

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 15 No. 4

APRIL 1976 P.O. Box 261, Los Alamitos, Ca. 90720

WRIGHT ON

By: Jerry Wright
The first Tech Session held this year on March 13 was very successful. Members who wanted to know more about how their engine runs and how to fix it gained a tremendous amount of information. The next Tech Session will be April 17 at Little Lake Park at 1 PM. The more you participate the more you will know about the workings of your automobile. I think the pride you have in your car is multiplied many more times when you can do some of the repair work yourself.

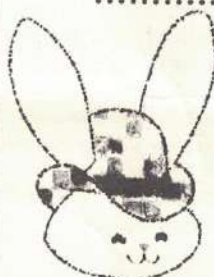
I would like to thank Rick Clemente for bringing Mr. Cox and Mr. Tatton from Classic Wheels in Anaheim to the March meeting. Their program on car restoration was very helpful to all who attended meeting.

The April program will be on slaloming with a special emphasis on the I.R.O.C. Race and Club Slalom coming soon at Ontario. There will be movies and door prizes. We hope to arrange for a car corral at the I.R.O.C. Race to be held May 9th. Dick Harmon and Liza Boles will be representing our club in the competition slalom.

There were 80 AROSC fans at the Long Beach Grand Prix routing the Brabham-Alfa. The Ferrari won but April 3, 1977, the next Grand Prix may see Alfa in the winners circle.

Don't forget the next Time Trial which

will be held on April 24, at Riverside. Thanks to John Samson and Bill Kohl for their work in keeping a good program going. Even if you don't race your car, come on out and learn how to work a corner with the various flags and headsets. See ya at the Clubhouse on April 16!!!!



APRIL MEETING

Friday April 16, 1976
8:00 PM
Little Lake Clubhouse

.....
A.F.R.A. = A.L.F.A.???????

By: Tom Suter

An item of special interest to owners of older Alfas appeared recently in the newsletter of the Capital Chapter (Washington, D.C.) of AROC. According to this article, Alfa sold all of its obsolete parts to an outfit called A.F.R.A. (Accessori Forniture Ricambi Autoveicoli) several years ago. If you are unable to locate specific parts for an Alfa you are restoring, type up a letter clearly identifying the parts you want (I would suggest both a description and the Alfa part number) and mail to:

Claudio Giorgetti
A.F.R.A.
Via R. Caracciolo, 24
20155 Milano, Italy

CONT, PAGE 4

WINNINGEST ALFAS of AROSC by John Samson

In a club as active as ours there are many car and driver combinations that see much action. Yet there are a few Alfas that rise above the others in the success achieved. Sure, the driver, mechanic and car all play a role-but whichever is the most important of the three is not the concern of this author. Over the past few years certain cars have stood out as super-successful vehicles. I felt the history of some of these Alfas should be presented to remind us why we drive Alfa Romeos.

The first "auto-biography" follows, and is one of an Alfa, Mr. Romeo himself should be proud of.

In September of 1968 Dick Harmon motored out into the world in a new 1600cc Super from the Satori dealership. Little did he know his life and fiscal status would never be the same. The powder blue, four door entered competition in 1969 by entering 3 slaloms and garnering two firsts and one third. His appetite wet he entered 3 more in 1970 gaining a second, a third and a fourth. In 1971 the car armed with a stiffer front anti sway bar, a rear bar and adjustable shocks burst onto the slalom scene and accumulated 8 firsts, 7 seconds and 4 thirds out of 25 slaloms for the year. 1972 saw wider tires and wheels and a heavier front bar blossom on the car--and the winning record went on. By the

end of 1972 the "blue box" achieved 6 firsts, 7 seconds and 7 thirds. However, the best season was yet to come, 1973 gave the Super 16 firsts, 4 seconds and 8 thirds in slaloms, as well as 2 firsts and 3 seconds in AROSC Time Trials. By this time not only Dick was driving but Sue and Doug were also throwing the car around. The 1974 & 75 seasons were still marked by 5 firsts, 4 seconds and 5 thirds.

Since I have had the "pleasure" of competing against the car I can tell you the statistics below don't come near telling you what a superb combination Dick and his Alfa are.

1969 thru 1975;	all drivers	Dick
Total number of:		
slaloms	128	87
time trials	9	6
events entered	137	93
SLALOMS:		
% 1st place finishes	29%	37%
% 1st or 2nd	47%	52%
% 1st, 2nd or 3rd	67%	75%
% 1st to 5th	84%	80%
TIME TRIALS:		
% 1st place finishes	22%	33%
% 1st or 2nd	54%	50%
% 1st, 2nd or 3rd	89%	83%
% 1st to 5th	100%	100%
ALL EVENTS:		
% 1st place finishes	29%	37%
% 1st or 2nd	48%	52%
% 1st, 2nd or 3rd	69%	75%
% 1st to 5th	85%	82%

Any car that finishes in the top three places 75% of the time has to be great. The car is still running and serves as a regular transportation car as well as competition vehicle par excellence.



