

OCT, VOL. XXX, ISSUE VII
\$2.00, FREE TO OUR MEMBERS

THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS CLUB OF SOUTHERN CALIFORNIA



LA SMIE
THE NEXT GENERAL MEETING IS FRIDAY, SEPTEMBER 29TH
FEATURING DAVID GOOLEY & HARRY NEWTON

FEATURING THE COLUMNS "EVENTS" BY PAT BRADEN & "NEWS & VIEWS" BY STU
SCHALLER & "IL VOLLI DEL" BY ANNA VAN CUREN, LOCAL AND INTERNATIONAL NEWS,
ALPOONERY, TECHNICAL, COMPETITIONS, ASSOCIATEDS, AND MUCH, MUCH MORE

the inside cover

general information

The Alfacionada is the monthly publication of the Alfa Romeo Owners Club of Southern California, a regional chapter of the Alfa Romeo Owners Club, Inc, a non-profit organization of Alfa Romeo enthusiasts. Publication is monthly and included as part of the membership fee paid to AROCSC, Inc. General meetings are held on the last Friday of every month at 8 PM at the Los Angeles Department of Water & Power, 111 N. Pope Street, in Los Angeles. General enquires should be sent to AROSC, P. O. Box 39554, Los Angeles, CA 90039-0554. Membership information is on the back cover.

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general meeting location



newsletter information

Correspondence regarding the Alfacionada should be sent to AROSC, P. O. Box 39554, Los Angeles, CA 90039-0054.

Articles, photos, events, and classifieds submissions must be received by the end of the month prior to earliest publication. Please include a SASE for the return of any submitted material.

Classified advertisements are free to members and \$10 for non-members. Commercial advertising rates are as follows:

Size	Half Year	Full Year
1/8 page	\$ 60	\$100
1/4 page	\$120	\$200
1/2 page	\$240	\$400
Full page	\$480	\$600

the disclaimer

AROSC is not responsible for the safety or practicality of modifications performed by individual members and described in these pages. We suggest you consult a knowledgeable mechanic before modifying your automobile.

upcoming events

GENERAL MEETING, 8 PM, September 29

David Gooley and Harry Newton will discuss and show slides of their latest trip through the automotive museums and restoration shops of Europe. Location is at the DWP (see map on inside cover).

CENTRAL COAST WINE TOUR, October 7 & 8

Two days of great Alfa roads, Central California wine and camaraderie. Tour the Central Coast wine country in an Alfa caravan. We will leave Los Angeles on Saturday morning, and tour several vineyards and antique shops in some of the more obscure towns of the area, and spend the Sycamore Springs Inn at Avila Beach.

On Sunday there will be more scenic roads and wineries, capping off with a tour at the Arciero Winery and auto museum (Arciero has actively campaigned an Indy car team for the last several years). For more information, call Dirk Stoehr at 818-385-9841 or 213-385-1203.

DRIVERS SCHOOL, October 21 - 22

This is your last opportunity of the year to attend our well known AROSC Drivers School on the streets of Willow Springs. A great introduction to performance driving - all you need to bring is your own car (with seat belts) and a desire to improve your skills. Experience the same skid pad training, car control exercises, classroom and track sessions as professional schools at a fraction of the cost.

The school provides classes to improve your street driving, prepare for time trials, and hone your racing skills. Pick the one that is best tailored to you. For entry information, call or fax Paul Hightower at 818-368-1880.

SWAP MEET, November 18 (Tentative)

Another chance to buy and swap Alfa parts and memorabilia. We hope to do something special at this one..... Location will be Auto Specialties in Torrance on Vermont south of 190th Street.

CHRISTMAS PARTY (Tentative)

Details to come.

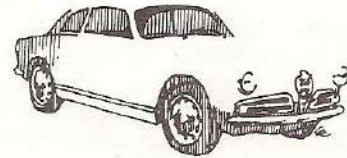
elections

Elections for the AROSC Board of Directors is in October. If you are interested or know someone who may be, fill out the flyer enclosed in last month's Alfacionada, or send us a post card to:

AROSC Elections, P. O. Box 39554, Los Angeles, CA 90039-0554.

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from the editor

G. Patitz

The 1995 Monterey Historics has once more come and gone and left me to reflect on those things automotive. There is so much that goes on in the the space of that three day weekend that in the end one can not help but feel they have suffered a case of sensory overload. It almost fulfills my yearly automotive requirements until the following year's event.

