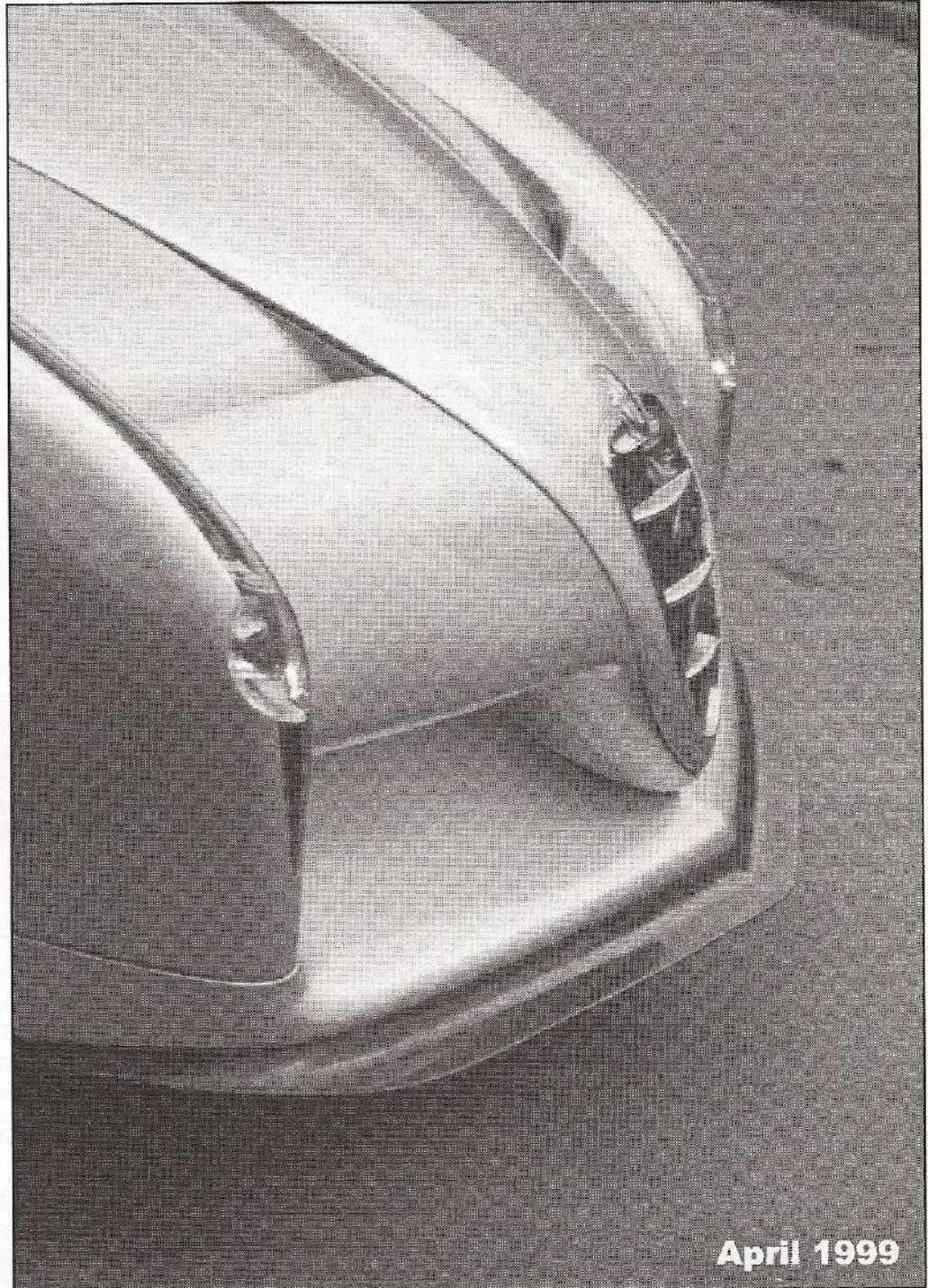


# *Alfa Romeo*

## Newsletter of the **Alfa Romeo Owners of Southern California**



April 1999

**In This Issue: "Scighera!", 0170, "Gasket Sealant Use In *Alfa* Engines", and more ...**



### Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Urnapan Room at Veterans' Memorial Park at the corner of Culver and Overland in Culver City. In November the meeting will be held on the last Friday if there are two Fridays after Thanksgiving, otherwise it will be on the Friday prior to Thanksgiving. A holiday party is held in December in lieu of the General Meeting that month.

Numerous special meetings and events are also held throughout the year. Check the Calendar information on the outside back cover for an overview of the year and review *Alfacionada* for details of events planned for the near future.

### AROSC Mailing Address

Alfa Romeo Owners of Southern California  
Post Office Box 3621  
Granada Hills, CA  
91394

### Membership Information

See the inside back cover of *Alfacionada*.

### Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive before the 20th of the month to permit publication in the next month's issue.

### General Information

*Alfacionada* is the monthly publication of the Alfa Romeo Owners of Southern California, a Chapter of the Alfa Romeo Owners, Inc., a national non-profit organization of Alfa enthusiasts. Subscriptions to this newsletter are included as part of the annual AROSC membership fees.

### Classified Advertising

Classified (non-commercial) ads are available as a free service to members and for a nominal charge of \$10.00 per insertion to non-members. Ad content must be Alfa-related.

### Commercial Advertising Rates

Full page	\$500 per year
1/2 page	\$275 per year
1/4 page	\$150 per year
Business card	\$100 per year

### This Month's Cover

The stunning Alfa-based Scighera prototype from the studio of ItalDesign is seen in this photo. An article and more photos can be found in this issue, starting on page 12.

Photo by Dave Gooley

### AROSC Information Line

Call (310) 471-222 for additional information about AROSC.

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### Disclaimer (a.k.a. Lawyer Repellent)

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# **AROSC Previews**

*An outline of coming events*

## **AROSC General Meeting - 30 April**

Join us for April's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, announcements, etc., we'll have a very special program.

The meeting will feature what one member has called a "Visual Treat". This is a professionally done video put together some years ago from material filmed at some of the club's Time Trials. Shot in the era when Riverside Raceway was still the scene for some great events, and edited by industry professionals using a musical soundtrack, the end result is an experience you won't want to miss. One description compares its visual and aural impact favorably with anything that you might see on MTV. (*But with much better subject matter, of course - Ed.*) Don't miss this program! Join us on April 30<sup>th</sup>.

## **AROSC Driving School at "Streets of Willow" - 1 & 2 May**

Called "The best bargain in high-performance driving you will find anywhere", the AROSC Driving School is an event for everyone. Whether you are interested in improving your track skills or want to focus on learning the defensive driving skills which will improve your safety on the street, this is an event for you!

With classroom instruction, time on a dry skid pad, time on a wet skid pad, and track time, you'll come away from the weekend with a capability behind the wheel which you didn't realize you had. Look for a registration form as an insert in *Alfacionada* and send it in right away to insure your space in the school.

## **Car Show in conjunction with the Muckenthaler Car Show - 16 May**

The Muckenthaler Car Show, held on some great terrain in Orange, is a multi-marque event held annually as a charitable fund raiser. Not only will you see some great cars of all types, but your AROSC Board is also working with several other AROC Chapters in the area to help create a great *Alfa* presence at the event. Look for an entry form in this issue of *Alfacionada*.

## **AROSC Spring Swap Meet - 23 May**

The first AROSC Swap Meet of 1999 will be an event you will not want to miss. In addition to the opportunity to buy rare and valuable *Alfa* parts at incredibly low prices, you'll be able to sell your old junk at unbelievably high prices. Even if you are not in the market for parts, it's worth coming for the scenery.

Judging from past events, we expect to see all types of *Alfas* in attendance. For some reason, these events seem to draw a turnout of *Alfa* models worthy of a concours event. This Swap Meet will be held in the parking lot of Sensor Systems in Chatsworth. Look for additional details in an article on page 7 of this issue of *Alfacionada*.

## **AROSC General Meeting - 28 May**

Join us for May's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, announcements, etc., we'll have a special program.

## **AROSC Time Trial at Willow Springs Raceway - 29 & 30 May**

Following February's event at Laguna Seca, our second Time Trial of 1999 will be held at the Willow Springs Raceway and should be another fun event.

For additional information, call Paul Blankenship at (818) 883-0266 or John Cote at (714) 495-8523

## **AROC National Convention in Kansas City - 16-20 June**

There's a full schedule of activities planned for this year's AROC National Convention, and there are also some great *Alfa* roads between here and Kansas City. If you are interested in exploring the possibility of caravanning with other members, contact Charlie Schwartz at the numbers given on page 2 of each issue of *Alfacionada*.

## **AROSC General Meeting - 26 June**

Join us for June's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, announcements, etc., we'll have a special program.

## **AROSC Summer Party - 1 August**

The AROSC Summer Party will be held at the Huntington Beach home of Phyllis Gaylard. In conjunction with the party, we'll be holding our first annual **AROSC Antipasto Competition and Potluck Picnic**. Put this event on your calendar and plan to attend! Additional details will appear in future issues of *Alfacionada*.



**0170**

**Here's the opportunity you've been waiting for !**

*by Charlie Schwartz, AROSC President*

Like Italian opera and *Alfa* ownership itself, the operation of a volunteer organization like AROSC has both its exhilarating highs and its dispiriting lows. Not surprisingly, we've recently experienced some of each.

This past month, AROSC's Board of Directors regretfully accepted the resignation from the board of longtime member Jerry Lomas. I know I speak for all of us when I applaud Jerry for his years of service to the club and the many, many hours he has contributed to the planning and execution of our meetings and events. Unfortunately, Jerry has the same limited time available to him as we all have, and his schedule no longer permits him to continue serving on the board, although he plans to remain an active member of the club.