◀ The Harmons "Super Car"



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ECONO IMPORTS , HERMOSA BEACH / A.R.O.S.C. TIME TRIAL

ENTRY FORM FOR A.R.O.S.C. TIME TRIAL # 2

DATE : APRIL 24, 1976 TRACK : RIVERSIDE INTERNATIONAL RACEWAY

SCHEDULE : TRACK OPENS 7 am
TECH. INSPECTION 7:30 to 9:00 am
MANDATORY DRIVER'S MEETING 8:30 am
TRACK ORIENTATION FOR NOVICES 8:45 to 9:15 am
TRACK OPEN FOR PRACTICE 9:30 am
LUNCH noon to 1 pm
TRACK OPENS FOR PRACTICE AND TIMED RUNS 1:00 pm
AWARDS PRESENTATION 5:00 pm

FEE: PRE ENTRY BY MIDNIGHT APRIL 16, '76 :

SINGLE \$17.50

MIXED COUPLE \$30.00

ENTRY AFTER APRIL 16, '76 OR TRACKSIDE :

SINGLE \$22.50

MIXED COUPLE \$35.00

BRING: GAS, FOOD, CHAIRS AND
DRINK. NO ALCOHOLIC DRINK
ON TRACK PREMESIS.

EACH DRIVER MUST HAVE A STATE DRIVERS
LICENSE WITH HIM OR HER, NO
EXCEPTIONS FOR ANYONE.

DRIVER # 1 ; _____

ADDRESS : _____

PHONE : _____

DRIVER # 2 : _____

ADDRESS : _____

PHONE : _____

MODEL AND YEAR OF ALFA _____ DISP. _____ C.C.

AROSC CLASS _____ AROSC CLASS POINTS _____

I MUST FILE A NEW CLASS SHEET BECAUSE I HAVE MADE MODIFICATIONS TO THE CAR SINCE
COMPLETING THE LAST FORM. YES () NO ()

I UNDERSTAND MY ENTRY FEE IS NOT REFUNDABLE AND I WILL ABIDE BY THE RULES OF
THE A.R.O.S.C. COMPETITION CODE.

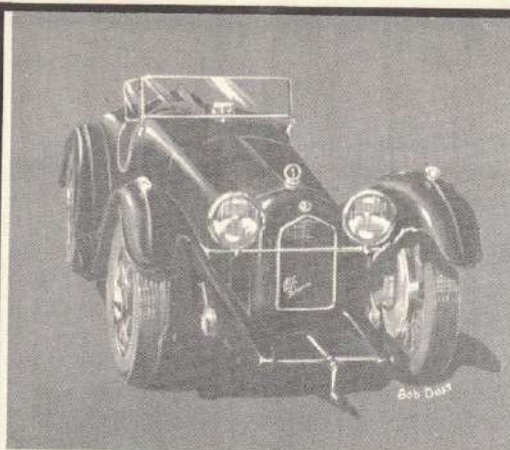
DRIVER # 1 ; _____ DATE _____

DRIVER # 2 : _____ DATE _____

PLEASE RETURN THIS FORM WITH THE ENTRY FEE. MAKE CHECK PAYABLE TO
A.R.O.S.C. TIME TRIAL FUND. FORWARD FORM AND CHECK TO: AROSC T.T. PROGRAM
4419 CALIFORNIA AVE.
LONG BEACH , CALIF. 90807

FOR SALES AND SERVICE REMEMBER OUR SPONSOR - - - ECONO IMPORTS - HERMOSA BEACH
2775 PACIFIC COAST HWY.
HERMOSA BEACH , CALIF. 90254
376 - 8845

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older Alfas cont. from front page

Reportedly you will receive an answer back within two weeks quoting a price which includes air shipment and stating that the parts are certified "new and genuine". If you decide to purchase, the procedure will probably be speeded up if you total the charges and obtain a check in Lira on an Italian bank from the International Department of one of the large banks in the L.A. area. A.F.R.A. also has offices in Rome and Verona, in the event that you or a friend wish to pick up the parts instead of having them shipped.