I have attended the Hysterics (as many of us have grown to affectionately call them) for some fifteen years. During the course of that time I have seen several marques as well as a driver (Fangio in 1991) featured at the Historic Races at the Laguna Seca Racetrack. The list of featured marques in itself is quite interesting -

Year	Featured Marque/Individual
1974	
1975	Alfa Romeo *
1976	Jaguar *
1977	Bugatti
1978	Mercedes *
1979	Bentley
1980	MG
1981	Cunningham
1982	Porsche
1983	Ford
1984	Ferrari *
1985	Alfa Romeo *
1986	Mercedes *
1987	Chevrolet
1988	Maserati
1989	Aston Martin
1990	Allard
1991	Juan Manuel Fangio
1992	Jaguar
1993	Miller
1994	Ferrari *
1995	Lotus

* Featured more than once.

Alfa Romeo has been featured twice, as has Jaguar, Ferrari, and Mercedes. Although Alfa has been chosen as the featured marque at the Concours Italiano in 1998, I can not help but feel it unlikely that it will be also featured that year at the Historics despite rumor to the affect. There are two many famous drivers, auto constructors, and marques that as of yet have not been highlighted.

No word as yet on who or what will be featured at the 1996 event. Usually the selection is announced at the awards banquet at the end of the Historics weekend. We will publish it as soon as we hear.

For those who missed the Monterey Hysterics once more - let it just be said that you are missing the world's premier vintage automotive (three ring....) event. Any person with even the slightest interest should attend at least once.....and bring lots of money.....

AROSC Board elections are once more upon us and we need your input. Please fill out the flyer enclosed in the last issue of the newsletter or drop us a postcard with your nominations for the board of directors. Remember, the membership has three means to voice there opinions concerning the direction of this club -

1. Attend the board meetings. Decisions concerning the direction of the chapter are made there.
2. Send a letter to the Editor. If it is legible and not to libelous we will probably print it. Discourse is good.
3. Get involved and nominate, run, and/or vote for members of the AROSC Board of Directors.

Most importantly, get involved. The club is only as good as what its membership puts into it. You have a voice.....

letters to the editor

Letters to the ALFACIONADA are encouraged. Send correspondence to: Editor, AROSC, P. O. Box 39554, Los Angeles, CA 90039 - 0554

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calendar

- Sept 16-17 AROSC Time Trials, Las Vegas, NV
 Sept 17 German Touring Car series, Le Mans, France (Tentative)
 Sept 17 Italian Touring Car series, Varano, Italy
 Sept 21 Brooks Car and Automobilia Auction, England
 Sept 23-24 British Touring Car series, Silverstone, England
 Sept 24 Portuguese Grand Prix, F1
 Sept 29 AROSC General Meeting, Newton & Gooley slides, of their annual tour of Italy, DWP
 Sept 29- Oct 1 IMSA WSC/GTS/GTO/GTU/Supercar Weekend, Phoenix, AZ.
- Sept 30- Oct 1 Autoclassic Auction, North Vancouver, Canada
 Oct 1 Italian Touring Car series, Vallelunga, Italy
 Oct 4-7 World Classic Auction, Hershey, PA.
 Oct 5 AROSC Board Meeting
 Oct 6 SMSCC "first friday nite" rally, Mission Hills
 Oct 6-8 IMSA WSC/GTS/GTO/GTU/Supercar Weekend New Orleans, LA. (tentative)
 Oct 6-11 Basque Classic Rally, Spain
 Oct 7-8 AROSC Wine Tour, Call Dirk Stohr 818-345-9841
 Oct 8 German Touring Car series, Magny Cours, France
 Oct 8 European Grand Prix (Nurburgring, Germany) F1
 Oct 8 FIA GT Race, Nogaro, France
 Oct 8-12 San Remo Rally, Italy
 Oct 19-28 Brooks London Motor Show Car and Automobilia Auction, England
 Oct 21 Pacific Grand Prix, Aida Japan, F1
 Oct 21-22 AROSC Drivers School, Willow Springs
 Oct 22-25 Catalonia Rally, Spain
 Oct 27 AROSC General Meeting, DWP
 Oct 28-29 World Classic Auction, Las Vegas, NV.
 Oct 29 Japanese Grand Prix, F1
- Nov 2 AROSC Board Meeting, Location TBA
 Nov 12 Australian Grand Prix, F1
 Nov 12 FIA GT Race, Zhuhai, China
 Nov 16 Brooks Car and Automobilia Auction, England
 Nov 18-19 C & SC Rally Britannia Historic Car Rally in England
 Nov 19 AROSC Swap Meet, Auto Specialties, Torrance
 Nov 19-22 Network Q Rally, England
- Dec ? AROSC Christmas Party, Date and Location TBA
 Dec 2 Brooks Car and Motorcycle Auction, England
 Dec 4 Brooks Olympia Car and Automobilia Auction, England
 Dec 7 AROSC Board Meeting, Location TBA

