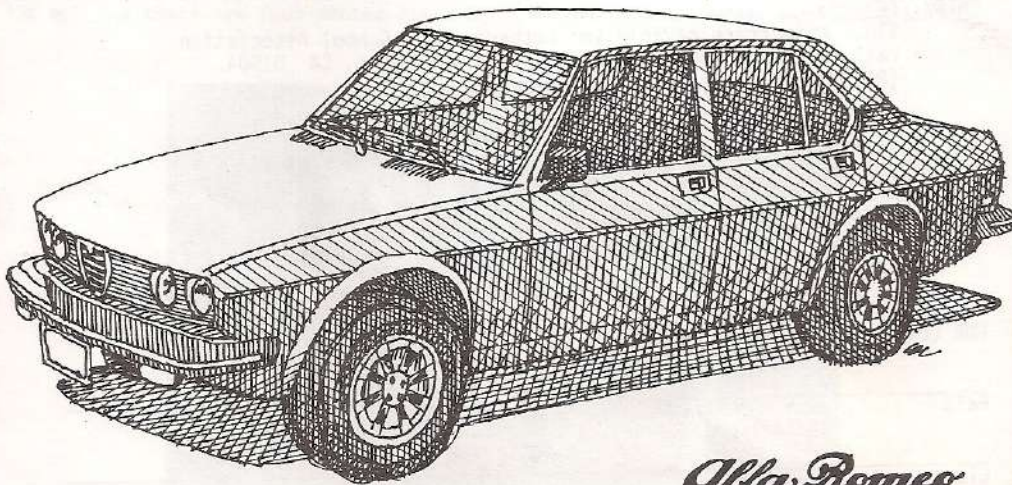
1. Release the Lutheran High School Association and the organization's respective members, officers, directors and charimen, jointly and severally from any and all liability arising out of said event.
2. Release all officials, jointly and severally from any and all liability arising out of said event.
3. Warrant that the undersigned has personally read the rules and regulations under which said event will be conducted and will abide by said rules and regulations.
4. Does hereby give permission to use the enclosed photographs and information on entrant's automobile(s) for publicity purposes.

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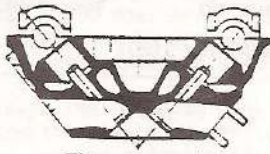
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PAGE 13

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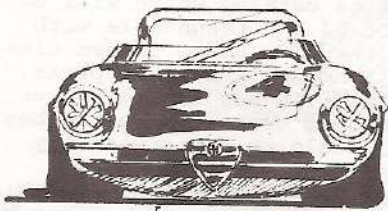
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# for Alfa Romeo Sale

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For Sale - 2600 Bertone Sport Coupe, 1964. Absolutely original, show room condition. White exterior, genuine leather interior. New Michelins mounted on original chrome wheels. Engine compartment has a lot of chrome and polished aluminium. Becker AM/FM. Complete history of this two owner CREAM PUFF. Everything in perfect working order; can be driven anywhere at any speed. Complete tool kit, owner's and service manuals. \$10,000 or best offer. Call Patricia Campbell, (213) 762-4375 days or (213) 789-0690 evenings.

59 Guilletta Sprint Veloce, Engine rebuilt by Dave Vegher, new wiring, wheel bearings, front brake hoses. Konis, heavy duty anti-sway bar in front, trap door pan, tube headers, bosch electronics. No body rust!! \$8500 Ken Koupal, 825 Baca Street, Santa Fe, New Mexico 87501. (505) 984-0720.

64 Guilia Spider excellent condition, Red/black top \$6500 obo. Brian Cott (213) 285-1623 eve, (213) 265-8075 day.

## wanted:

Wanted - Pad/Dover for top of dash, headlight rims and related parts. Both for '67 Duetto. Peter Marx, (213) 475-0911 week days.

## BOOK REVIEW

There is a new Owners Workshop Manual for 73 to 80 Alfetta Sedans and Coupes. This Manual is published by Haynes Publishing Group. This manual is a must for all Alfetta home mechanics. As backyard mechanic I don't know all the tricks to working on Alfas. So I was very impressed by this manual. It has a lot of little helpful clues as well as clear photos and diagrams. This manual claims to be based on a complete teardown and rebuild of the car and I can believe it. I believe it is much clearer and easier to use than the Alfa Romeo shop manuals. This manual gives you useful info like how to find the hidden screws around the interior and how to remove the window cranks and door handles. In the engine section it shows which of the two grooves on the cam cap is the alignment mark, the other is an oil channel. There is also a picture of the timing chain connecting link, if you have never seen one it is very helpful. The diagram which shows the direction of the distributor rotor can help prevent getting the distributor in backwards like I did the first time. Throughout the manual hints are provided on using standard tools for jobs if possible which helps cut down on expensive Alfa tool purchases. In conclusion I think this manual is useful for any Alfetta owner. This manual should be available in autopart stores that carry other Haynes manuals, however since this one is new it might be a while before it is generally available.

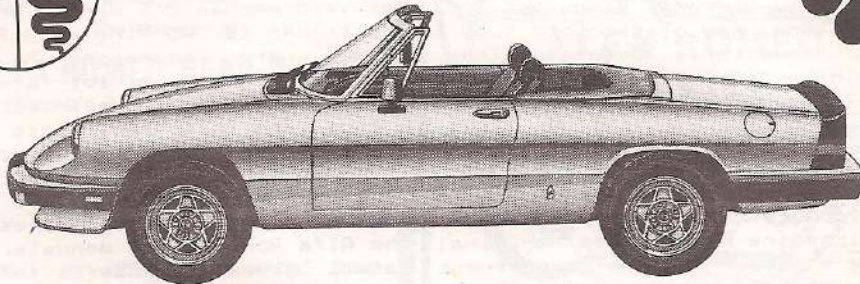
Other useful manuals :  
Alfa Service Manuals (\$8 to \$20 ea)  
Engine # 2448  
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This last one is especially useful.

Jim Wood

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