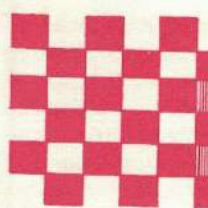


ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 15 No. 12, DECEMBER 1976 P.O. Box 261, Los Alamitos, Ca. 90720

WRIGHT ON

by Jerry Wright

This will be my last article (Wright On) I have enjoyed being president this year and I hope that you, the AROSC members, have enjoyed this year also.

I would like to thank each and every AROSC Board Member for their hard work. They have made this year a success. I am sure that Sid Keely, as president next year, will have the same support from the Board as I have had.

In closing out the year, I think that all of us in the club have made new friends, learned more about your cars, and thereby have grown to enjoy your cars more. I know that I have made new friends, learned and enjoyed more about my own cars this year.

I hope next year will be even more successful and with all your support I am positive that it will be. Remember the January meeting at A.R.I. This meeting always has been a great send off for the year. I hope to see all of you at this meeting and all of the other meetings and events next year.

Good Luck Sid!!!!



HAPPY HOLIDAYS AND BEST WISHES
FOR A VERY HAPPY NEW YEAR!

JANUARY MEETING AT ARI

by Tom Suter

As has become traditional, the AROSC January meeting will be held at Alfa Romeo, Inc. which is located at 215 Douglas Street in El Segundo. The meeting is scheduled for Friday, Jan. 28th at 8:00 PM. In addition to our presentation of year-end trophies and the latest word from ARI, we will have Jerry Grant as a guest speaker. In addition to being a well-known driver of road-racing and Indy cars, Jerry is a very interesting and entertaining speaker.

DUES DUE

By now everyone should have received a statement for their 1977 AROSC dues. As noted on the statement, please pay your dues directly to us and ignore the statement which the National AROC sends you. The end result is the same regardless of who you send your dues to, but there is much less work for both us and the National if we collect from our own Chapter members and forward the National's share to it.

I would also like to request everyone to send in their renewals as soon as possible. Not only does it help our unpaid staff; it can also have a beneficial effect on costs for AROSC and AROC. Anyone who is late in renewing costs us money for adding them back onto the mailing list, and every penny is important in keeping our dues stable in spite of rising costs.



GIULIA SUPER

NOTICE

Bobcor Imports Ltd. of 500 "F" Street & Fifth Avenue in Belmar, New Jersey is pleased to announce that they have just purchased \$30,000.00 worth of new parts for Giulia's, Guiletta's etc. We have both mechanical parts and body parts for these cars. We will be selling them at regular Alfa list prices and they are readily available for shipping. For parts prices and information list the serial number, chassis number and year and description of your parts and we will be happy to list prices for you.

COMPETITION REPORT

by Tom Suter

The past month has been rather quiet within AROSC but quite active elsewhere. At the SCCA National Championships in Atlanta, Alan Ward took his 2000 Spider to 4th place in a very hotly contested D Production race and the F Production was won by fellow Californian Dick Blizzard in a 1600 Spider.

In the IMSA Camel GT Series the Alfa GTV ended the year with a second place finish at Daytona in the Touring Under 2.5 Liter Class. This was sufficient to give Alfa the Championship for the year, which is all the sweeter since it was won by independent Alfa teams running against factory-backed opposition.

At the AROSC Competition Committee meeting on November 23rd a number of changes were made to our Competition Code. Although most of the changes were minor, I recommend that you contact Charlie Thieriot for a copy of the revised code if you plan to enter any of the AROSC events next year. One change which all prospective Time Trial entrants should note is the requirement for some form of anti-submarine belt (crotch strap) to be used in conjunction with the presently required competition lap belt and shoulder harness. In addition, a few revisions were made to our handicap points system which may alter the classes in which a few cars run.

At this point I'll wind up my Competition Report articles for 1976 and wish everyone a very enjoyable holiday season and the best possible year for 1977. Starting next month this column will be written by your new Competition Director, the incomparable Rick (Bear) Clemente.



