

AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



NOVEMBER 1989

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ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

ALFACIONADA is the monthly publication of ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, a regional chapter of ALFA ROMEO OWNERS CLUB, INC. Subscriptions to this newsletter are included as part of the \$47.00 membership fee paid to AROC, Inc. Meetings are held monthly on the LAST FRIDAY of the month at 8 p.m. at Alondra Park Clubhouse, located at 3850 Manhattan Beach Blvd., Lawndale, Calif., unless otherwise noted in the newsletter. Please send articles, letters, ads and photographs to the newsletter editor by the first of the month for publication in that month's edition. Classified ads are available as a free service to members and at a nominal \$10.00 charge to non-members advertising Alfa related items. This newsletter and its authors and editors assume no liability for the accuracy or legality of any technical information appearing herein.

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ANNUAL JANUARY MEETING

IMPORTANT NOTICE

Mark your calendars for January 26th so you'll be sure to attend the annual awards presentation and January meeting. It's at El Camino College. The keynote speaker - NOT TO BE MISSED - is arch alfista Pat Braden who will hold forth on the joys of Alfa ownership and the like. There'll be a big time raffle and a chance to yak it up with the largest gathering of Alfa crazies of the year.

PHOTOS

Scattered throughout this issue are photos of the Barwinkle Concours and the Swap Meet held this year for the first time at Alfa Ricambi. The turnout was good and everything went smoothly. Let's hope they will consider hosting it again next year.

Thanks Brad!



COMMERCIAL AD RATES

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1/8 page	\$ 60.00	\$100.00
1/4 page	\$120.00	\$200.00
1/2 page	\$240.00	\$400.00

Prices are for camera ready art. Please contact the newsletter editor if you need assistance in formulating your advertisement.

PAROLA DI PRESIDENTE

DAN RITTER

I'm not sure how many of you are aware of Alfa Romeos appearing on film. Over the last 40 years Alfa's have played integral part in cinema although more or less in supporting roles (call it Type Casting). More often than not Alfa Romeos were chosen by the director or producer because of their reputation of being fast, beautiful and sexy. Films such as the Graduate and Marriage Italian Style bare this out. However I believe that Alfa Romeo's are also cast because of their nimbleness. Films like the "Mechanic" with Charles Bronson required the Giulia TI and the 2600 Berlina to perform in a great chase scene with a spectacular crash at the end where lesser cars would have lost the effect of the intense action. Mind you Alfa's haven't always had the best director or supporting people but the Alfas that I've seen always played a terrific part and always seemed to lend a romantic touch to any film and most would agree if there was an Oscar so deserving Alfa Romeo certainly gets the nomination.

At this point I'd like to attempt to put together a listing of the films that Alfa Romeo has starred in. I also invite you to contribute to this compilation so as to at least help the general membership in deciding which film or video to view the next time they are in the video store. Organizing this list will be an afterthought, for our purposes I'm just listing them as the films come to mind:

1. Amarcord 1974 by Fellini - 2300 A or B sedan
2. La Dolce Vita 1960-1 by Fellini - Guilietta Spider
3. Nights Of Cabiria 1957 by Fellini - 1900 sedan
4. The Mechanic about 1978 or 9 starring Charles Bronson - Giulia TI and 2600 Berlina
5. Marriage Italian Style 1963-4 by David Levine with Marcello Mastroianni and Sophia Lorin - 2600 spider and 1900 sedan
6. The Barefoot Contessa 1955 or 6 DK the Director with Rosano Brasi - a beautiful 6C - 2500 Convertible
7. The Pink Panther 1962-3 by Blake Edwards with Peter Sellers - 2000 Berlina could be a 2600
8. The Italian Job 1981-2 DK the director however Michael Cain stars - Giulia Supers (great chase scene)
9. Magical Mystery Tour 1965-6 by The Fab Four - Guilietta Sprint
10. The Graduate 1967 by Mike Nichols with Dustin Hoffman - 67 Duetto Undeniably the most famous of Alfa films
11. House Z 1985-6 DK the Director or who stars but I'm told an 85 Spider Veloce
12. Octopussy DK the title or Director but it's a James Bond film with Rodger Moore - GTV6
13. Need help!