Jerry's resignation underscores one of the facts of life for a volunteer organization like ours: a small percentage of active members shoulder most of the responsibility for running the club. Even though we all owe Jerry a debt of gratitude for all he's done, and though we already miss his contributions of effort and energy, he is, after all, only one member out of over 325. We have been fortunate in adding several new people to the board in 1999, so I can't really say the same old faces are running the show. But the fact is that members who take an active role in the club and its activities still number only a relative handful of our total membership. Most are busy people whose time is already stretched thin. And so, it is once more particularly timely to encourage everyone to take a more active role in the club, to step forward and help keep things rolling.

We have an interim plan in place to take up the slack, specifically in two areas Jerry no longer has the time to handle: refreshments and arranging for programs for our monthly meetings. Until we have volunteers stepping forward to take on these responsibilities on an on-going basis, the remaining members of the board, already a very busy group, are handling them in a round-robin fashion, but this is only a stopgap measure. You know you've been wanting to get more involved in your club, and here Jerry has presented you with a great opportunity to do it. Just contact anyone on the board to express your interest or find out exactly what's involved in either of these two functions.

Our January dinner meeting was such a success that not only are we planning to repeat and expand it for next year's awards night, but we are reminded once again that events combining *Alfisti* and food are always popular with our membership. With that in mind, we have been considering reviving an event we haven't had for a number of years but that was always enjoyed and well-attended: The Great AROSC Pasta Sauce Cookoff.

This year, we're looking into a new twist on the old idea by

combining the competitive pot-luck with our annual summer picnic. Even though this year's picnic is scheduled to be held at Phyllis Gaylard's new Huntington Beach home and will be cooled by ocean breezes (compared to last year's scorcher at the Villa Blankenship in Winnetka), it's been suggested that high summer and pasta sauce might not be a great combination. So, in deference to the season we're proposing the first annual AROSC *Antipasto Competition and Pot-luck Picnic*. If you have thoughts or suggestions for this event, contact any member of the board. Meanwhile, start testing those recipes and watch this space for developing details.

With the connivance of Tom Suter, Dave Herting, and Eric Sands, we have made great progress on the development of AROSC's web site and we're now in the process of registering an alias that will make it easy to find and access. The webmasters hope to announce the alias address in the next issue of *Alfacionada*.

Back in the realm of the old-fashioned printed word, I'm sure you've noticed publication of *Alfacionada* has been erratic recently. Your board recognizes that for many members the monthly newsletter is the single most important benefit of membership, and for all of us it's the cement that holds the organization together. There have been both technical and scheduling problems with the production of the newsletter - some at root endemic to volunteer organizations, some the result of cost-cutting measures the board was forced to adopt in leaner times, and some that can only be chalked up to bad luck (or the *maloccia* being put on us by another Chapter).

The board takes this issue very seriously, because *Alfacionada* is not only one of our most important member programs, it is also a key recruiting tool for new members and the club's single biggest operating budget item. We believe Editor Tom Suter has been doing a great job since he took over the helm at the beginning of 1997. The problems that caused publication delays in the past few months, he assures us all, were unfortunate aberrations in an otherwise sound system and unlikely to recur.

One way we can all help insure the timely publication and delivery of *Alfacionada* is to contribute our stories and articles on time. Some of the recent delays can be traced to Tom spending more time than he should soliciting and sometimes waiting for promised materials. As someone who has shared the responsibilities of putting out *Alfacionada* in the past, I can attest that it is a lot of work and takes a good deal of time and careful attention to detail - and the schedule can come crashing down when submissions are late or promised materials fail to arrive.

So, if you have promised an article or photos, get them in on time! It's your club, it's your newsletter, and it's your chance to find fame, fortune, and adulation in the glamorous world of automotive journalism, so please, step forward!



# Letter to the Editor

*Some words on the subject of timing and AROSC events*

I would like to respond to comments in the Laguna Seca Time Trial article in the most recent issue of *Alfacionada*. The author, Doug Bender, commented about the electronic timing system that we had under evaluation at our Laguna Seca event. I have heard similar comments from others, and want to set the record straight on timing systems, while wearing my hat as Director of Timing.

In some ways, the AMB transponder system was neat, since the computer knew what car just went by, without any data entry (usually). However, since we ran the event as we would if we were to buy the system, with fewer transponders than cars, this system doesn't work nearly as well for us on an overall basis. Because some transponders were shared, we had to keep the results separate by run group to differentiate them. When it came to providing results of the event, we had to sort the data back together, with car numbers and names to match the 2 sets of data. This is not trivial with the AMB system.

Those awaiting the results may recall that I spent over 30 minutes entering the results into a laptop computer so that I could sort the data by classes. You will also recall that I only had the fastest lap available in the printout. The AMB system is oriented to race results, so the listing of each lap is not of interest, only the fastest lap.

In order to generate the normal time trial results sheet for the newsletter, I spent hours manipulating data in an Excel spreadsheet. What we get from AMB is a linear listing of events, i.e., time of day and matching transponder number. Needless to say, the calculations to generate lap times are tedious. Then car and driver info has to be substituted for transponder number, and everything is resorted by class. This is not an easy task at the end of the time trial day.

The pleasure of having practice results posted after each practice on Saturday and Sunday is quite achievable with our existing timing system. It occurred at this Laguna event because we had dedicated people in the timing room, not because we were using the AMB transponder system. Remember that in past years at Laguna Seca we hired Linda Cavanaugh to run our timing system, and she provided such results.

All it takes to run the timing system during practice to provide such "instant results" is a dedicated computer operator. Those of us who both drive the track and run the timing are not interested in spending all of our spare time in the timing room. If we had a large enough timing team, some members could time cars on Saturday, while others did it on Sunday. If we had some non-drivers who wanted to spend the weekend in the timing room, we would have nirvana!

In summary, the AMB transponders seemed like a good way to go, and many racing groups are using them, including VARA. BUT, we can't afford to buy at least 100 of them at over \$200 each, plus the operating system, and we don't think you want to be required to provide your own unit. We considered buying 40 to 50 units, but that requires a crew of 2 people per practice session to install and remove them from cars at pre-grid, plus additional headaches in the assignment and recording of transponder numbers, and in being sure to recover all of them. So what we end up with is an expensive system which takes more manpower to use at an event.

And then, after the event it takes more work and a longer time to generate the results. Since we are apparently the only time trial group in the AMB customer base, they are unlikely to customize their software to meet our needs. Yes, we have software people in the club and at the track who say that they can write routines to operate on the serial data, but that offers no improvement over the status quo. Our existing timing system already performs that chore.

And there are other problems as well. One car who clearly had a transponder installed was not recorded by the system during the race, and had to be hand entered. So what do we gain for such a major expenditure? With or without transponders, someone will need to work in the timing room to generate the practice results you desire. Who will step up and volunteer to do the job?

*Phyllis Gaylard*

## *Reproduction Parts for Alfas*

**TJ00** The 750-101 complete toolkit. Now available after a 40-year absence, these toolkits came with EVERY *Alfa*. Ours has 12 tools and a toolroll. \$295.00

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## **Oops... Errata Alert !**

*If Alfacionada were a computer program we would be sending you an update patch*

If you have already looked elsewhere in this issue, you may have noticed some things that look rather familiar. To be specific, the results from the last two AROSC Time Trials. On the other hand, if you looked closely you noticed that these tables don't look *exactly* the same. If you happen to have been a participant in one or both of those events, you probably have a pretty good idea *why* the results look different in this issue - they were botched up in the last issue. *Mea culpa, mea culpa.*

What happened? Your editor learned a lesson about that nasty, underhanded device called a computer. For past events I have been provided the results already tabulated in a computer "spreadsheet" file. *Adobe Pagemaker*, the software that is used to produce *Alfacionada*, can import these files and translate them into its own format.

For the two Time Trials covered in the most recent issue of *Alfacionada*, it was necessary for me to enter all of the event results data in by hand myself. Following well-established procedure, I used the computer spreadsheet program to record the data, and then imported the spreadsheet file into *Pagemaker*. Piece of cake!

*Pagemaker* recognizes certain data "formats" from the spreadsheet program and translates them appropriately. However, when it encounters a format which it does not recognize, rather than halting and issuing a warning, it just does some mysterious manipulation and slaps the resulting numbers into its own output with no concern for their lack of resemblance to the original.

Unfortunately, in my ignorance the format that I chose for the event results data was one at which *Pagemaker* sneers. So the

output you saw was mostly nonsense, even though the results looked fine when they were proofed by printing from the spreadsheet program. On pages 8 through 11 of this issue you will find the results as they would have been had your editor not been so trusting of the computer.

As long as it is confession time, it is appropriate to acknowledge another error. In the article on the AROSC Wine Tour the text and photographs were both credited to Jay Negrin. A reader more alert than the editor was when doing the issue will have noticed that Jay appears in several of the photos. Hmmm...

The reality is that although we owe thanks to Jay for the article, kudos for the pictures should have gone to Charlie Schwartz. Once again, *Mea culpa.*

With a profound sense of relief, the final two items on this list of confessions are errata for which I cannot claim the credit, as they were printed as given to me. First, the photos from the article on the Laguna Seca Time Trial were actually taken by Mark Powell, rather than by Art Russell, who was previously credited. The error apparently arose because Mark used Art's camera, and the communication process left out a few details somewhere between Mark and me.

Finally (phew !), the club apologizes to Paul Mitchell, our featured speaker at the March meeting. In our previous issue we spelled his name as Paul Mitchel. What is unfortunate about this error is that this spelling was questioned before his name was inserted in *Alfacionada*, and I was assured that it was correct.

## **1974 Alfa Romeo Spider - \$25 !**

*This is not an error - you really can get a '74 Spider, in very good condition, for this price !*

**Yes, there is a catch!**

V.A.R.A. is holding its annual British Extravaganza at Buttonwillow Raceway on May 2nd. One of the events is a charity fund-raiser drawing, with a 1974 *Alfa Spider* as the prize.

The car is said to be mechanically and cosmetically restored and in very good condition. Only 400 tickets will be sold at \$25 each, so your odds of winning are somewhat better than in the California Lottery... *and the proceeds go to a good cause.*

Checks should be made out to "The Boys and Girls Club of Tulare County".