MAINTAINING THE BREED

by Tom Suter

The following tech tip comes to you compliments of one of our members who shall be nameless, save that he is known as the Prolific Pediatrician of AROSC. Like many Alfa owners he has been maintaining his car "by the book - or better", having much of the work done at a dealer and supplementing it with his own efforts.

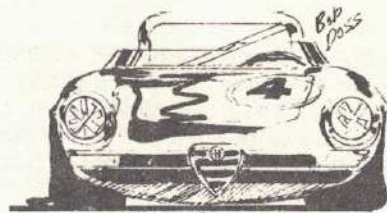
Recently he noticed that his 1750 GTV was beginning to steer rather stiffly and began looking for the cause. When he checked the steering box he was surprised to find it almost completely out of oil. With no visible evidence of leakage he was forced to conclude that it had not been topped up in a long time, if ever.

After hearing this I made it a point to check my 1750 Berlina, not expecting to find anything wrong since I attempt to be fairly systematic about doing most of my own maintenance. Lo and behold; it too needed some oil! After some reflection I concluded that after checking the level many times and always finding it full, I had begun marking it off as "obviously" okay. With 113,000 miles between oil fill-ups, the loss rate has certainly not been very rapid, but given enough time it could have reached the point where damage would occur.

I think that the moral of this story is that both the amateur mechanic and the professional may need to force themselves to be thorough on "inspection" items. It seems to be easier to stay alert on the items which regularly need maintenance work. Checking things which are "always" okay may be boring, but it could be important someday.