Lancia Alfa Romeo FIAT

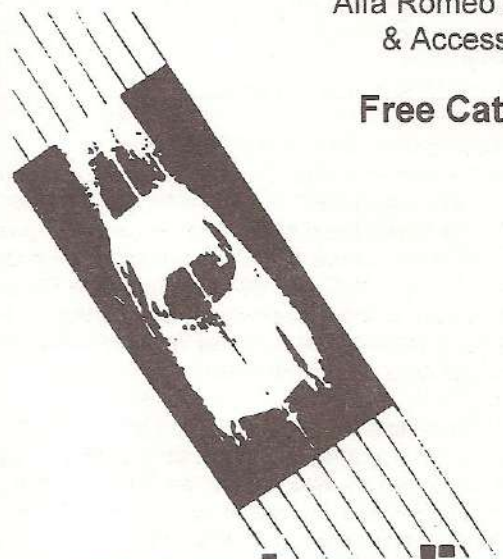
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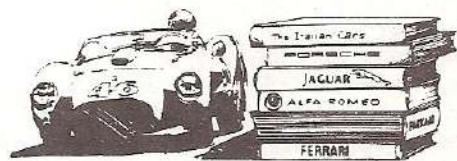
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Alfa Romeo Library of California

Library seeking to acquire collections of Alfa books, periodicals, technical publications, Alfa Owner Magazines (especially early years), and a collection of Alfacionada.

Please advise on subject matter, terms, and conditions.

Alfa Romeo Library of California, 705 Oak Grove Drive, Santa Barbara, CA 93108



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Automotive Books & Miniatures

passing thoughts

Pat Braden

This has been a little more of an Alfa summer than most of the recent summers for me. No, I haven't restored any cars (in fact, I've not worked on an Alfa for about a year, now). But I did attend the national Atlanta convention as your chapter representative and a newly-elected member of the Board. Then, I flew up to Seattle for Gita e Corsa (very successful) and last weekend went to the ARA banquet in Carmel during the Monterey Historics weekend (best turnout of Alfas of all three events).

I've been a member of ARA before, and I joined it again last weekend. No doubt, I'll be volunteering to help bring off some west-coast events which we can all enjoy together. I'd been invited to speak to the ARA group at the Saturday night banquet and arrived a little early, just to catch the tail end of a meeting which might prove to be very important, indeed.

I'll let Tina explain the details of this meeting to the SoCal membership, but the subject of the meeting was how the west-coast clubs could work together to provide bigger and better events for Alfa owners. Our chapter has, by its very size, a significant role to play in building a larger Alfa community. This is, given the departure of ARDONA in December, a one-time opportunity to do something which may affect the social lives of Alfa owners well into the future.

The movement toward cooperation on the west coast has been looked on with concern by several members of the AROC board of directors, while others seem oblivious to it. For whatever reason, Gita e Corsa was initially regarded as the focus of a breakaway movement, where the west coast Alfa clubs would leave the AROC to form a new group. Such a move, if successful, would irreparably damage the viability of the national club, since as much of one-third of its membership might be lured away by a west-coast group.

The club, if I may be so bold, has encouraged a breakaway by its inactivity. Some members of the board have counseled that everything was really quite OK, that people were very satisfied with the status quo and the future was bright even with ARDONA's departure. At the time they were doing this, they knew, presumably, that there were people discussing a move which would surely cripple the national club.

Others have held that, unless aggressive action were taken, the membership of the club would certainly shrink into a small core of diehards and the AROC would, like the Abarth club or the Bugatti owner's club, become a vintage enterprise, of interest to only a very few. I understand that the ARA recently had a proposal from one of its members that it actively discourage "passers-through" and concentrate on a reduced membership of active Alfisti. At some point, the national club will probably

have the same kind of discussion. There is a point: why carry members who don't do anything?