Mail to: Dr. Dan Longacre, 30131 Town Center Drive #150, Laguna Niguel, CA 92677.

For questions call (949) 240-9275.



# The Annual AROSC Spring (Cleaning) Swap Meet

by Jay Negrin

Ah, it is springtime. Once again, the flowers are blooming, the lawn needs mowing, and garage smells like stale gear oil. This is the gentle reminder that Mother Nature provides us with to let us know that we must clean out the old, unused *Alfa* parts, and trundle them down to the AROSC Spring Cleaning Swap Meet.

I know, there are some of you who don't have the need to clean out your garage(s) of unneeded parts. You - and you know who you are - are likely the ones in need of the parts the rest of us bring to the swap meets. Indeed, it is a symbiotic relationship if there ever was one; mutually beneficial for all who come.

This year's AROSC Spring Swap Meet will be held Sunday, the 23rd of May. Typical starting time for these morning events is 9:00 am. People who have a lot of parts may want to get there a bit earlier to set up. To cover the (admittedly few) club expenses, we will again levy a small tariff on those selling their wares. Card-carrying club members will have to pay five dollars per parking space.

Two spaces is a fairly normal requirement, so plan on a fee of \$10 in most cases. If you have a lot of parts and need more space, it can be purchased on an as needed and as-available basis. Non-members are welcome to sell parts and accessories, but expect a surcharge. This goes to the axiom that membership has its privileges.

So, now you know what it is. You know why it is. You know when it is. What is left is for me to tell you where it is. The swap meet will, once again, be held in the rear parking lot of Sensor Systems in Chatsworth, the business location of Si and Jeff Robin. The address is 8929 Fulbright Ave, less than 1 block north of Nordhoff Street.

Coming from the San Diego Freeway, take Nordhoff Street west several miles, then turn right on Fulbright. Sensor System is a couple of buildings in, on the left. If you are coming in from the Simi Valley Freeway, take Desoto Street south to Nordhoff Street. Turn left, and then left again onto Fulbright. From the Ventura Freeway, take Winnetka Street north for several miles. Turn left on Nordhoff, then right on Fulbright.

Hoping that these instructions haven't lost anyone, we all hope to see you the morning of May 23rd, for another *Alfa Club* swap meet.

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## Surf's Up !

The AROSC Web Site formally debuts

If you are among the *Alfisti* who spend some of your time surfing the Internet, we want you to know that for some time now you have been able to find AROSC there. Yes, Virginia, there really is an official web site for the *Alfa Romeo Owners of Southern California*.


Webmaster Eric Sands is in the process of obtaining an easily remembered address for us, but until we get through the paperwork you'll have to use the current URL, so be sure to bookmark it on your first visit. Rather than attempting to describe everything you will find there, we'll let the AROSC web site speak for itself. To sample this new dimension to the club at first hand, visit us at:

<http://members.home.net/esands/alfclub>



**AROSC Time Trial 98-5**  
**Willow Springs International Raceway**  
**1 November 1998**

No.	Class	Name	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
50	C	Brown, Alex	Alfa GTV	1:40.487	1:44.217	1:42.275	1:40.487	1:41.424	1:42.519
40	C	Manchester, Terry	Alfa GTV	1:42.049	1:42.936	1:42.955	1:42.049	1:42.059	1:43.139
28	C	Harris, Randy	Alfa Duetto	1:44.755	2:47.592	1:45.854	1:44.755	1:51.924	1:45.016
29	C	Harris, Michael	Alfa GTV-6	1:45.175	1:45.175	1:59.429	1:46.207	2:07.016	1:45.286
80	C	Story, Scot	Alfa GTV	1:48.508	1:50.975	1:49.356	1:49.109	1:48.508	1:48.882
32	D	Hesthal, Mark	Alfetta GT	1:48.203	1:49.702	1:49.336	1:49.450	1:48.805	1:48.203
1	D	Thieriot, Charlie	Alfa 164	1:48.246	1:49.574	1:49.586	1:48.269	1:48.246	1:49.086
84	D	Russell, Art	Alfa GTV	1:50.060	1:51.283	1:50.060	1:50.919	1:51.014	1:51.569
47	D	Rimicci, Anthony	Alfa Milano	1:53.741	1:55.753	1:54.110	1:54.789	1:54.945	1:53.741
52	D	Lambert, Alan	Alfa Spider	1:54.973	1:58.935	1:56.998	1:56.397	1:54.973	1:56.775
118	E	Stoehr, Dirk	Alfa Giulia Ti	1:48.878	1:49.458	1:49.351	1:49.169	1:48.878	1:49.216
18	E	Garbini, Fabio	Alfa Giulia Ti	1:50.461	1:50.461	1:50.751	1:51.777	1:50.997	1:50.921
68	E	Bianchi, Norm	Alfa Spider	1:50.489	1:50.727	1:50.489	1:51.851	1:51.802	1:51.113
41	M	Mello, Wayne	944 Turbo	1:36.854	1:38.744	2:00.459	1:37.147	1:36.854	1:49.183
168	M	Padilla, Jose	Mazda RX-7	1:38.439	1:38.620	1:40.758	1:39.263	1:39.254	1:38.439
15	M	Fultz, Gary	Corvette	1:47.084	1:47.545	1:47.084	1:47.246		
45	M	Nolan, Peter	Corvette	1:50.201	1:52.120	1:50.984	1:55.689	1:50.201	
37	N	Knoke, Jim	944-T	1:39.422	1:43.173	1:42.413	1:41.199	1:40.666	1:39.422
729	N	Nelson, Greg	RX-7	1:40.150	1:42.609	1:40.652	1:40.150	1:40.555	1:46.948
5	N	DeArman, Daryl	RX-7	1:40.727	1:42.665	1:40.727	1:40.844	1:41.396	2:51.195
16	N	Galbreath, Rick	RX-7	1:42.259	1:42.259	1:43.461			
735	N	Seho, Kenneth	RX-7	1:49.065	1:49.065	1:49.973	1:50.187	1:50.506	1:51.361
129	N	Nelson, Kim	RX-7	1:54.771	1:57.142	1:56.315	1:56.437	1:56.376	1:54.771
247	N	Rusciolelli, Remy	Lotus Europa	1:56.563	1:59.761	1:59.016	1:58.197	1:57.136	1:56.563



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**AROSC Time Trial 98-5**  
**Willow Springs International Raceway**  
**1 November 1998**

No.	Class	Name	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
56	O	Choe, Danny	BMW 325is	1:39.462	1:41.605	1:40.299	1:41.204	1:40.528	1:39.462
49	O	Rogers, Matthew	BMW M3	1:43.924	1:43.924	1:44.652	1:44.709	1:44.104	1:44.722
351	O	Torres, Manny	Corolla	1:44.295	1:48.384	1:46.863	1:45.608	1:44.467	1:44.295
74	O	Scholey, Michael	240SX	1:45.649	1:46.118	1:47.265	1:45.649	1:46.236	1:54.641
66	O	Morgan, Jan	Mustang	1:46.101	1:47.421	1:46.101	1:46.635	1:46.560	1:49.142
20	O	Groth, Claus	944 Turbo	1:46.500	1:48.770	1:46.500	1:46.826	1:46.851	2:00.880
913	O	Lee, Rick	Dwarf Ford	1:48.151	1:49.599	1:48.414	1:49.698	1:48.151	
54	O	Wagner, Donald	Mustang	1:51.211	1:51.587	1:51.765	1:51.814	1:51.685	1:51.211
57	O	Cline, Charles	BMW M3	1:51.967	1:54.767	1:51.967	1:55.818	1:52.717	
76	O	Seiffer, Jonathan	Datsun 510	1:59.138	2:00.674	2:00.084	1:59.138	2:00.436	1:59.331
72	P	Rodriguez, Carlos	RX-3	1:41.166	1:50.223	1:42.042	1:45.528	1:42.374	1:41.166
119	P	Hamilton, Steve	Toyota MR2	1:42.308	1:43.592	1:42.900	1:43.763	1:43.643	1:42.308
131	P	DeAnda, Cesar	Mustang	1:43.999	1:45.815	1:44.081	1:43.999	1:45.462	1:48.484
58	P	Cuison, Rosito	Datsun	1:48.883	1:52.867	1:51.746	1:50.153	1:49.305	1:48.883
75	P	Hernandez, Randy	Integra	1:49.408	1:49.408	1:50.946	1:49.781	1:50.651	1:50.048
94	P	Arroila, Ramon	RX-3	1:49.483	1:52.051	1:53.209	1:52.573	1:50.426	1:49.483
87	P	Wakamatsu, Peter	Integra	1:53.902	1:55.633	1:54.261	1:54.681	1:54.269	1:53.902
62	P	Lufton, Steven	Toyota MR2	1:54.671	1:59.849	1:57.158	1:55.833	1:54.671	2:17.609
14	P	Fibrow, Dennis	Toyota MR2	1:57.646	2:00.551	1:59.244	1:58.935	1:59.344	1:57.646
93	P	Kutkus, N. J.	Mercedes SLK230	1:59.124	2:00.419	1:59.124	2:00.790	2:00.586	1:59.504
81	P	Hamilton, Fred	Quick Regal	2:03.036	2:06.772	2:04.177	2:03.809	2:03.125	2:03.036