POINTS OF INTEREST

Awhile back I mentioned to the Board of Directors that this club could use a library. The library would hold books manuals and even videos so that the membership could have access to items of this nature locally. I'm aware of the National's Library however a club of over 500 members (I Think) deserves it's own. I also said the Librarian would not only be responsible for the organization and housing of the materials but to write reviews to be published in the Newsletter. I've even found a volunteer!

Permit me to introduce the first official AROSC Librarian; Mr. Larry Meyer. Larry will start as soon as we get a budget from the Board or perhaps one of you out there would like to donate a book or periodical to the AROSC Library? Next month I hope to have Larry report to you on procedures for checking out materials.

A fine program and great attendance was the talk at the Pizza Show regulars. As always Heir Pringle's efforts were well received and we thank you Bill for a great year of programing. Last Fridays General Meeting featured Richard Smallwood a representative from Yokohama Tire Company who presented an extremely informative program on tires and how to assess your tire's adhesion limits. Mr. Smallwood fielded many questions about racing and street applications. It was also very nice to see members coming from far distances, (Henry Manny and John Cote)

By the time you receive this Newsletter, the Swap Meet will be history. Hopefully the elections will take place and we can look forward to some new members coming on to the Board. The Nominating committee has submitted two new names; Stu Schaller and Fabio Garbini who will run for Secretary and Program respectively. So Far the 1990 Slate looks like this:

Pres.....Ritter
VP.....Velazquez
Sec.....Schaller
Program....Garbini
Membership..Stoehr
Tres.....Valenzula
Comp.....Thieriot
Concours....Guiral
Social.....Committee of Four
Newsletter..Zettle

To Celebrate the Holiday season Charlie has invited us to his house on Dec. 9th. It will be BYOB however dinner will cost \$8.50 a head and will be the usual spaghetti-salad-garlicbread. How to get to Charlie's? Take the 405 to Mulholland left to Roscomare Rd. Right to the big address 2500 starts around 7:30.

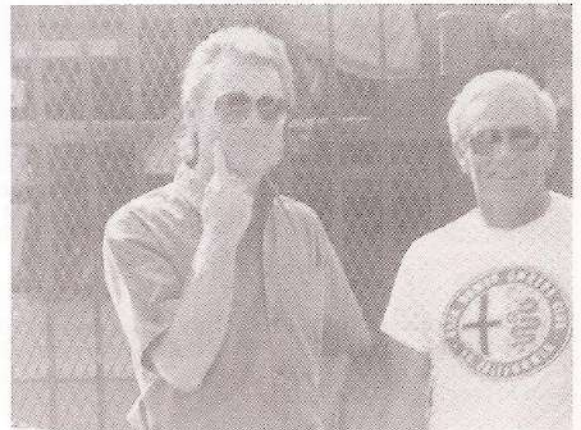
PLEASE

CALL CHARLIE OR MYSELF TO LET US KNOW YOUR COMING BY THE 1ST OF DEC. SO AS TO ORDER THE CORRECT AMOUNT OF FOOD!