So, the club seems to have three choices: to continue into an inevitable decline, to break up into regional groups, only some of which will survive, or to foster a much more active club which offers a broad variety of reasons to belong.

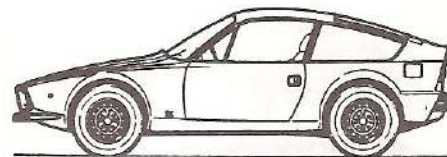
Given those three choices, there isn't much of a problem picking the best option. A quick look at other groups suggests some ways in which the club could be better: some groups offer a variety of car-related events, from concours to on-track competitions. Other clubs have funded the reproduction of otherwise unobtainable parts, and still others have more elaborate magazines and boutique "shops."

I believe that the club is in a position that it must begin coming to grips with its maturity. It is clearly populated by a new generation of Alfisti, as I discovered during my three "Alfa" visits this summer. Our membership is strikingly young, both chronologically and in their knowledge of Alfa Romeo. What a wonderful opportunity to re-define the AROC. The path of growth, I submit, is in working together and getting involved, rather than trying to create breakaway groups of dubious vitality.

Every AROC chapter I've ever known anything about has been largely the domain of a very small group of activists. That, in fact, was the way the club started: as a small chapter in Chicago. It was held in Bill Knauz' dealership basement and guided by Bruce Young and Dic van der Feen who were later joined by Paul Tenney. That chapter grew because Bruce and Dic had a Good Idea that attracted others to join.

In this chapter, the activists like to drive around race courses more than they like to have pasta dinners. In Orange county, just the opposite is true: Manga Mobile is a truly expanding experience (and you're all invited), as is the Oktoberfest held at the Garretts in Fallbrook. There is no valid reason why all chapters cannot offer a variety of fun opportunities, from rallies and races to purely social events. The reason they don't now is that there are so few people willing to volunteer a little bit of their time to make it happen. To make our group even more valuable I'd like to encourage you all to get a lot more involved in the volunteer activities of the club. Increased volunteer effort will be essential if we are to host a west-coast event in 1996.

It's true that you only get out of a club what you put into it: 'nuff saidon that subject.



1973 1600 Junior Z, Coupé

the tipo 158/159

Stu Schaller

With Fangio passing away recently, I thought I would devote this month's column to the model with which he won the 1951 World Championship for Alfa; the Tipo 158/159...

In 1938, a secondary class for single-seater racing cars of 1500cc or less capacity, was created. For this class Alfa built 2 cars. The first to arrive on the scene was the Tipo 158, with a 1479cc, supercharged, straight 8 cylinder motor, initially developing around 195 horsepower. The wheelbase was 2.50 meters, and it was clothed in coachwork built by Zagato. The cars were almost immediately successful, taking 1st and 2nd at the Coppa Ciano, and a 1st and 2nd at Monza.

For 1939, the cars were further developed, and horsepower rose to 225. Alfa's rivals also improved their cars, but Alfa was the team to beat. During the year, Alfa, in spite of their success in the class, built a new, rear-engined model, with a supercharged, 180 degree, 12 cylinder motor of 1490cc, producing 340 horsepower, called the Tipo 512. De-Dion independent rear suspension was used; all previous Alfas having used solid rear axles or swing-axle type independent suspension. The wheelbase was 2.45 meters. For the first time in an Alfa, a five speed gearbox appeared.

With a war on the horizon, Alfa decided to concentrate on the development of the much more simple 158, and the 512 remained a prototype; 2 cars having been built.

For one of the last races of the 1939 season, at Tripoli, Mercedes built 2 cars with 1500cc motors, called the W165, in an attempt to embarrass the Italians and French; and embarrass they did, walking away with the first two places. The W165's, after proving Mercedes point, that they could win at will, never ran again. In 1940, Alfa again dominated the few races run, including taking 1st through 4th at the Tripoli event.

Racing began again soon after the war; with all manner of cars being pulled from hiding in hay lofts and barns. Initially, most events were run under "run-what-you-brung", formula libre rules, but by 1946, new regulations were established for all forms of racing.

For Grand Prix's, cars were to be single seaters, with either 4500cc unsupercharged or 1500cc supercharged motors.

Alfa stayed with the latter, and further developed their pre-war Tipo 158's, to the point that they now put out around 275 horsepower. Alfa dominated the 1946 season, and continued to do so in 1947 and 1948.