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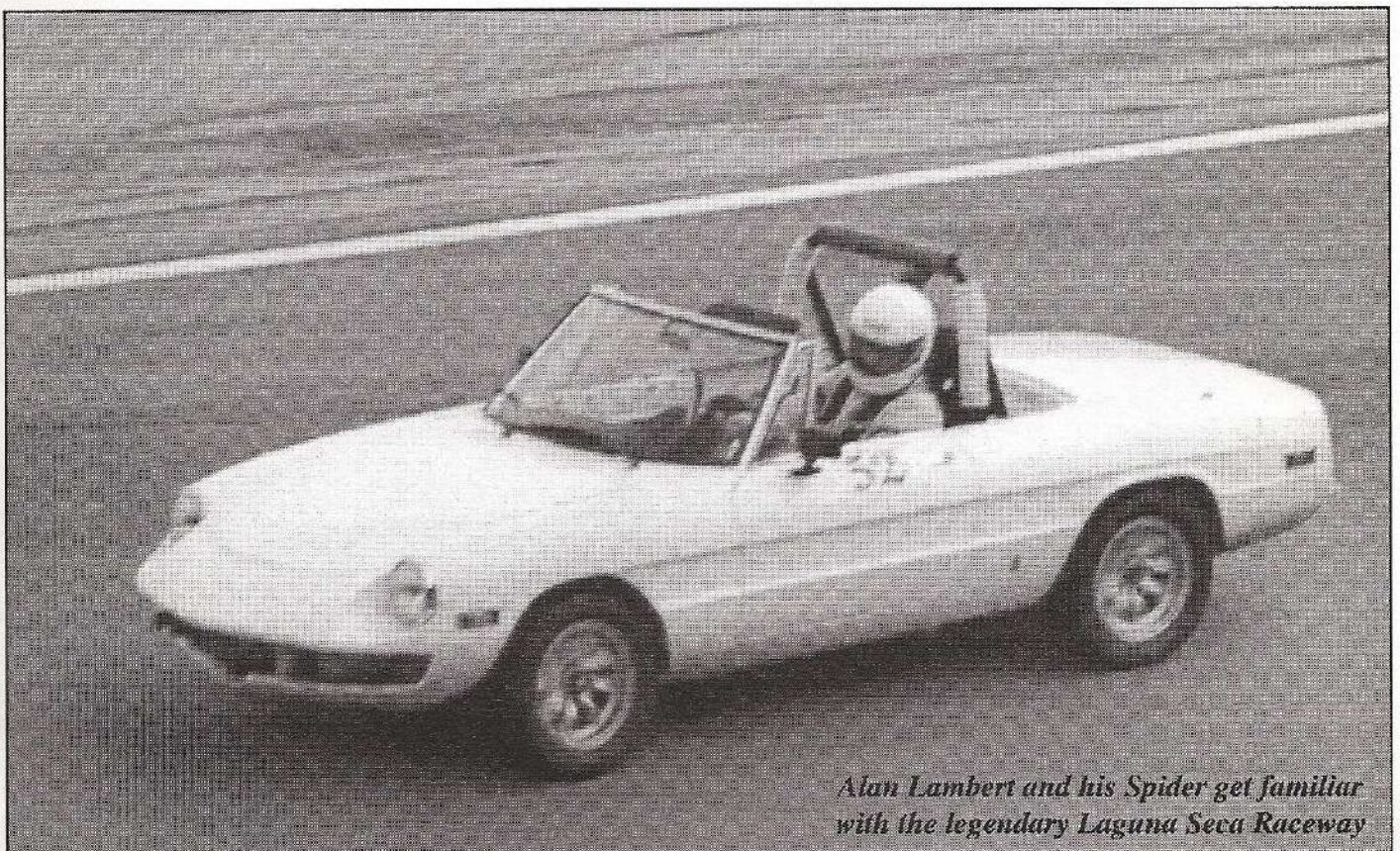
**AROSC Time Trial 99-1  
Laguna Seca Race Track  
14 February 1999**

No.	Class	Name	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
66	A	Leake, Al	Alfa GTV	1:52.899	1:55.467	1:52.899	1:53.310	1:52.904	1:53.953
50	C	Brown, Alex	Alfa GTV	1:53.606	1:58.706	1:56.249	1:53.606	2:21.985	1:54.405
7	C	Manchester, Terry	Alfa GTV	1:55.696	1:59.242	1:56.556	1:55.696	1:55.706	2:02.061
133	C	Sahines, Mike	Alfa Giulietta Spider	1:57.816	2:01.853	2:00.308	1:59.686	1:59.459	1:57.816
28	C	Harris, Randy	Alfa Duetto	1:59.039	2:21.356	2:00.536	1:59.039	2:10.177	1:59.664
86	C	Sands, Eric	Alfa GTV	2:01.993	2:05.313	2:04.938	2:04.169	2:01.993	2:02.743
18	C	Goldenson, Craig	Alfa GTV-6	2:03.572	2:05.364	2:03.572	2:03.807	2:04.406	2:03.687
52	C	Lambert, Alan	Alfa Spider	2:03.769	2:09.296	2:09.148	2:06.371	2:04.535	2:03.769
90	C	Liao, Jesse	Alfa Milano	2:10.128	2:11.648	2:10.318	2:16.126	2:10.327	2:10.128
41	D	Hesthal, Mark	Alfetta GT	1:59.776	2:01.748	2:01.899	2:01.582	2:00.396	1:59.776
84	D	Russell, Art	Alfa GTV	2:00.362	2:03.330	2:03.165	2:01.510	2:00.372	2:00.362
83	D	Bender, Doug	Alfa GTV	2:03.399	2:06.085	2:05.015	2:04.949	2:03.399	2:04.257
96	D	Troian, Gianni	Alfa Milano	2:07.364	2:11.175	2:10.015	2:08.891	2:07.557	2:07.364
3	D	Gaylard, Phyllis	Alfa 164 Quad	2:08.518	2:10.696	2:09.044	2:09.377	2:15.500	2:08.518
38	D	Dahlberg, Jon	Alfa GTV-6	2:12.817	2:16.842	2:17.003	2:14.388	2:15.070	2:12.817
144	E	Kattchee, Ted	Alfa Spider	2:02.883	2:04.358	2:03.605	2:04.378	2:03.261	2:02.883
44	E	Kattchee, Chris	Alfa Spider	2:05.909	2:09.645	2:07.920	2:07.762	2:08.143	2:05.909
47	E	Pfeffer, Pierre	Alfa GTV-6	2:07.388	2:10.887	2:09.978	2:09.194	2:08.945	2:07.338
57	E	Lewis, Brian	Alfa GTV-6	2:08.656	2:16.049	2:13.245	2:13.068	2:10.143	2:08.656
196	E	Kunedt, Peter	Alfa Milano	2:12.063	2:16.348	2:15.360	2:15.801	2:13.714	2:12.063
39	E	Karnazos, Marcos	Alfa GTV-6	2:13.078	2:15.906	2:19.073	2:13.400	2:13.078	2:13.857
53	E	Barber, Steve	Alfa GTV	2:13.911	2:13.911	2:13.109			
10	F	Savattonne, James	Alfa GTV	2:09.713	2:13.682	2:13.012	2:10.963	2:11.582	2:09.713
2	G	Cartsonas, Chris	Alfa GTV	2:10.271	2:12.297	2:10.919	2:10.271	2:10.738	2:11.843
4	M	Schepergerdes, Bill	Corvette	1:44.375	1:47.039	1:45.422	1:45.086	1:44.375	1:45.284
49	M	Sauter, Robert	Corvette	1:47.045	1:47.971	1:47.045	1:47.500	1:48.733	1:48.535
14	M	Padilla, Jose	Mazda RX-7	1:51.357	1:54.947	1:52.035	1:51.357	2:41.755	
120	M	Alexander, Kirk	Corvette	1:52.613	1:54.499	1:54.781	1:53.302	1:53.310	1:52.613
58	M	Alter, Mark	Corvette	1:54.434	2:01.602	1:57.228	1:55.791	1:54.710	1:54.434
111	M	Vizcarra, Alex	Acura NSX	1:57.204	2:01.419	1:59.930	1:58.920	1:57.204	1:57.298
21	M	Reitman, John	BMW M3	1:59.566	2:02.502	2:00.418	2:00.069	1:59.770	1:59.566
46	M	Staebell, William	Corvette	2:00.483	2:03.648	2:02.767	2:00.483	2:04.231	2:02.395
115	M	Wynne, Richard	Acura NSX	2:01.828	2:02.727	2:01.828	2:03.946	2:02.781	2:03.612
45	N	Stern, Gary	Chevy Camero	1:46.481	1:48.365	1:46.481	1:46.978	1:47.485	2:14.943
252	N	Freeman, Gary	Porsche 911	1:49.157	1:49.157	1:49.630	1:49.670	1:50.306	1:49.583
62	N	Poulin, Robert	BMW M3	1:54.662	1:56.768	1:55.425	1:55.339	1:54.662	1:54.951
117	N	Stramotas, Tino	Acura Integra	1:54.870	1:56.606	1:55.297	1:55.399	1:54.870	1:55.178
25	N	France, Allan	BMW M3	1:57.591	2:00.145	1:58.150	1:57.591	1:58.063	1:58.244
150	N	Peterson, Ted	Pontiac Firebird	1:59.199	2:05.895	2:01.661	2:01.489	1:59.562	1:59.199
735	N	Keller, John	Mazda RX-7	2:07.379	2:09.479	2:01.150	2:08.579	2:08.966	2:07.379