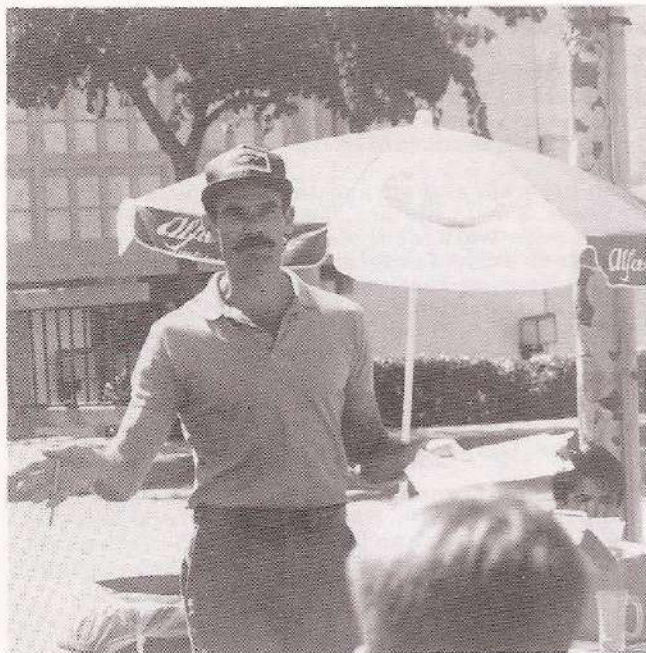
REMINDER

THE CLUB DONATES CANNED FOOD TO THE MISSION THIS TIME OF YEAR SO BRING A CAN OR TWO FOR THOSE LESS FORTUNATE

A Rivedella



ALFACIONADA



CONCOURS

Phil Guiral

The September Barwiinkle's Concours was the last of the year and as usual the competition was very close. The turnout of both cars and spectators was very encouraging. I met a variety of car enthusiasts with a lot of positive comments upon seeing so many nice Alfa Romeos all in one spot. I'd like to thank everyone who participated and especially the judges: Al Cortez, Dan Ritter, Pat Hayes and Julie Nichols. We had 13 cars including three novices who I hope will continue to compete next year. Looking towards next year, I hope to have a list of concours events in the next newsletter. I'm trying to combine events that give people something to do after admiring the cars. Shows that are held in conjunction with food and wine tasting, a rally, or another car club event would be a priority. Another event I'd like to have is a judging workshop. Finding judges can be difficult and a pool of people who would be interested in doing this would be helpful. Perhaps I'll have a class some afternoon with the help of some experienced judges on the fine points of judging. If anyone has any ideas on vents you'd like to see please feel free to call anytime.

Results

Pre 1970 Spiders

Pat Hayes 195
Tom Stoner 181
Jay Levey 156

Hardtops

Rex Chalmers 207
Phil Guiral 207
Dick Hughes 197
Dan Ritter 169

Post 1970 Spiders

Anne Lassen 156
Dirk Stoehr 154
Paul Dexler 150

Novice

David Gooley 203
Tina VanCuren 183
Rick Cavelereo 124

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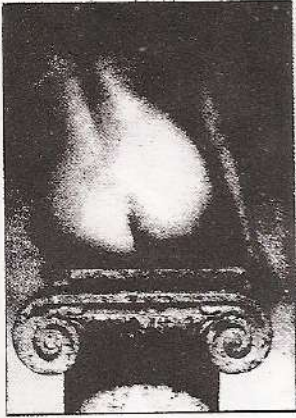


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EDITOR'S DESK

This month we welcome the return (by overwhelmingly popular demand) of the Editor's Desk masthead. You may remember this image, this vision, from my last tour of duty as your obstreperous and erstwhile editor. For those of you out there in LALA land who may take umbrage at the presentation of this glorious if truncated shape.....thbbbwwwwww!!!!

From the beginning of time we of the male tribe (you know, the ones with the bald spots, paunches, and inexplicably stupid warlike behavioral traits) have been fascinated by, reveled in and even worshipped at the altar (in one way or another!) of the female form. Those of us most sorely afflicted are as likely as not to also be equally as bewitched and bebothered by the forms of certain Italian automobiles. Sensuality of line and form, the flow of volume into volume in liquid grace is a large part of the appeal of these cars we love.

These metal sculptures in many ways reflect our appreciation of good and wonderful women. They are sensuously beautiful, a surprise and a delight from any angle. With the proper care they will reward us with amazing constancy, sooth our cares and make us feel all tingly inside. They are spirited and fun in great measure and just recalcitrant enough to keep things interesting. Who could ask for anything more?! The cars are very nice too.

And now for something completely different. I got a call from Larry Crane, Art Director at *AUTOMOBILE* magazine. Someone had sent him a copy of October's *Alfacionada*. He wanted to know who had taken the cover photo of the perambulator sporting the racing number. I told him that I had snapped it in the pits at the Monterey Historics this year just because I thought it was cute. It turns out that it is none other than Larry's wife Tracy! As an added coincidence, they are Alfisti. Larry and Tracy own a '63 Sprint and a '75 Spider. Tracy, it seems, was delighted that she and junior were immortalized on the cover of such an important and prestigious publication. Life is funny. Fame can strike when you least expect it!

Our cover this month depicts a scene of familial bliss. Rex (the wonderdog) Chalmers, wife Jackie, daughter Allison and that perfectly amazing Rex clone. Oh yeah, let's not leave out the '74 GTV which tied for first overall with Phil Guiral's museum piece at the recent Barwinkle Concours. Well done Rex and Phil.

ALFACIONADA



But Honey - He says it's a genuine Alfa part and there's only one left in the world!



Look!! Here comes the Porsche club!

IL TECNICO FRIGO

Rex Chalmers

First of all I would like to apologize to Bill Pringle for getting his Willow Springs lap record wrong. The Class E lap record at Willow is Bill's but at 1:47.93 not 1:48.02. Sorry Bill. If anyone else knows of any inaccuracies in the lap records please let me know.