ALFACIONADA



Race Prepared Cars

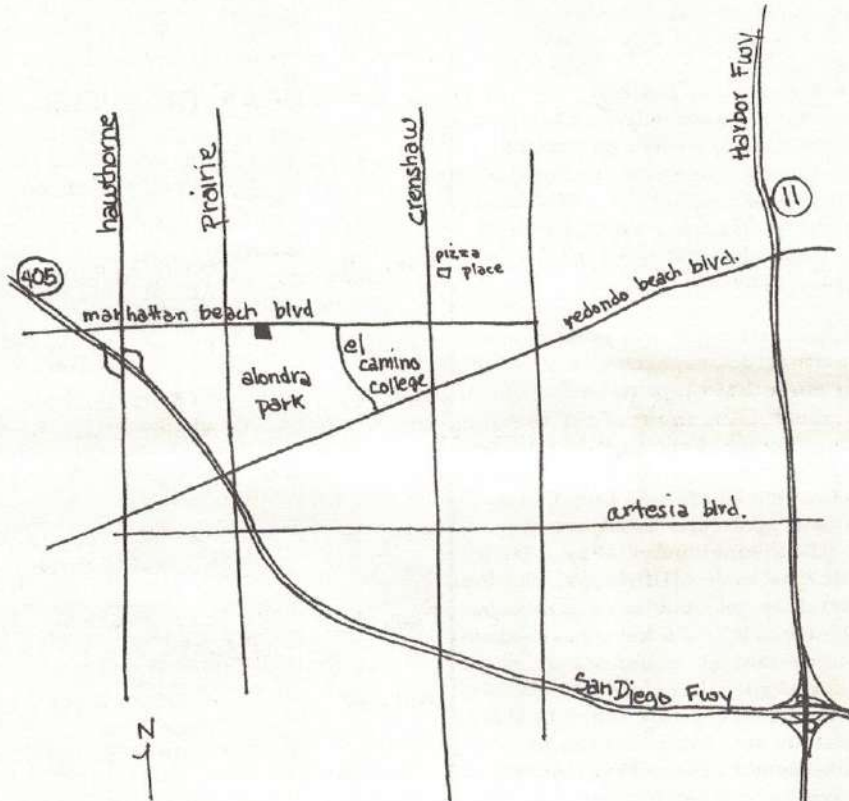
CALENDAR OF EVENTS

Dec. 22	AROSC Board Meeting 17332 Avalon Lane Hunt. Bch. 8 PM
Jan. 28	AROSC Gen. Meeting Alfa Romeo Inc. 215 Douglas El Segundo 8 PM
Feb. 25	AROSC Gen. Meeting Alondra Park Clubhouse 3850 Manhattan Bch. Blvd. 8 PM
Feb. 26	AROSC Time Trial Riverside Raceway
Apr. 1 - 3	Long Beach Grand Prix Long Beach
Apr. 23	AROSC - Ferrari Club Time Trial Willow Springs Raceway
June 25	AROSC Time Trial Riverside Raceway
Aug. 5 - 7	Alfa Club National Meet. Aspen, Colorado
Aug. 13	AROSC Time Trial Riverside Raceway
Oct. 22	AROSC Time Trial Riverside Raceway

ALFA CLUB IS MOVING!!!

by Tom Suter

Population pressure has forced AROSC to move to a larger meeting room. Starting in February, we will meet at 8:00 PM of the 4th Friday of the month at the Alondra Park Clubhouse, 3850 Manhattan Beach Blvd, in Lawndale. Located close to the junction of the San Diego & Harbor Fwys, our new location offers more room, better facilities, and a well-lit parking lot.



recommended routes:

from North

off at Hawthorne Blvd.

Left at signal

Right at Man. Bch. Blvd.

from South

off at Hawthorne Blvd.

Right at signal

Right at Man. Bch. Blvd.

ELECTION RESULTS

Our Board Members for 1977 are as follows:

Sid Keely	President
Rick Clemente	Vice-President and Competition Director
Tom Suter	Secretary, Tour Chairman and Program Chair
Blake Morris	Membership Chairman
Dan Bernstein	Treasurer and Social Chairman
Charlie Thieriot	Time Trial Director and Co-tech
Dave Vegher	Co-tech Chairman and Co-editor
Sally French	Editor
Joe Richardson	Slalom Director

The dates of the Board Meetings will be announced in the Newsletter and all AROSC members are welcome.



AROSC CHRISTMAS PARTY

This year's Christmas party, held at Mark Parkinson's home in Costa Mesa, was, as usual one of the high spots of the social season for local Alfisti. There seemed to be an endless supply of foods that included fantastic sweet and sour meatballs, Rumaki, a monster ham, pigs in blankets, chicken wings, chinese chicken salad, a raw vegetable platter, chips and dips, spice cake, and plenty of deviled eggs. There must have been more things but this list was all the author wishes to remember, as she is still full.

One complaint overheard from our former president Wright, was a comment on the placement of the bar and the food. The food was located in the house and to get to the bar one had to go outside and into a room located out in the back. (This may have been a reason for less food consumption). It might be interesting to note that some members decided that they did not wish to do all that travelling, so they made a choice between the two and were not seen to leave the bar. There were however some more portable foods brought back to those who either would not or "could not" get to the food.

In short a good time was had by all, and special thanks should go to all the people who worked very hard at making the party a success. Jerilyn Morris, Harriet Lindsey and Debbie LaBorde did an awful lot of cooking and spent hours I am sure preparing. John Schirmer, an AROSC member who is also an Assistant manager for the Warehouse restaurants bought all the food and provided the chafing dishes. Special thanks should go to Blake Morris for all the organizing and preparing. Mark Parkinson should get an extra couple of thank-yous for the use and hopefully not abuse of his house and for all the time he must have spent getting ready, and for the quick job of reading the instructions on the microwave oven so the food could get warmed up when the oven didn't light.