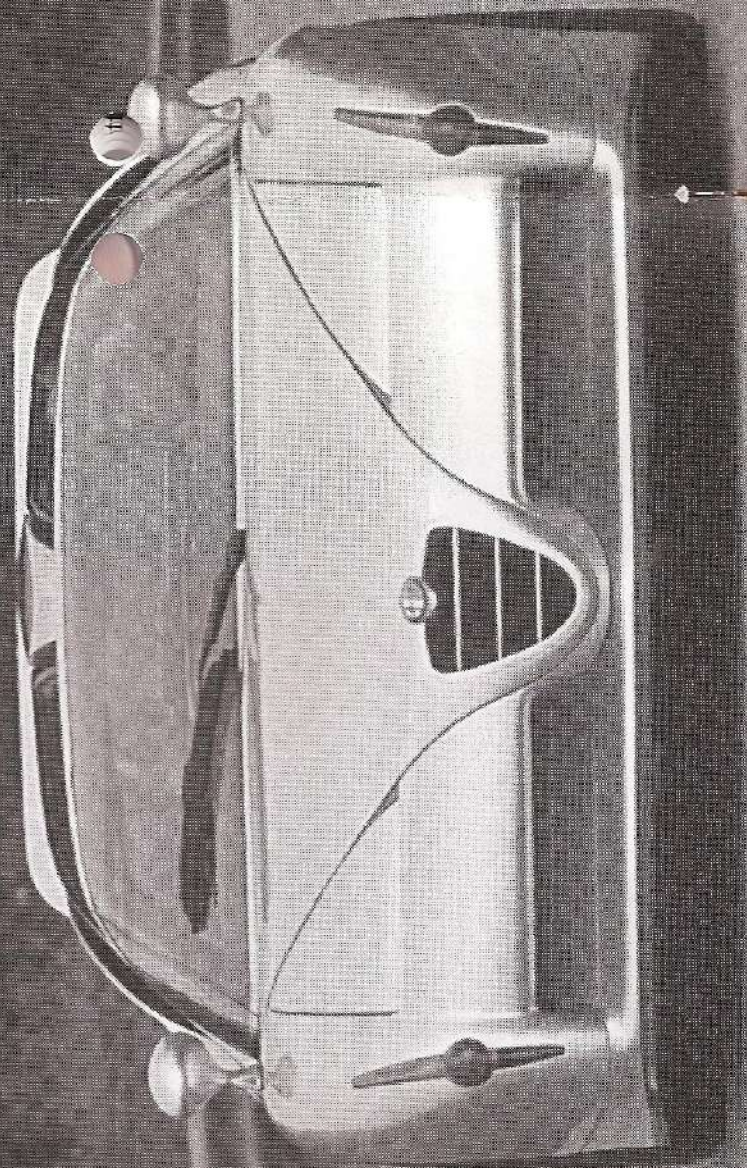
**AROSC Time Trial 99-1  
Laguna Seca Race Track  
14 February 1999**

No.	Class	Name	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
16	O	Dahlen, Greg	VW Pickup	1:55.100	2:03.276	1:56.845	1:56.300	1:55.100	1:55.733
29	O	Nelson, Greg	Mazda RX-7	1:57.443	1:59.797	1:58.155	1:57.443	1:59.149	2:02.938
20	O	Morgan, Jan	Mustang	2:00.322	2:03.619	2:02.572	2:00.637	2:01.031	2:00.322
82	O	Wakamatsu, Peter	Acura Integra	2:04.772	2:06.931	2:06.172	2:05.214	2:04.772	2:04.907
291	O	Nelson, Kim	Mazda RX-7	2:05.003	2:10.055	2:08.513	2:07.311	2:08.400	2:05.003
76	O	Wagner, Donald	Mustang	2:07.277	2:07.862	2:08.324	2:08.855	2:07.862	2:07.277
59	P	Hedman, Ted	Datsun 510	1:58.073	2:01.219	1:59.577	1:58.874	1:58.238	1:58.073
19	P	Hamilton, Kathy	Toyota MR2	2:00.419	2:01.074	2:00.419			
36	P	Hadler, Philip	Dodge Neon	2:03.480	2:06.026	2:03.480	2:09.688	2:04.122	2:05.606
5	P	DeArman, Daryl	Toyota MR2	2:04.097	2:05.595	2:04.097	2:08.441	2:22.116	2:04.322
71	P	Brown, Bruce	Mazda RX-7	2:04.658	2:05.881	2:05.361	2:05.582	2:05.467	2:04.658
641	P	Luftman, Steven	Toyota MR2	2:08.294	2:11.190	2:10.738	2:09.635	2:08.294	2:09.301
64	P	Kohl, Raymond	Toyota MR2	2:09.597	2:12.240	2:11.327	2:10.409	2:10.050	2:09.597
51	P	Fibrow, Dennis	Toyota MR2	2:10.687	2:13.714	2:15.280	2:12.416	2:10.687	2:33.473
67	P	Herman, James	Mazda Miata	2:11.251	2:15.240	2:14.307	2:14.479	2:11.251	2:11.705
81	Q	Hamilton, Fred	Buick Regal	2:15.264	2:17.996	2:17.319	2:17.266	2:15.264	2:16.566



*Alan Lambert and his Spider get familiar with the legendary Laguna Seca Raceway*







# **Scighera ! - An Alfa Fo**

*The ItalDesign studio produces a Concept Car with A*





# r The Rest Of Us (NOT)

*Alfa guts that shows us the stuff of which dreams are made*

*Text by Paul Mitchell, photos by Dave Gooley*

Giorgetto Giugiaro—we feel we have almost come to know the man through his designs. Paul Fussell borrows from David for the title of his well-known book: “Speak, that I may see thee”, indicating that by listening to one speak, any number of items can be inferred about the speaker. But those sensitive to the subtleties of automotive design would say, “Create, that I may know thee”. Designing a product, particularly a quality product, is one of the few avenues to posterity left in a world where most fame is more than fleeting.

Traditional ways of leaving one’s mark for future generations to appreciate; stage performance, authorship, architecture, and even journalism, seem to be temporal and so inextricably connected to their context as to render them nearly meaningless to later generations. But good design lives far beyond the usefulness of the product it graces. Its aesthetic value is apparent to all, regardless of age or time, and adds a value that only increases with age.

The names of the cars that Giorgetto has given us are a roll call of both style and utility: Bora, Esprit, Scirocco, Quattroporte, M1, Delta, GS300 and Golf. Nearly one hundred names in all. But there is one more name he is responsible for that may be unfamiliar to Americans—Fabrizio. Giorgetto’s son Fabrizio joined ItalDesign full time in 1994, and now the second of his independent sports car designs, the *Alfa Romeo Scighera* prototype, is added to the distinguished list of cars that wear the badge proclaiming “Designed by Giugiaro”.

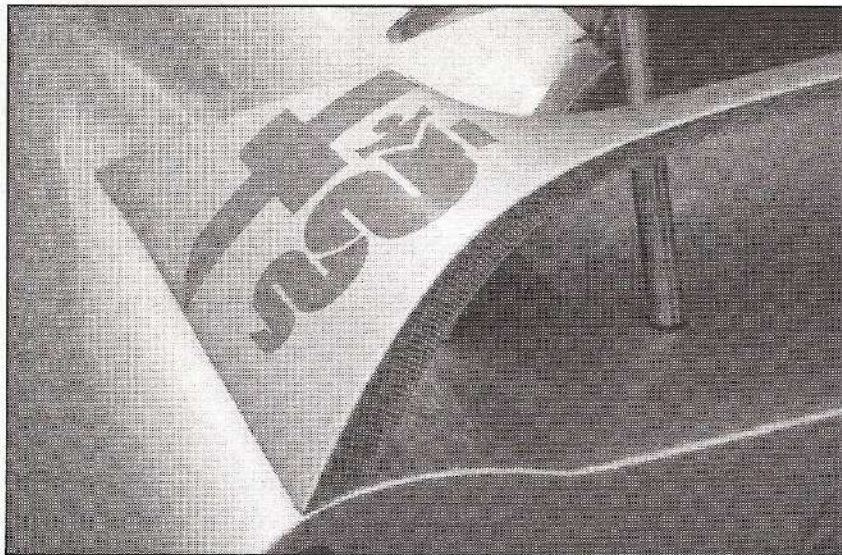
Few are given an opportunity to design a prototype in the name of an old and respected sports car manufacturer, much less as one of their first efforts. But the car itself is what really matters, not just the accomplishment it represents. The *Scighera* debuted at the Geneva Auto Show, and I had to wait a number of months to finally get behind the wheel of the latest ItalDesign creation. It was only after an abortive trip to Milan for quality time behind the *Scighera*’s wheel that I finally managed to get in the driver’s seat after the *Scighera*’s North American introduction at the Pebble Beach Concours d’ Elegance.

And what better location—the Monterey Peninsula, with its winding mountain roads and Laguna Seca Raceway. Also present was Fabrizio’s first independent sports car, the ItalDesign BMW Nazca, which served as a mirror contrasting the differing approaches, separated by seven years, to the ever-present design issues of space utilization, aerodynamics and ergonomics.

Upon first glance, the *Scighera* has bulk; it doesn’t look heavy, but it does fill its allotted space fully. Its dominant lines are convex, and in direct contrast to the Nazca, which seems concave



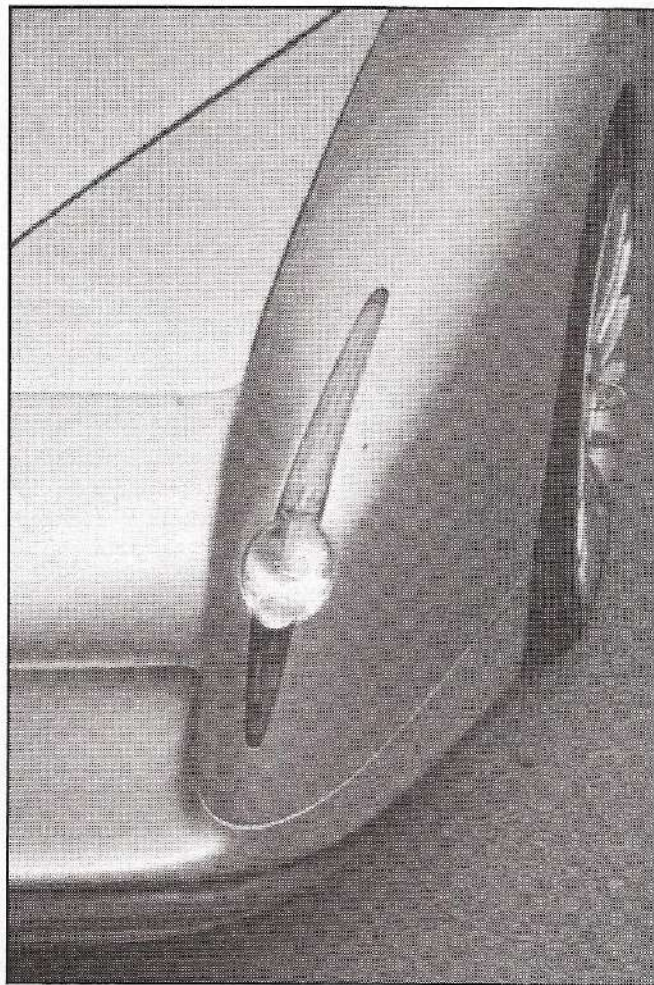




and restrained by comparison. It forsakes the recent ItalDesign trend towards refined, but ultimately conventional single-box, semi-wedge designs, and seems almost a two-box design, the larger comprising the mid and rear section. Unique details abound, the one nod to convention being the traditional *Alfa* shield-shaped center grill—a requisite on any car bearing the serpent and cross.