Now for the tech topic. I've had several inquiries about the proper method to repack wheel bearings, so here goes. First, remove the wheels. Next, remove the brake caliper. (fig. 1) For all cars except the Alfetta, GTV-6 and Milano it is necessary to disconnect the brake line at the caliper. This means you will have to bleed the brakes when you put the caliper back on. Remove the grease cap from the hub and the cotter pin and nut. (fig. 2) Now pull off the brake disc and hub assembly. (fig. 3)

Remove the outer wheel bearing and washer. Extract the inner hub seal and inner wheel bearing. Clean out the old grease from inside the hub and wheel bearings with fresh solvent. After the bearings are dry (brake clean solvent and compressed air work best) repack the bearings with either a good Moly EP grease (Ford spec. MIC75-B), or synthetic wheel bearing grease. I use either Valvoline Special Moly EP, part no. 633, or Redline synthetic. The bearings can be repacked by hand, a rather messy method, or with an automatic wheel bearing packer. Most auto parts stores carry the automatic packer.

Now put a thin coat of grease inside the hub and grease cap. Put a thicker coat on both the inner and outer wheel bearing races. Place the inner bearing in its race and install a new hub grease seal. (fig. 4) With the outer bearing in place, refit the disc and hub assembly onto the spindle. Make sure the brake disc is clean and free of any grease or oil. Replace the washer and screw on the retaining nut.

To seat the bearings and races (especially important if you replaced the bearings and races) torque the hub nut to 17 Ft. Lbs., slacken and tighten to 7.4 Ft. Lbs. (fig. 5) An alternate method is to initially torque to 17 Ft. Lbs., slacken and tighten just to the point where you can no longer move the washer behind the nut with a small screwdriver. Then back off the nut to the next castellation where a new cotter pin will fit through the hole in the spindle. If you have a dial indicator, check that the free play is between .001" and .008". (fig. 6) Replace the grease cap. Now refit the caliper and re-torque the retaining bolts to 54.6 - 61.2 Ft. Lbs. (fig. 7) If you had to disconnect the brake line you must now bleed the brakes.

Please make sure that the bearings and races are in good shape, i.e. no scoring, discoloration or pitting. If not they must be replaced. Replacing and/or repacking bearings and races is not a job that should be attempted unless you are confident of your abilities to do the job correctly. Remember, if you don't do it right you could cause serious damage to your Alfa and/or yourself. That retaining nut is all that is holding your wheels on!

'Til next time. Keep those cards and letters coming. Write me c/o Omega Motorsports.

Ciao

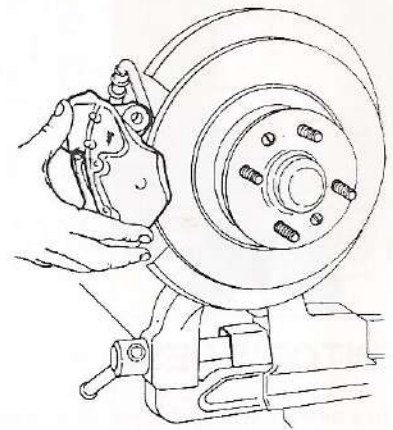
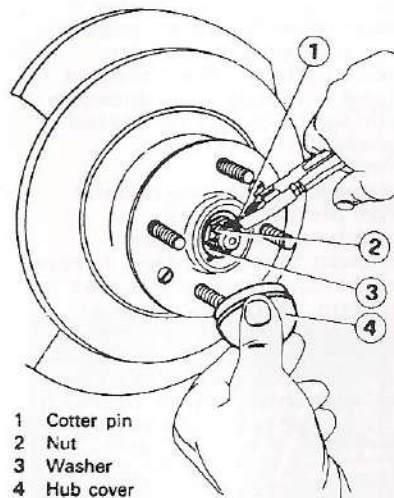