It should be noted that A.F.R.A. is not the way to go for parts which Alfa Romeo, Inc. still stocks. Reportedly you will pay two or three times as much for the parts and another nice pile of change for the air shipping. Since no one in AROSC that we are aware of has dealt with A.F.R.A., we are not in a position to give a first-hand report of their performance. I would be interested in hearing from anyone who has had personal dealings with A.F.R.A. so that the information can be passed along to the rest of the club.



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THE STRIKE DIDN'T STOP US!!!

by Sid Keely

At 8:49 PM, the 19th of March, car #49 with Dan and Sue Bernstein as driver and navigator pulled away from "start" in the parking lot of the May Co. in West Covina one minute later car # 50 with Sid and Beth Keely was also out on the first leg of the Navigational half of Reunion Las Vegas XIX - by the time the first half was over in Barstow the Bernsteins were in pretty fair shape while car #50 blew it into a DIYC (Do-it-yourself-checkpoint) prior to checkpoint #2 (that big fat error crushed all the rest of the check points in the first half).

At the end of breakfast break we took off on the second half under the guise of Monte Carlo - when we finally made our last check point on the outskirts of Las Vegas it was eight sleepy hours later and we headed for the Hacienda to turn in our time cards, get our rooms assigned, and pick-up our banquet and show tickets.

Beth and I slept right through the awards presentation while Dan and Sue made the awards and collected a "best of non-trophying ALFAs" presented by Jim Gray Imports.

There were five ALFAs running in this event under the banner of several car clubs. John Long of AROSC, driving a 2000 Spyder entered under SCAT Rally Teams picked up a trophy in his class.

I won't admit my problem for making a poor showing, but Beth says it had something to do with driver error!

Come on out AROSC and get lost on a rally! Pan-Am is in the offing in October while Starlight runs in December. These are 12 hour Monte Carlos. There are many navigational runs on Friday, Saturday and Sunday. Keep taps on "Pit Stops".

AROSC Tour/Rally Questionnaire

Where would you like to see the club go? _____

Would you like for a tour/rally excursion to be overnight? _____

If AROSC would tour as far as San Diego (for dinner at the Fronton Palace and Jailai games) would you prefer to drive your own car or go via Chartered bus? _____

If AROSC would tour as far as Solvang (for sightseeing and shopping) would you prefer to drive your own car or go via chartered bus? _____

Do you wish for AROSC to organize tour/rallies as family affairs? _____

Do you feel that a cost/person of \$25.00+ for overnight accomodations, dinner and entertainment is within normal limits? _____

Would you be willing to place into deposit a reasonable sum to guarantee provisions at our destination of a tour/rally? _____

Are you interested in participating in rally events sponsored by local rally clubs? _____

Would you form an AROSC rally team (minimum of 6 cars)? _____

Additional Comments _____

WINE, WOMEN & ALFAS

by Hal Croulet

A wine tour to the Napa Valley area was recently held. Participants included: Jerry Wright, Hal Croulet, Craig Lindsey and Bob Meadows with their ladies Cindy, Esther, Harriet and Gerry. It was a great chance to enjoy the outstanding touring Alfa Romeos in their own environment.

It began almost flawlessly on the evening of February 13th with everyone meeting at the appointed hour, as Jerry was still making a tire change on his recently purchased '71 GTV. Then Cindy said something like Enzo Ferrari would to a pit crew and the job was done in two minutes flat. When all four Alfas were finally on their way Jerry dropped out of the parade in Monterey Park, with a blinking light. Luckily, it was a loose fuse, but this was the first of fifteen stops to San Francisco. The other stops were for gas, coffee, sightseeing, food, bathroom and "No Doze".

The beleaguered tour finally arrived at Fisherman's Wharf about 10 hours later. From there Bob led the others around downtown San Francisco, as he was the only one awake. It became obvious to everyone that San Francisco has an Italian character: Ghiardelli Square, Alliotto's Restaurant, Lombard Street and lots of Alfas around town. Finally, the group checked into the motel, found their rooms and crashed.

Everyone had a great time getting wet in the rain, strolling the Muir Woods and finally continuing the tour. We tasted vino at the Sterling Winery in Calistoga among others. Thanks to Bob Meadows who led the way. The experience was ideal and complete; tasting wine with your favorite girl and getting there and back in an Alfa Romeo.



ALFACIONADA

TECH TALK

TECH SESSION
by Charlie Thieriot

The next Tech Session will be on Saturday April 17 at 1:00 PM. The discussion will be on clutches, gearboxes, drive-shafts, differentials and limited slips. The session will be theoretical and very simple for the person who knows nothing about cars.



APRIL FOOLS RALLY

The word is that the rally on Saturday April 3, was a great success. There were approximately 20 Alfas participating and everyone had fun and a very "exciting" time. Look for a more detailed article in next month's newsletter.