Striking are the headlights, which are seventy millimeter Hella poly-ellipsoid lamps incorporated into vertical units containing the parking and turn signals, themselves quite innovative gas-discharge lamps. In a typical flight of whimsy, Mr. Giugiaro has christened the lamps "occhio di clown", or "the clown's eye". The lighting carries the vertical theme to the rear, which is dominated by a multitude of subtly integrated vents and a retractable rear wing.

After becoming familiar with the shape, the multitude of moveable panels become apparent, some for aerodynamics, others for cooling the inner mechanisms, and of course simply to allow one into and out of the car. There, in the driveway of Carmel Valley's Quail Lodge, Fabrizio Giugiaro explained the function and reasoning behind the *Scighera's* costly articulated carapace. That the *Scighera* was designed from the outset as a possible production car is a



point that Fabrizio wanted to be very clear about and, as such, cost was a concern from the beginning.

Fabrizio felt that the *Scighera's* solution to feeding and cooling a mid-mounted engine, discreet panels, unobtrusive when closed, and only opening as needed, was a distinct improvement over the alternative of bulging and gaping scoops and NACA ducts adorning the flanks of several other exotics. Ditto for the aerodynamic aids; his debut piece would not be for boy-racers, though it certainly had the goods to compete on the track and highways with such ilk.

To that end, the *Scighera* is very impressively equipped, and it was felt that moving very, very quickly was the best way to demonstrate this. For the first few miles through Carmel Valley, Franco Mazzon, ItalDesign's chief chassis and engine builder, as well as test driver—an eminently sensible combination to me—took the wheel and called into account the over four hundred horses residing behind our heads. The sound matched the *Scighera's* looks perfectly; refined, highly mechanical, and understated yet still calling notice to itself. It's a sound one would seldom tire of, regardless of how much time was spent in proximity.

Producing these sounds is a masterpiece of an engine—a now familiar and dare it be said, traditional, *Alfa Romeo* three liter V-6. But producing over four hundred horse power, it's not quite the same one found in any number of *Alfa* products, including my own car. Four cams, four valves per cylinder, and two intercooled turbochargers, spinning to a redline of 7500 RPM. It all sends the *Scighera* down the road extremely quickly, without any of the sense of hesitation or protest often found in the poorly sorted engines in other prototypes.

Distributing the power to the four wheels is a centrally mounted Hewland gearbox. I call it a gearbox, and not a transmission, because transmission is too refined a word for this massive unit. And did I tell you it was loud? Very loud. A six-speed sequential competition unit, mounted longitudinally ahead of the engine and between the driver and passenger, it is clearly more at home in a race car. But it must suffice in the *Scighera* prototype because, well,



it's a prototype, and there was no other box available to do the job readily. Young Mr. Giugiaro emphasized that a proprietary housing would have to be cast up, perhaps using off-the-shelf internals if the *Scighera* goes into production.

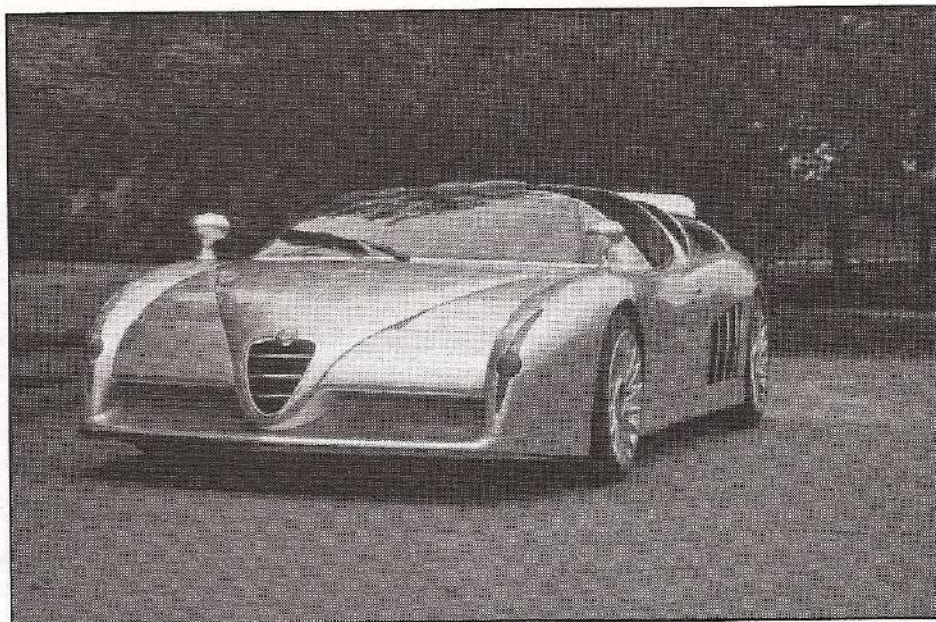
Fabrizio also cautioned me about the Formula One clutch. It proved to be an inadequate warning, as the clutch proved to be the biggest disappointment to me—not in respect to the car, I understand its prototype nature; but in that it dashed many of my dreams. Gone are any of my aspirations to winning at Monza—I'd still be sitting on the grid, starting and stalling, while the field sweeps by after the first lap. I will confess to stalling the *Scighera* when I first got behind the wheel, but I refuse to divulge how many times. I have to maintain a modicum of dignity here.

Once rolling, the car seemed docile, one could forget what you were driving and its capabilities, were it not for the view ahead through the retro-style wrap-around front windscreen to the razor-like fenders and that you're sitting at less than half the height of the surrounding vehicles. And then you realize that the throttle is only into about one quarter of its travel. I seldom reached the stop—from docile to wailing like a scalded cat, the transformation was remarkable.

Open the throttle a bit, then more, almost all the way, and the turbines whine behind you, finally crescendoing in a rushing sound with each gear change; the race-issue pop-off valves opening to produce this wonderful sound, almost like waves crashing on the beach, but really more like hurricane-generated waves pounding on the deck of your beach house. About as costly too, if one of the pop-off valves lets go.

It all starts again in the next gear, and before you can really enjoy this felonious rush of speed it's time to brake for whatever obstacle seemed safely in the distance scant moments earlier. Zero to one hundred kilometers per hour comes in a retina detaching 3.8 seconds. If you've been receiving good advice and have spoken only with your counselor, top speed of the *Scighera* would normally fall under what's called attorney-client privilege, and can not be compelled by the prosecutor to be used against you. Let's just say that it's over three hundred kilometers per hour, or 186 miles per hour.

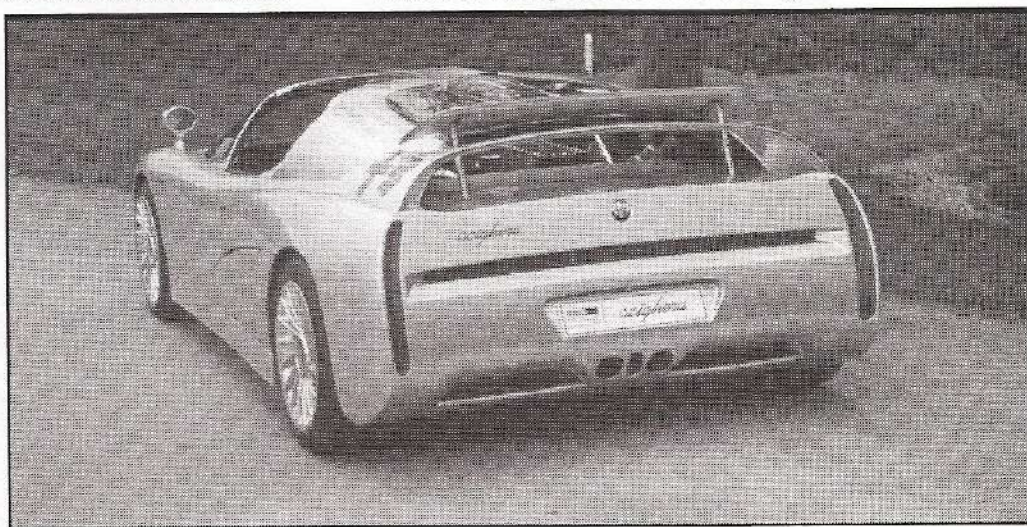
All of that would be nothing but an embarrassing episode were it not for the ability of the brakes