fig. 1



- 1 Cotter pin
- 2 Nut
- 3 Washer
- 4 Hub cover

fig. 2

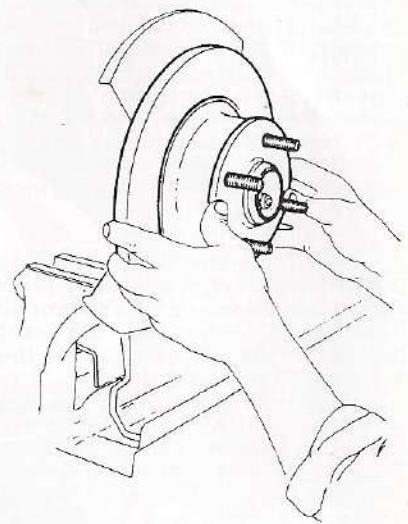


fig. 3

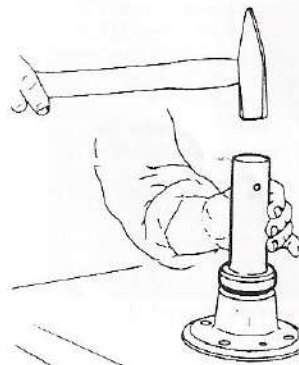


fig. 4

1990 DRIVERS SCHOOL

Well here it is at last! Our first event and our first DRIVERS SCHOOL for 1990. For those of you wanting a reasonably priced drivers school offering great instruction and loads of track time you're reading the right article.

If you are looking to become a better street driver (and who isn't these days) or if you wish to hone your skills for our Time Trial program (a must if you're a Novice Time Trialer), or perhaps you simply wish to sharpen up for the Slalom, or Rallye program, have we got a deal for you!

The AROSC Time Trial Instruction Program in conjunction with Danny McKeever's Willow Springs International Driving School will be putting on our third annual AROSC DRIVERS SCHOOL at the Streets of Willow Springs on January 14th and 15th.

Remember when no one was looking and you took your dad's car out in the rain and cut cookies until you got dizzy? Well we give you a place to do it safely and an instructor to show you how, all in the name of learning car control. We have eight of the best instructors in Southern California who will be holding chalk board sessions, car control skid pad sessions, a toe heel shifting exercise, and driving sessions on the "solo" course so you can put it all together.

You don't have to be a Time Trialer to enter since we will have sessions for beginners and novices as well as for the experienced drivers. If, however, you are a novice competition driver what you learn here will make you a better, safer and faster driver

You will need to get your car tech'd at one of the clubs authorized tech shops and the only equipment you'll need is your street seat belt, a Snell approved helmet and proper clothes, shoes and gloves. If you aren't sure of the requirements look in your 1989/90 Competition Code for the Intro Group rules in section 4.5. As we did in '89 we will have a lapping session on Sunday for experienced drivers in competition equipped cars.

The cost for the school will be \$125 per student, (because of the track we must limit the size of the classes so the entry will be on a first come first entered basis.) This is a price impossible to beat as most schools charge upwards of \$600 a day! Although it's not impossible to share a car I highly discourage it since we have only three sessions and that means those sharing cars will be entered in the same group which means you will get only half the track time.

We will arrange a special priced hotel for those of you wishing to stay overnight in the area, Danny McKeever will make some of his school cars available for rent (might as well abuse his instead of yours), and last but not least we will plan a Saturday night Banquet. See next months ALFACIONADA for the details. Gene Zettle has printed a tear out entry form in this newsletter and we will be doing our usual mailing to those on the special Time Trial list.

It all adds up to a fabulous weekend - a weekend your Insurance company will approve of.