Having beaten everyone by a convincing margin, Alfa decided not to run the Grand Prix circuit in 1949, and concentrated their racing efforts toward sports car events.

Alfa returned in 1950, but while they were sleeping, Ferrari and others had almost caught up. In spite of this, Alfa had

its best racing year ever, winning all 11 Grand Prix's, and giving Nino Farina the first World Championship for drivers. The cars now put out around 410 horsepower.

In 1951, Alfa changed the rear suspension in the 158 to the De-Dion type, and continued to develop the car, changing the name to the Tipo 159. Horsepower continued to rise, and now was around 430. The Alfas continued to win events, but Ferrari, using a 4500cc unsupercharged car, rather than a supercharged car of 1500cc, won just as many. Only a win by Fangio in a 159 at the Barcelona Grand Prix gave him the first of his five World Drivers Championships (the others were for Mercedes, Maserati, and Ferrari), and the team championship to Alfa.

In an economy move, the 1952 and 1953 Grand Prix seasons were run under formula two rules, which allowed only unsupercharged cars of under 2 liters. Rather than modify the 159's or build a new car for this series, Alfa concentrated on sports car events, and did not build another Grand Prix car until the 1970's. Fangio sat out most of the 1952 season after suffering an accident at Monza, and drove for Maserati in 1953. He won his second World Drivers Championship in 1954, with Mercedes.

According to Fusi, a total of 12 158's and 4 159's were built, with enough spares for at least 3 more cars. A "replicar" has been constructed in the last few years, using some of the spare parts.

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news & views

Stu Schaller

In the last 6 months, there has been a lot of discussion in regard to the worth of the AROC, and the direction which it should take. In my opinion, the value of the national club, as it is currently run, is minimal. My reasons follow.

Over the last few years the Board of Directors of AROC seem concerned with only one thing; increasing membership. There are somewhere between 50,000 and 100,000 Alfas registered in the US. This has been the case for the last 20 years. In spite of this, over the entire history of the national club, there have been only 25,000 members; and never more than 6,000 at any one time. Why can't the powers that be see that the vast majority of people who own Alfas are simply the type who rather have a 10 year old sporty car than a 3 year old automotive appliance, and have no desire to be members!

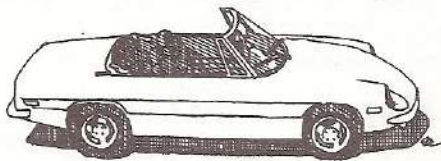
There has also been a lot of hype about the fact that the AROC has people that are available by phone to provide members with technical and other information. As the individual member, rather than the club has to pay for the call, I don't consider this to be such a big deal.

I also think the \$45 yearly dues should be used to benefit those who are members, rather than trying to recruit new ones, and a much greater percentage of the fees should be funnelled back to the local chapters, where 99% of the club's events take place!

It is my understanding that there is somewhere around \$70,000 in the national club's treasury. In spite of this, the AROC seems unwilling to spend the money to hire an editor for *Alfa Owner* who actually knows something about the cars (Doug Darling does good job with the magazine's production, but content is sadly lacking) or to fund things such as model registers, which, over the years have been proven to be the best sources for parts and technical information. Only \$12 of the \$45 yearly dues get sent back to our chapter, and all ones really gets for the \$33 difference is a rather poor magazine.

My approach to the problem would be to make joining the national club optional, rather than mandatory. The local chapter could charge \$25 yearly dues, and anyone that wanted to join the AROC could pay their \$45 membership

fee. I feel that this would be much more fair than forcing people to pay for something they might not really want, rather than trying to create a separate "west coast" club. Your opinion on these matters would be appreciated.



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technical

B. Frantz

Alfetta Drivetrain Maintenance

My latest stay in the shade of an Alfa chassis was a couple of days replacing the exhaust, rubber drive shaft couplings, rear motor mount, and CV joint boots on my '76 Alfetta Sedan. I will not bore you with a step by step description, the manuals do that, but here are a few thoughts from a fellow tinkerpaw applicable to 116 sedan and GT drive lines.

Preparation

Before dismantling anything, make sure the car is adequately off the ground to allow maneuvering the exhaust and drive shaft around axles and cross members, etc. Eighteen to twenty inches should do it.