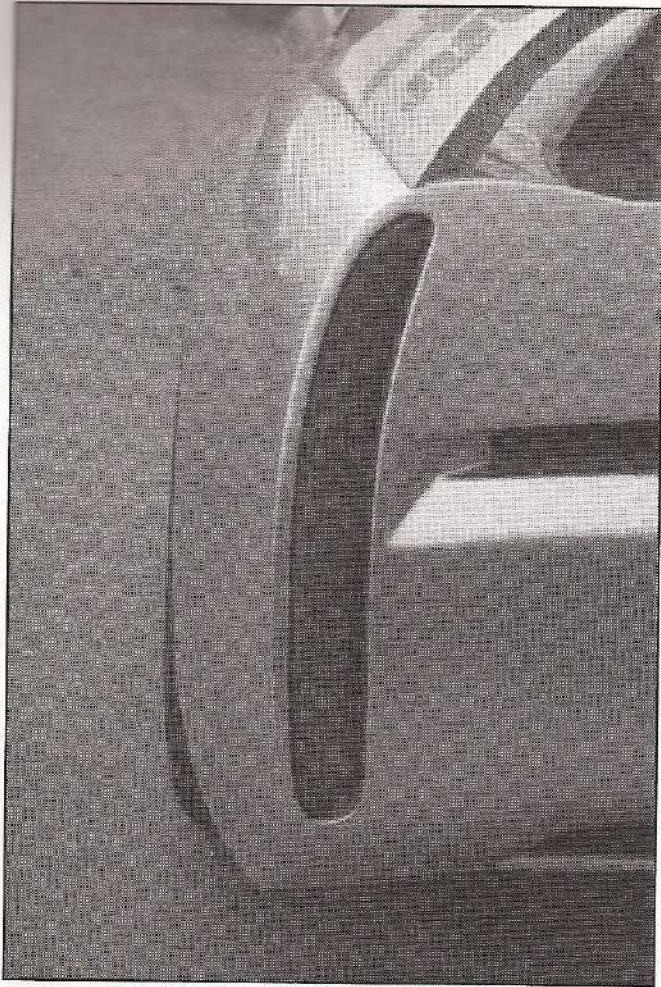
and suspension. The *Scighera's* suspension is the genuine article—as close to a F1 car's as practical. The front A-arms actuate a push-rod system that acts upon a single coil-over unit, mounted longitudinally behind the centerline of the wheel axis, and visible in the foremost part of the dash. The rear is very similar, but with two coil-over units.

The entire effect of this sophisticated arrangement is one of effortlessness. At speed, several current exotics feel as if the suspension were two steps behind the rest of the car, just coping with any corners and irregularities, but the *Scighera* feels as if the suspension was receiving early warning. The suspension just seems to intuitively absorb any irregularities in the road, while never allowing the car to wallow or become unsettled. Dampening feels just about right, while travel is surprisingly ample.

When instructed by Franco to leave the road and pull into a dirt lot I had visions of a high-centered *Scighera*, with unseen but costly gouged and crushed composite materials and alloy gizmos. The damper in the center of the dashboard made the usual squishy sounds that dampers do, but the car negotiated the small berm







and structure of the *Scighera*, itself a unusual blend of hand-beaten aluminum panels over an aluminum and carbon composite load bearing structure. Doors are often a design problem for exotics, and the *Scighera* offers a simple solution in keeping with other ItalDesign prototypes. The lower half of the door, constructed in carbon fiber, is hinged at the front and swings forwards in the traditional manner, but the upper half, comprised mostly of glass and wrapping into the roof, is hinged in the center of the roof and swings in that direction. This also allows the upper glass portion of each door to be removed, in effect creating a targa or T-top, transforming the *Scighera* into an open car.

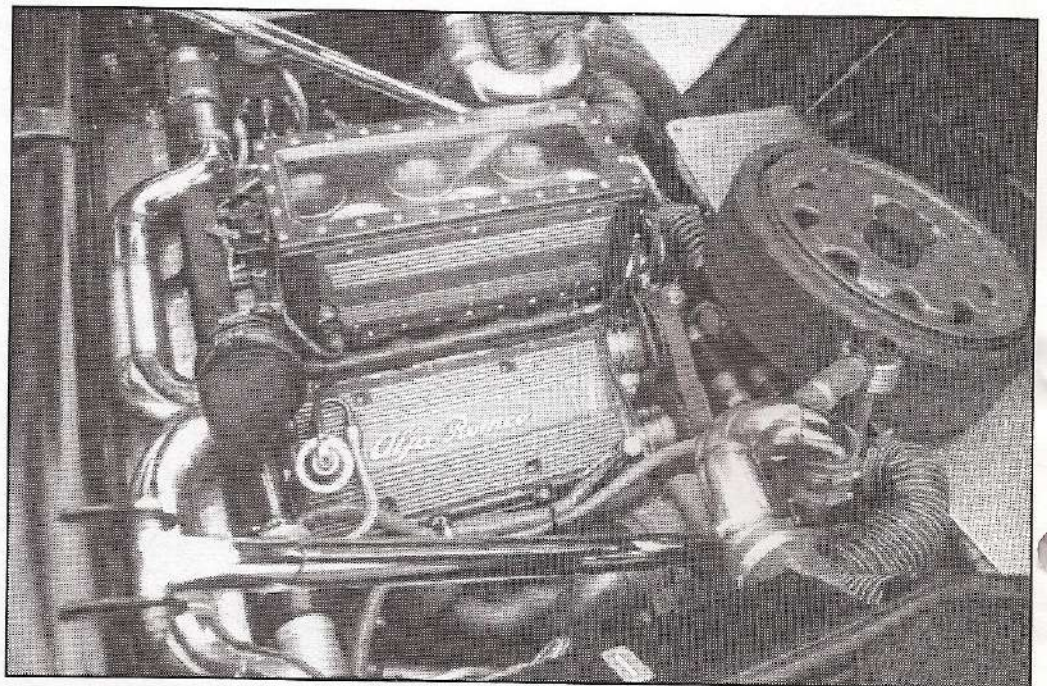
The *Scighera's* interior is an apparent dichotomy of luxury and simplicity, yet each balances the other, and in that sense, perhaps simplicity is the ultimate luxury in a modern exotic car. Connolly hides, deeply grained and in a color I can best describe as British Tan, cover most surfaces. Another retro note is struck by the doors, which are hollow to a large degree, and allow an abundance of storage in their interior. Leather flaps cover each door storage area, and are secured with matching straps with machined aluminum buckles, each delicately inscribed with the ItalDesign logo.

To maintain the maximum amount of distance between the occupants and the dashboard and windscreen surround in the name of safety, the seats are in a fixed longitudinal position, and the pedals and steering wheel are adjustable to accommodate various sized drivers. To impart information to the same is a Futaba LCD instrument cluster, which thankfully reads in traditional analog style, and can be adjusted for format as well as brightness and contrast. The Sparco steering wheel is trimmed in matching leather, and incorporates an airbag very neatly. Showing a remarkable amount of machined billet aluminum is the sequential gear selector and its gate, whose finish contrasts nicely with the dark tan leather. Seats, also Sparco, perform so well as to go completely unnoticed in a very short time.

with no contact and negligible torsional flex; remarkable not just for a prototype but for any nearly open car. I don't think my own car would have cleared.

The Bosch ABS brakes are equally impressive, and perform all tasks required without protest or surprise. Interestingly, a Tilton competition pedal set straight out of the paddocks actuates the brakes and clutch. Wheels and tires are sensible eighteen inch Pirellis mounted on special Sparco road wheels, both of which are known and respected for their quality and performance, and would easily lend themselves to a production car. The rear wheels are an impressive 11"x18", accommodating 295/35/ZR18 P-Zeros, while the front wheels are two inches narrower, and the Pirelli's are 235/40/ZR18.

Providing a foundation for the unique suspension is the body





The rear bulkhead, which incorporates extra stiffening for roll-over protection, is joined to the front windshield by a small structural member running forwards that incorporates the mounts for the hinged and removable glass upper doors, as well as various enigmatic switches for the aerodynamic aids. With the door glass installed and shut, they are automatically locked down and sealed to the lower doors by an electro-magnetic sealing system, which activates at a bit above walking speed, and is disabled anywhere below for safety' sake. Lastly, the *Scighera* is equipped with a JVC satellite navigation system, for those like myself who are too absorbed by the thrill of over four hundred horsepower underfoot and all-wheel-drive to be concerned with such trivial issues as road signs and destinations.

And all of this, to what end? Will we ever become jaded at the sight of *Scigheras* plying the roads of Pacific Palisades or climbing the heights of Nob Hill? Or is this the only one, like the ItalDesign Nazca, destined to exert its influence on the world of design as a singular example? The potential is certainly there for serial production, and the interest is there in the public too.

Perhaps too much interest—if my experience in the *Scighera* is any indication. While we were enjoying the back roads of Carmel Valley, watching the bucolic scenery unfold through the incredibly '60's hip wrap-around windshield of the *Scighera*, Fabrizio Giugiaro and I had the archetypal—all right, cliché—American Sports Car Experience. Apparently, while being followed by the Nazca our remarkable caravan passed a local sheriff's deputy pulled off the road (no donut jokes here). Though this was just a few days after the Pebble Beach Concours d'Elegance and the Monterey Historics, meaning that there had been no shortage of remarkable machinery to be viewed, he was fairly dumbstruck by the singular appearance of two such unique automobiles.

In fact, he was impressed to the point that he called his watch supervisor, who also came out to see the machines, which they correctly guessed would be returning via the same route. Now, our own luck here was extraordinary, as these were possibly the only two times that our speed was within the posted limits. On our return the officers fell in behind the Nazca, and with all the lights available, pulled it over. Fabrizio and I, being the front car some distance ahead, felt no obligation to stop, and continued on to our lunch. We waited tense minutes until the Nazca arrived—with the officers following.

Like any good California kid worth his Hot Wheels collection, they just wanted a closer look. Though never having heard of ItalDesign or Fabrizio Giugiaro, they recognized the designs as something totally unique. Perhaps by way of metaphor, that's how the *Scighera* will remain; unique, singular, and archetypal. But given the choice, I would prefer to see the *Scighera* go into production, and with time become very, very jaded of seeing them indeed.

*(Our thanks to member Paul Mitchell for this article, which he wrote for the magazine "Sports Car International". Thanks are also due to member Dave Gooley, professional automotive photographer sans peer, for his great photos - which we have the privilege of being the first to publish. - Editor)*



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# Gasket Sealant Use In Alfas

As the saying goes, "All things in moderation."