WANTED

WANTED: 1750 or 2000 Berlina. With or without motor. Condition not important, so long as body/chassis not severely crunched or rusted.

Jim Neuman (213) 775-3231 x 279 office
926 Monterey Blvd. (213) 374-3929 home
Hermosa Beach, CA 90254

Inside door panels for '67 Spider and front grill for '67 Spider.
Charlie Thieriot (213) 556-2991

FOR SALE

1969 1750 GTV Original condition.
\$3300 or best offer.

Sharon Giuliani (714) 497-2671

1969 GTV blue with brown inter., AM &
FM Stereo, very clean inside and out.
John C. Londelius (714) 673-4491

1965, 6 cylinder, 2600 engine, carb.,
trans. complete in perfect condition.

Al Nickles (714) 599-5260

207 E. 2nd St. San Dimas

A complete 1964 2600 Alfa Roadster to
be sold for parts.

Derk Korringa (213) 874-0164

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generator, distributor, solex carb.

Asking \$200.00

Roger Knoblauch (213) 346-3370

1965 Alfa Romeo Guilia Sprint GT; eng.
dissassembled, body in good condition,
and good upholstery.

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Larry (213) 698-3898

Hard top for 1967 Spider.
\$50.00

Peter J. Marx (213) 879-3600 weekdays

1967 Alfa 2600 Spider, body by Touring,
6 cylinder DOHC, 4 wheel disc brakes,
51,000 miles. Solid, good condition.

New radials, Konis. Needs top, paint,
and minor work. Send \$1.00 for photos,
details, then make offer.

W. Wienke, P.O. Box 103, Ontario, CA
91761

GTA engine, new pistons, valves and bear-
ings. 165 hp.

Henri Laborde (213) 644-2303

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4--175HR-14 Michelin XAS Tires.

1/2 + tread left \$70.00 or ?

Stock shocks (4) for 105 Spider or GTV

10 K miles \$50.00 or ?.

Jim Allen (213) 477-8663 days & eves.

Front black coco mats custom fitted for
any Berlina. \$10.00

2 rear Gabriel shock absorbers for "101"
series Alfa. \$10.00

Jerry Wright (213) 330-8288

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rubber flanges, sender, thermo, lower half
air box-\$150. 101/1600 factory tube headers
never used-\$50. '62 Sprint ft seats, need
work-\$40. Will bring stuff to meeting for
inspection.

Steve Gerow (213) 693-9208 eves. only

Set of 4 Pirelli 185/70-15 CN 36 tires
mounted on stock Alfa wheels. 3/8 of tread
is left. \$75. '69 1750 head complete \$200.
'69 1750 injection pump \$150. 1750 oil sump
and pan \$65. GTA magnesium sump and pan
much stronger than stock aluminum one
\$150. Bosch generator-good rebuild-\$60.
1967 fuel tank stock-\$5.00

Charlie Thieriot (213) 556-2991

1750 Spyder drive shaft like new \$150.
1750 lightweight flywheel, clutch and disc.
all balanced-never on engine \$200.

1750 Spyder instruments-will deal. Roll
bar-removable-for Spyder '67 on \$100.
Pair Spyder headlight fairings, make offer.

Rick Clemente "Bear" 213 399-2541



RICAMBI ORIGINALI. . .

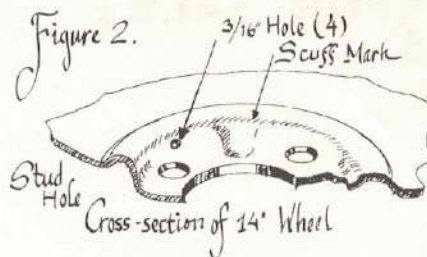
Or does that mean it'll fit my car? ?

By Bill Vautrain

The problems of keeping the oil on the inside, for those of us who build ALFA engines for fun and/or profit, can be many and varied. There are probably as many assembly techniques as there are ALFisti who roll their own, and one man's meat can easily be another's poison. Our tech editor has long favored RTV as a sealant, even to the extent of using it in place of the neoprene plugs placed in either side of the rear main bearing cap. The only time I've ever used it with any success was putting a lower sump back on his Berlina (I broke it so I fixed it.). My own technique is to use the FACTORY gaskets clean and dry, relying on the impregnated sealants that come in the gaskets, setting all fasteners to equal torque. It works for me.