JOHN GREEN

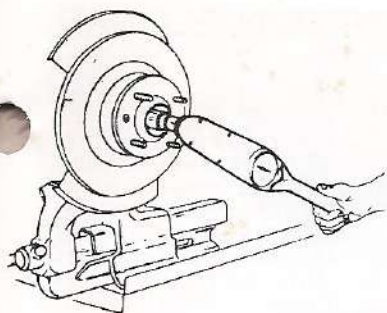


fig. 5

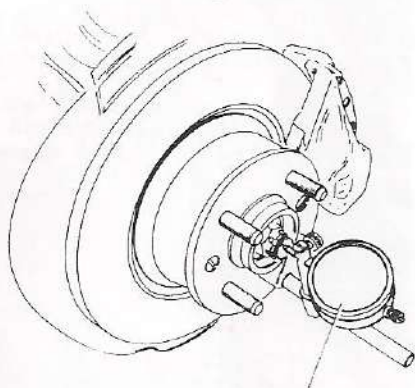


fig. 6

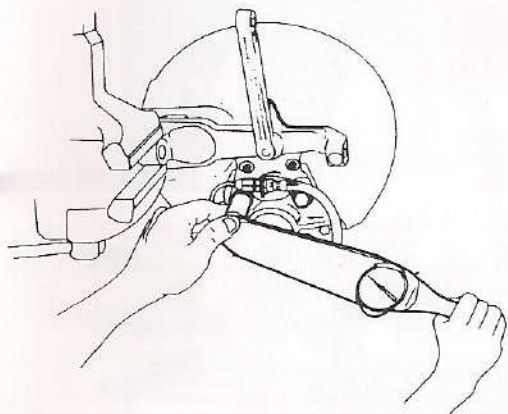
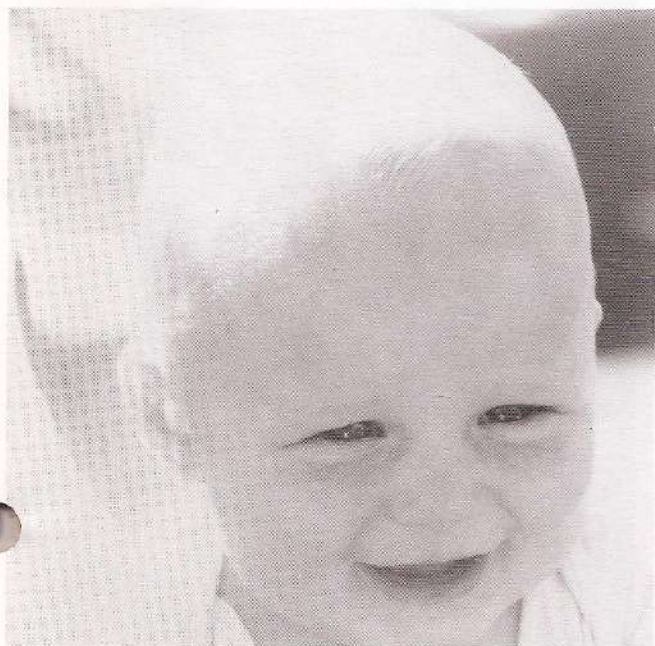


fig. 7



GOOD NEWS, BAD NEWS & JUST NEWS

Stu Schaller

Prices for old Alfas just keep climbing. The November issue of my favorite magazine *CLASSIC & SPORTSCAR* is showing asking prices of as much as \$25,000 for Giulietta and Giulia spider normales, \$15,000 for 5 year old spiders, \$45,000 for 2600 spiders and Montreals. This is of course in Europe, but wait another 6 months and these prices will reflect the situation here.

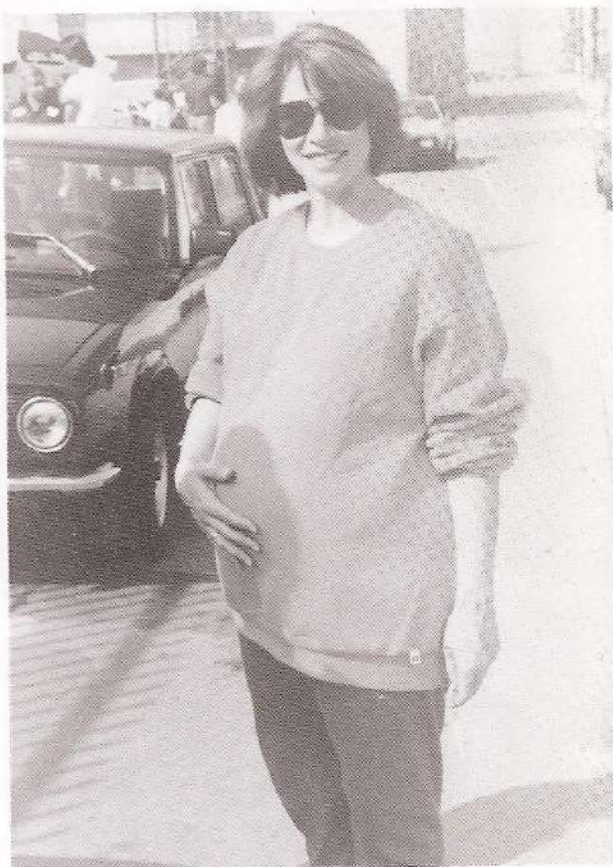
Ed Mangino, a long time club member is moving back to the midwest. He plans to put some of the profit from selling his home here into old Alfas. If you have anything interesting you are thinking of selling (a GTA or Spider Veloce perhaps?) contact Ed. The club wishes Ed all the best in his new haunts.