Courtesy of *i Saluti* - AROC St. Louis Chapter, from the *Alfa Digest* via the Internet

**Q:** What kind of gasket sealant should I use when reassembling an engine? I recently stripped my V6 engine and found that almost half of the oil pump filter was covered in globs of RTV silicone sealant that had oozed out of joints and broken off over time. I definitely do not need to put the engine back in and find that some inaccessible gasket is leaking.

**A:** The cylinder head(s) gaskets should never be plastered with cement of any kind, they have a built-in adhesive that's activated by pressure. It is essential that the gaskets and prepared surfaces not be contaminated with oil or even your fingerprints, do not handle head gaskets with bare fingers. I find Permatex products best for other gaskets, paper type or cork or other material and then very sparingly. The cam cover gaskets are being put on with no adhesive but the older black semi-rigid type are generally cemented to the cam cover side only so that the cover may be removed and reinstalled without damage. People who use RTV in the rear main bearing caps instead of the "cigarette" seals are fooling no one, it's a very dangerous practice.

No leaks come from clean, smooth, scratch-free, non-pitted surfaces. A scratch is a valley and no gasket can fill that void, and cements in those voids cannot withstand forces trying to push liquids past.

We are fortunate to have aluminum surfaces to work with where block sanders flatten out the uneven surfaces very easily. In some cases where the scratch or dent is too deep, an aluminum epoxy paste can be used to fill voids and then sanded smooth.

-Fred Di Matteo, AROC Tech Advisor

**A:** RTV (room temperature vulcanizing) silicone comes in many different flavors for many types of sealing jobs. Used sparingly, it is an outstanding sealant. This is not the only type of sealant that can cause problems. Permatex #2 gets hard and brittle and also breaks off ending up in your sump. No matter what type you use, the key is using it with discretion.

RTV, and most other sealants, have their places. They will not make up for grossly mismatched surfaces and they should not be used where there is high pressure.

-Jim Roth

**A:** Excessive amounts of RTV can cause big problems, but any sealer used in excess can cause the same symptoms and assembling an engine without any sealer is a guarantee of leaks.

Here are a couple of techniques I use to make sure there are no bits floating around inside my engines.

1. Apply the RTV sparingly. Use the applicator nozzle supplied with the tube. Cut it on a 45 degree angle at the 6 mm diameter step. On the 'point' of the nozzle, remove a 1.5 - 2.0 mm triangular notch. Hold the nozzle flat against the surface to be sealed as the tube is squeezed - this way only a narrow ribbon of sealer is applied. One of the 'gun' type tools designed to squeeze the tube makes this operation easier.

2. Let the sealer sit for 5-10 minutes before assembling. RTV cures after it absorbs moisture from the air. If you immediately assemble the parts, the center of the joint may never completely cure.

*continued on page 20*

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3. Assemble the parts and pull the bolts/nuts up with about 1/2 the normal torque. Let sit overnight and then finish tightening. This puts a compressive force on the cured gasket.

4. Carefully inspect the inside of the joint for any traces of oozing sealer. In the unlikely event you find any, scrape and remove it. The timing cover surfaces are fairly narrow, and some 'oozing' may be found. The oil pan rail is wide enough that 'oozing' is unlikely (and inspection is impossible).

Obviously, it takes a couple of days to assemble an engine. I use RTV in only a couple of places - in all cases without paper gaskets: timing cover, oil pan cigarette seals (squirt some into the hole before installing the seal), rear cover - oil drain on back of block cylinder liners to the block (without the factory O-rings), and water pump.

A couple of other thoughts . . .

The surfaces must be absolutely oil free, use brake cleaner. If your car has an oxygen sensor use only 'sensor safe' RTV. Do not use RTV to seal paper gaskets. If you use RTV at the base of the liners, put all the liners in first (without crank or pistons/rods) and hold them in place overnight with the head (use your old head gasket) torqued to 30-35 ft-lbs.

Form-in-place gaskets (RTV, etc.) allow leak-free metal-to-metal joints in the engine. This produces a stronger structure, and precludes creep in the joints, which shows up later as a leak. Most car manufacturers use RTV somewhere in their engines, any fluids collected during emissions testing are added to the tailpipe emissions when certifying a new car, so the OEMs are very picky about leaks.  
-Jim Steck, AutoComponenti





# Junk Yard Dogs, Other Stuff

*One man's view of a automotive life in America in "the good old days"*

by *Charlie Zarek* - *courtesy of i Saluti, AROC St. Louis Chapter*

The other day I stumbled on a web site offering tours of auto junk yards on video. This brought back some memories.

I received a pretty good automotive education hanging out in junk yards... in a time before Lady Bird Johnson set out to beautify America. I really don't consider myself an 'old timer' but things have really changed.

I'm not going to tell you I was ever an automotive genius in any sense of the word but I learned a lot. As a kid, many Saturdays were spent hanging out (we called it hooting) at Fahey's Auto Salvage on 15th street in East St. Louis, just a short bike ride from home. Or we might hop on our bikes for a ride to Fairmont City near the fertilizer plant... well out of our parent's range of permission. We were only 11 or 12 years old.

In Fairmont City there was an unattended junkyard there that survived the wartime scrap drive. We once watched an older teenager removing, most likely ripping off, the transmission from a '39 Ford.

Across the road were two WW2 trainer airplane hulks. My riding buddy and I would sit in these two planes taking on the Luftwaffe in dog fights all day long. There was hell to pay when we got home but all of this was too tempting.

Wandering around these yards, befriending the legendary 'Junk Yard Dogs' and seeing how things were put together and taken apart, was my kind of fun. Looking at the belly of a Ford with it's buggy springs, or a Chevy with that clumsy knee action front suspension or a huge Hudson in-line F-head 8 cylinder turned up on it's side or stacked on a heap, one could get a pretty good grasp of things automotive.

How the differential does it's job; the interplay of camber, caster and toe on the Ackermann steering; how Kettering's self commencer works; and the variations in braking mechanisms. All the same, yet different.

It was the summer of '49 (I was 13, Don was 14) when my friend's Dad bought us a '35 Ford junker to occupy our summer. It wasn't long... the coupe was running. Unknown to Don's dad, a milk delivery man who slept a good portion of the morning after completing his route.... do I need to say, the car did many hot-laps around the neighborhood that summer.

When my first car needed parts. I met this fine old gentleman, Manny Loeb, who operated his yard on Rt. 50 next to the shingle plant. He was a bachelor who lived in his humble and well-oiled

office backroom. I remember that huge diamond ring shining from his gnarled, greasy hand as he gave change from his fat bank roll that wasn't stuffed with Palmolive soap wrappers.

Manny shared his experiences of many years in the salvage business nurturing my automotive interests. He had a few hulks that satisfied the needs of my '25 T Model Ford. Here I learned of the advancements of the "A" over the "T." Learned of the advantages of overhead valve engines, or valve-in-head, as Manny called them.

Learned of enclosed drive shafts, V8-60's, 59A Merc blocks, flat head V12 and V8 Caddies, dual carburetors, dual distributors and much, much more. By the way, I had and drove the "T" well before the coveted driver's license.

An old salvage yard in Belleville, now the site of a large retirement village on Rt. 162, had some fine examples of old Plymouth and Chrysler chassis with their hydraulic brakes fitted long before Henry or the General saw fit to include them. Then there was McDaniels just off Bond Avenue in East St. Louis where you could get an Olds V8 for thirty-five bucks.

In the, oh say late '50's, early '60's, my gear-head buddies and I would spend saturday on Easton Avenue. Lined with what I call "store front auto salvage" and AME church sidewalk Bar-B-Q's, one could get a good lunch and visit with friendly owners of the storefronts.

There we could find real treasures in the second floor and basement storage areas. One could actually see, and touch, and buy Cad/LaSalle or Packard transmissions. These killer boxes designed for real torque applications were the choice of hot rodders.

With all this "education" it wasn't too tough to figure out some contraption either on your car or anything else. And all the great folks one got to meet. Good times indeed.

Currently retired, my partner (pals for 60 years) and I make frequent trips to Dallas via Highway 69 through Oklahoma. We see many lots and yards filled with old cars just rusting away. We jokingly say, "now there's a project." We don't even stop.



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1 SMCCC Rally 7 AROSC Board Meeting 29 AROSC Annual Meeting 8pm, Culver City	4 AROSC Board Meeting 5 SMCCC Rally 14-5 Time Trial -Laguna Seca 26 General Meeting - 8pm, Culver City	4 AROSC Board Meeting 5 SMCCC Rally 26 General Meeting - 8pm Culver City 28 Tour "In Search of the Wildflowers"	1 AROSC Board Meeting 2 SMCCC Rally 11 Concours at San Antonio Winery 30 General Meeting - 8pm Culver City
May	June	July	August
1-2 Driving School - "Streets of Willow" 6 AROSC Board Meeting 7 SMCCC Rally 23 Swap Meet 28 General Meeting - 8pm Culver City 29-30 Time Trial - Willow Springs	4 AROSC Board Meeting 5 SMCCC Rally 13 Concours at El Dorado Park 16-20 <b>National Convention, Kansas City</b> 26 General Meeting - 8pm Culver City	1 AROSC Board Meeting 2 SMCCC Rally 3-4 Time Trial at Buttonwillow 30 General Meeting - 8pm Culver City	1 Tech session & BBQ at Phyllis Gaylard's home 5 AROSC Board Meeting 6 SMCCC Rally 27 Concours Italiano in Monterey 27 General Meeting - 8pm Culver City
September	October	November	December
2 AROSC Board Meeting 3 SMCCC Rally 4-5 Time Trial - Willow Springs 24 General Meeting - 8pm Culver City	1 SMCCC Rally 7 AROSC Board Meeting 9-10 Driving School at "Streets of Willow" 16-7 Wine Tour 24 Alfa-Porsche Challenge, Buttonwillow Raceway 29 General Meeting - 8pm Culver City	4 AROSC Board Meeting 5 SMCCC Rally 7 Concours at "Under 3 Liter Meet" at Woodley Park 13-4 Time Trial - Willow Springs 19 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	11 Holiday Party 12 AROSC Board Meeting