However, no matter what technique is used, late 2000s all seem to develop a seep right beneath the spin-on oil filter. The oil doesn't seem to be leaking from the filter gasket, but from the sump gasket just beneath the filter. Disassembly in this area reveals that the sump casting in these cars is unchanged from the earlier 1750, where a bolt threaded into it from above. For reasons of filter placement it was impracticable for the factory to provide a boss and a long bolt as is done on the other side of the engine at the fuel injection pump boss. (As a matter of fact the U. S. parts book doesn't even list this bolt for the 2000, just the short one used in Europe, and shows the bolt for which there is no hole for the other side.) Salvation is at hand though, as the timing cover casting does have a short threaded hole for the bolt right in line with the similar hole in the sump. From the configuration it is fairly obvious the factory intended a bolt to go

into the blind hole from inside the sump, and forgot to make the change in the sump.



Anyone working on one of these engines can make the change for himself though, by drilling out the hole in the sump to 5/16 inch so it breaks through to the inside. The rounded inside end is then squared off with a hacksaw, files or hammer and chisel (I use a piloted counterbore, but then I'm fastidious.) 'til the diameter of the face is about 5/8 inch. This will leave about 1/2 inch of the standard length bolt supplied by ALFA protruding above the joint face, so there is plenty to thread into the hole in the timing cover. Then there is a bolt for this area and the seepage should stop. As a final remark, this may seem like a lot of trouble to go to, but it should be remembered that one drop of oil every hundred feet of travel equals an oil loss of one quart per hundred miles, and it may just be coincidental, but since the introduction of the 2000, a significant number of these cars have had to engines blown up simply because they ran out of oil.

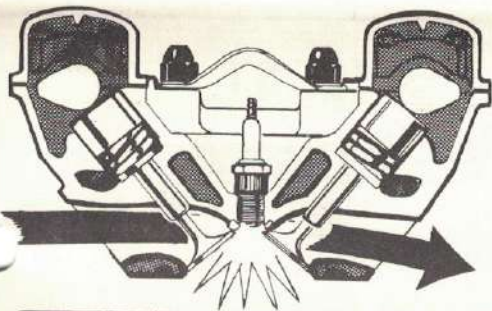
Reprinted from the October issue of "La Veloce Vita" of the Denver Club.



I "DUE" THANK YOU
by Hal Croulet

You are reading this newsletter because you paid your 1976 dues and I thank you for your promptness. I especially wish to thank the members who were caught in the Post Office boondoggle when it over looked a mountain of mail, causing some members to not get their membership cleared for 1976. The members involved were patient and understanding in spite of the inconvenience to themselves. Lesson: Never trust the Post Office to deliver your pet elephant.

If you forgot the Questionnaire in the February issue of the newsletter this is a reminder to fill it out. The board of directors is endearing to create a program that will fill the needs of every Alfa owner and club member. It is your opportunity to express your ideas and start getting yourself some club fun.



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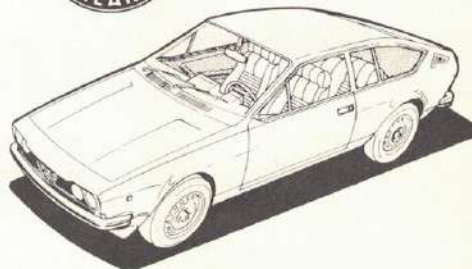
ALFACIONADA

CALENDAR OF EVENTS

- | | |
|-------------|--|
| April 16 | AROSC General Meeting
8:00 PM Little Lake Park |
| April 17 | Tech Session 1:00 PM
Little Lake Park |
| April 17/18 | Old Timers Race
Willow Springs |
| April 24 | AROSC-Econo Imports
TIME TRIAL Riverside |
| May 2 | SCCSCC Championship
slalom Ontario Raceway |
| May 8/9 | I.M.S.A. Camel GT &
Radial Challenge
Ontario Racetrack |
| May 16 | SCCSCC Championship
Slalom Dodge Stadium |
| May 21 | AROSC General Meeting
8:00 PM Little Lake Park |



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PAGE 10

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(AROSC)

SUBSCRIPTIONS TO THIS NEWS LETTER
ARE INCLUDED AS PART OF THE
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FEE. FOR MEMBERSHIP INFORMATION
WRITE AROSC, P.O. BOX 261,
LOS ALAMITOS, CALIFORNIA - 90720
ARTICLES, LETTERS, AND PERSONAL
ADS ARE ALWAYS WELCOMED FOR
PUBLICATION AND SHOULD BE
RECEIVED BY THE EDITOR FIFTEEN
DAYS PRIOR TO THE MONTHLY MEETING.
MEETINGS ARE HELD ON THE THIRD
FRIDAY OF EACH MONTH AT LITTLE
LAKE PARK CLUBHOUSE, AT 10900 SO.
PIONEER BLVD., SANTA FE SPRINGS,
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