TECHNICAL TIPS

TECH EXCHANGE

Timely Tip on 105-Series Heaters 1964-Present

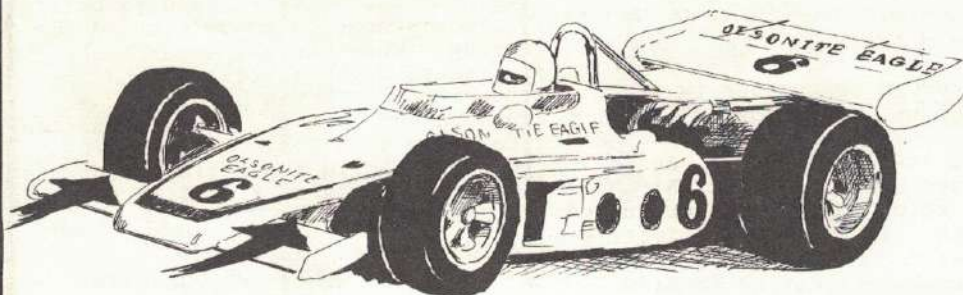
No heat? Too much heat? No blower fan that worked perfectly last Spring? If your Alfa's heater refuses, here are some possible causes and cures.

1. No heat. Check to see that water is circulating through all the hoses leading from the engine to the interior (heater unit) of the car. If there is no circulation, with temperature control at MAX, then the diaphragm inside the heater has cracked, preventing the valve from opening. (While it is also possible that the heater core (a mini-radiator) is clogged, the valve seems to be the most problematic.) Remove the fan unit from the base of the heater by prying the four metal clips away from the base; remove the wires from their connections (one hot, one ground) and slide the fan out. Now the heater core will be seen: it is removed by unscrewing the clamps on the hoses and disconnecting them, one on each side, up toward the firewall. The valve itself is mounted on the side of the heater shroud, behind the core. It is removed by undoing two 7mm bolts and two hoses, as well as the control wire.

Check the valve's operation. The lever on the top should control (stop and release) the flow of water through the valve, and thus, the system. If the valve does not operate perfectly there will either be no heat or constant heat. So, in either case, 1. No heat or 2. Constant (or too much) heat, the valve should be replaced. On a GTV the part no. is 105.00.57.036.02. Usually upon disassembly the rubber diaphragm has torn. This can be replaced with part no. 1493.90.117 if the valve body is in good shape (it usually is). Reassembly is merely the reverse of the above procedure. 3. Blower Fan. Before re-installing the fan, or if that is the problem, remove the motor unit and check that the contacts are clean, that the housing is free of debris, and that the fan blades turn freely. A battery can be used to check the speed of the fan by connecting the blue (+) wire to the (+) terminal of the battery and the black wire to the (-) terminal. If the fan turns slowly it may be oiled, and encouraged somewhat. The longer the fan is allowed to run, the faster the fan will go, in most cases. That's why it is good to run the blower periodically during the "off" season, as it seems the more use it gets, the longer the fan will last. Reinstalling the unit presents no particular problem.

The above information refers to Alfa Giulias, 105 series, but with a few minor changes can be applied to all Alfas, including 1750 and 2000. We have also been informed that in the event of a blown head gasket and the contamination of the coolant with oil, the valve diaphragm may swell and block the valve openings. This would require much the same procedure as above for repair.

Incidentally, the Alfa heating system is simple. Don't let its repair throw you. We've just learned that certain of the Detroit



AROSC GOES TO THE GRAND PRIX

AROSC is again planning to get a block of seats for the Long Beach Grand Prix to form a cheering section for the Brabham-Alfas. Although April 3rd may seem a long time in the future, ticket sales are already under way and an early purchase is necessary to insure good seats. Accordingly, if you wish to join us, we must receive your check by January 28th. Fill out the form below, make your check payable to AROSC, enclose a self-addressed envelope, and mail to: Grand Prix, AROSC, P.O. Box 261, Los Alamitos, 90720. PLEASE PRINT CLEARLY!!