Exhaust

The exhaust must come away for access to the drive line, so this is a good time to replace any rotten parts. I installed the stock European system including the nice large radius four into two cast iron headers. The Anza mufflers are real tinny, but the performance is noticeably improved. Alfa Ricambi sells this system quite reasonably. Installation is a straight forward bolt on procedure.

Driveshaft Couplings

Replacement of the front and center rubber couplings requires pulling the drive shaft. First (after removing the exhaust) clear the way by removing the transmission link rod and the gear change lever and ball socket housing. Trace the position of the link rod on the transmission lever to preserve the adjustment for reassembly. Gear change lever and ball socket housing come out the bottom. No need to remove the boot.

When removing the drive shaft, start with the front coupling so the rear wheels and hand brake can be used to rotate and lock the drive shaft while wrenching on the coupling nuts through the small access hole in the engine flywheel cover. If you disconnect the more accessible rear coupling first, you will need to remove the starter and jam the ring gear. Rotation will have to be done by the crank shaft pulley nut. Lower the rear of the engine by disconnecting the rear motor mount, taking care not to lose the spaces. With front and rear couplings loose, remove the center bearing support, pry the rear coupling from the clutch yoke by compressing the rubber with a large screw driver, and withdraw the shaft towards the rear. On the bench, the shaft can be cleaned, disassembled, and new couplings installed. Remember, this is a blanced assembly turning at engine speed, so mark the relative position of the shaft sections and yokes before separating the splines. Do not remove the clamp band on the new couplings before the shaft is reinstalled on the clutch and engine flywheel yokes. The rubber would expand and the bolt holes would not align.

If you have heard horror stories about Alfetta couplings failing, causing drive shafts to flail around in the passenger

compartment, you may take heart in this; Although there was only slight play in the drive line, my couplings were torn completely in two, yet the drive shaft never once came through the floor pan. It seems the two rubber connected spiders, of which the coupling consists, do not really separate even when the rubber is broken.

Rear Motor Mount

While you have the drive shaft out, check the rear motor mount. If it is soft and sagging, the drive shaft will rub on the fly wheel cover causing wear and terrible grinding sounds. The engine fly wheel cover in which the motor mount is pressed, can be removed without pulling the engine, but not as easily as the Haynes Manual implies.* I had to lift the engine off the side mounts and move it forward on a trolley jack one to one and a half inches before the cover would clear between the studs and the fire wall. With the exhaust down, everything else should be flexible enough to allow this much movement.

Did I remove the fan shroud? Maybe. The starter will have to come off to remove the fly wheel cover, but don't forget to disconnect the battery when fooling around in this area.

Removal and installation of the motor mount is easy with the right driver, but large diameter sockets are expensive and hard to borrow, so I've been using PVC pipe fittings from the local hardware store as drivers. They are cheap, come in many sizes and work quite well. Heat from a heat gun or propane torch will expand the aluminum and make driving the motor mount in and out much easier. Remember to note which way it installs - it's not symmetrical.

Lubing the Gearchange Lever

After putting all the parts back together, the thing that pleased me most about my job was what a difference a dollop of grease on the gear change ball joint made. Shifting was at least 100% better and no more balkiness. I had tried spray lubes, but to no avail. Why Alfa never put a grease fitting under there I'll never know. With the dust boots lasting only about five minutes, a regular application of grease is the only way to keep the socket clean and free. Maybe someone else can take a look to see if it is possible to install one. It will be awhile before I'm under there again.

Last Words

Have fun under there! Be patient and the beautiful Alfetta drive line can be entertaining to service. This is possibly the most expensive drive line ever built, and it is labor intensive to maintain. But in good condition, it lays down the power in a smooth and tractable manner like no other.

* Alfa Romeo Sedan & Coupe - 1973 thru 1980, Peter G. Starsman, Haynes Publishing Group, England, c. 1982.

thank you

The Club would like to give a special thanks to following sponsors for supplying items for the general meeting raffles:

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International Competition

Stu Schaller

Nineteen rounds of the FIA Group Two British Touring Car Championship have now been run, and Alfa is yet to have a single win. The series has been dominated by the Vauxhall, Volvo, and Renault teams. For the 16th round, Tarquini, last year's champ, who was running in the Italian series, switched places with Simoni. After 2 DNF's and an 8th, Tarquini managed to finish 4th in the latest round; Alfas best result so far this year. With 6 rounds left in this year's series, the Alfa team is in seventh place.