I got my 2600 out of the body shop but it needs to go back for some small touch-up work. While washing the car I got some of the electrics wet and now the car will crank, but it won't fire. Over to Rex and a conversion of the dual point distributor (for which parts are almost impossible) to photo cell in the near future should cure the problem.

I've learned something interesting recently about Giulietta Sprints; not all 750 series cars have the early "eyebrows" grilles. There are actually some 750 series cars with the later "eggcrate" grille. It appears Alfa went to the later grille type around May 1958. The change from the early Alfa-Colotti gearbox to the later Porsche synchro type split case took place around 9/58 and the 101 type engines were not put in the cars until 2/59. The cars went from column to floor shift around 3/57, so the "eyebrows"/floor shift 750 Sprints are the rarest type. In the period of 1956 through early 1959, some 950-1000 750 series Sprint Veloces were made, and about 200 of them were lightweight versions with aluminum parts and sliding plexiglas windows.

Alfa, after reasonable success in 1989 has decided to switch teams for 1990. The Indy cart team will be run by Patrick Racing, who with Fittipaldi and Chevy power won the series in 1989. Perhaps we will see an Alfa in the winner's circle next year.

Again, let me offer the services of my automotive literature collection to club members. You can contact me at (818) 772-1647.



RAFFLE WINNERS

UPI Lawndale, California

The Alondra Park clubhouse was the scene of an incredible raffle which was put on by the premier Southern California sportscar club - AROSC. Hosted by the ever-charming and equally good looking Ms. Velazquez, the raffle consisted of wonderful prizes either purchased by the thoughtful host herself or generously donated by Omega Motorsports (case of Kendall oil), Alfa Ricambi (gift certificates, OMP lumbar supports, oil filters), or Yokohama Tire (many nifty hats).

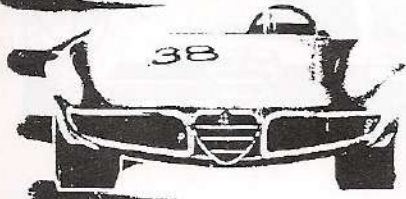
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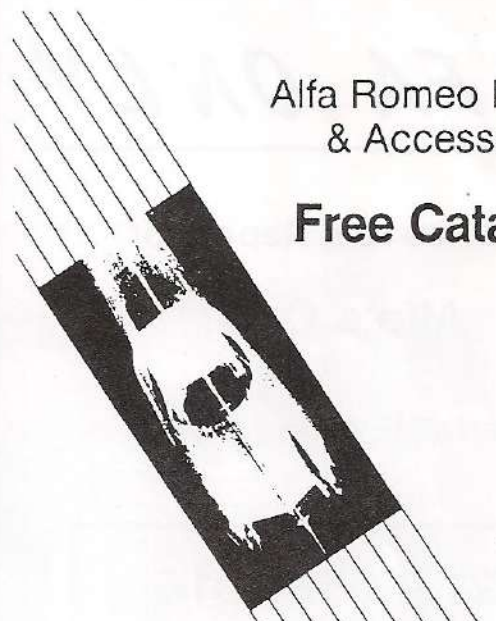
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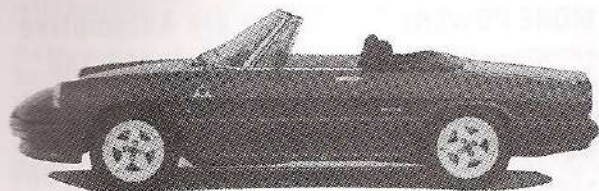
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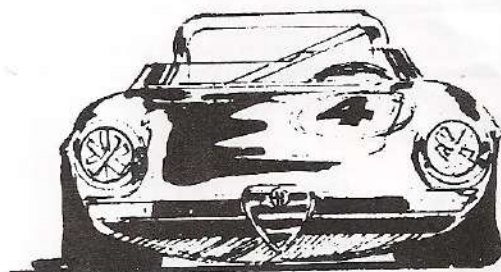
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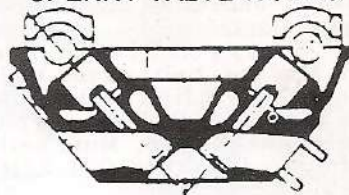
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