The German Group One series has now been divided into two separate series; one for the races in Germany, called the DTM, and one for the races in other countries, called the ITC. Schneider's Mercedes leads the DTM series, with other Mercedes drivers in 2nd and 3rd. The manufacturers points race is still very close.

In the ITC Schneider also leads the drivers race, with Mercedes drivers in 2nd and 3rd, and Larini's Martini "factory" Alfa in 4th. Mercedes leads Alfa by a fair margin, but Alfas do extremely well, they can still win the championship.

In the other series in which Alfa competes, Audi is leading Alfa by a fair margin in Italy, and Alfa leads Nissan and Opel by a fair margin in Spain. Alfa has withdrawn from the French series.

There will be a North American Touring Car series, run to the similar rules as the British series in 1996, but Alfa will not compete, as the rules state the car raced must be sold in the US.

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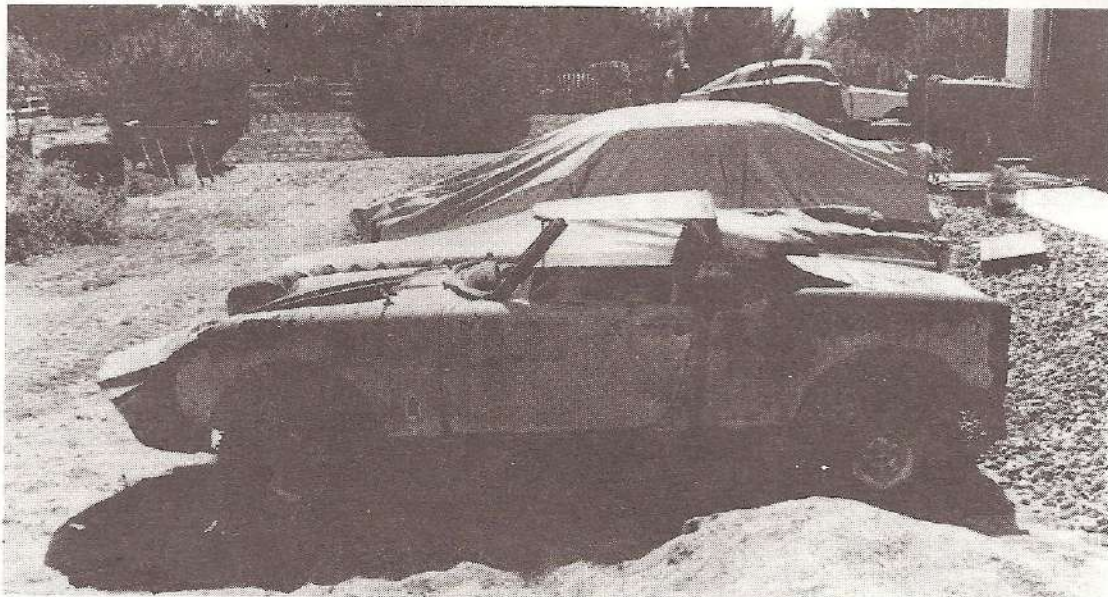
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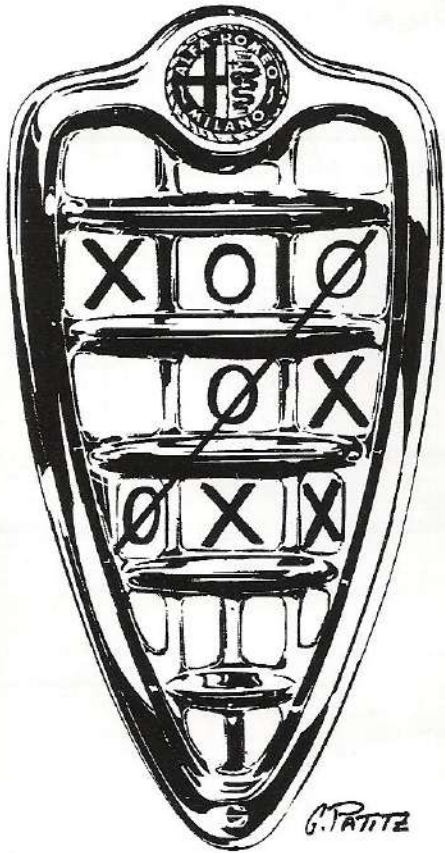


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The interesting derelict above, is a 750 series Giulietta spider based special that now currently resides at the home of noted Alfisti Jim Allen in Nipomo, California.


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