NAME _____

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CITY & ZIP _____

I WANT:

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_____ Admissions for Fri. Sat. Sun. at \$15.00 @ = \$ _____

_____ Admissions for Sunday only at \$10.00 @ = \$ _____

_____ Garage passes at \$7.50 @ = \$ _____

TOTAL COST \$ _____

NOTE: Kids 12 & under get free admission
Make check payable to AROSC

This article was taken from the Dec. 1976 newsletter from the Santa Barbara chapter of AROC.

DUNCAN FUNCAN or RESIDUE IN YOUR
"LEGEND" by Keith Goring

Over the last three years, Susan and I have bought about 25 Alfas, most of which were wrecks or rusted out hulks. In the course of stripping them for parts, we have come across some interesting "residue" from previous owner(s).

The items range from very nice (Hull & Slater, A History of Alfa Romeo, a Giulietta owners manual in a pigskin cover, various shop manuals, and an 1826 half dollar), to simply useful (about 2 dozen ice scrapers, maps, various spare parts, small amounts of money), to annoying and ridiculous (beer cans and other trash, but in one car, we found a whole ashtray full of roaches!).

I guess what I'm trying to say by all of this is that not only does it indicate a certain carelessness by the former owner, but it also gives some insight into his or her tastes and habits.

We once bought a GTV which had been owned by a Navy commander who enjoyed music (aftermarket installation of an expensive FM radio), read Agatha Christie, and from all indications liked the car, but who heartlessly abandoned it in a gas station when it needed some major repairs. Another interesting combination was a 1750 Berlina which had been converted to Webers (to my mind, a fairly nice touch), but which sported a crumby wooden luggage rack on the roof and cheap bias ply tires. And again, abandoned because of needed repairs.

Our most recent acquisition was another 1750 Berlina, owned by the aforementioned Duncan Funcan, which incidently is a pseudonym to protect the guilty. Four years ago, this particular Berlina had been left in a garage in Vermont with a rod through the block and the promise to return

with the money to fix it. Last month, we bought the car three days before it was scheduled to be crushed for scrap. This car was a veritable treasure trove of residue and information. It was precisely as Duncan had left it, so we were able to delve into his business, his habits, and to a certain extent his pshche. It is sort of like being an archeologist.

We determined that:

1. He owned his own business. (mail and bank statement)
2. He was single. (Hopefully, anyway, as he was carrying on ardent correspondence with several women)
3. He was a rather large person. (Sweater and coat in the trunk)
4. He apparently liked the car, as he purchased it new and had spent a considerable sum maintaining it up until the thrown rod. (Cause as yet undetermined) Also used Castrol 20-50.
5. He had fairly good taste in music, by our standards at least. (25 tapes, all in poor shape, having spent four winters in the trunk)
6. He drank Heinekens.
7. He and/or the car at least did quite a bit of traveling. (Maps and maintenance receipts from distant places)
8. He was a fairly messy person, if the interior of the car is any indication.
9. He had a hairygray animal. It was a dog presumably, but you can't really tell. We recently saw a man with a pet raccoon in his car.

Also, there were a few items worth mentioning from which we couldn't draw much of a conclusion.

The owners manual was wet and rumpled in the back seat, but a window was broken, so it probably was his fault.

A postwar copy of Life magazine, detailing the last days of Hitler.

Travel guide of Mexico. The car hadn't been there, so perhaps he was planning to go.

Try this the next time you buy a car. Even new ones have small treasures under the seats or in the trunk. (nuts, bolts, lira, or bits of extra weatherstripping) Or, if you aren't planning to buy a car in the near future, go through your own glovebox or truck. Imagine what a future owner might think of some of your residue! (reprinted from "Veloce", Conn. AROC)



Any and all pictures, articles and want-ads etc. will be most welcome. Please send them to: Sally French

1312 Pine Avenue
Manhattan Beach,
California 90266

All contributions will remain in my possession unless requested otherwise.



WANTED

For 1965 Alfa Giulia Spider 1600, all parts aft of rear axle to include trunk lid, floor pan, wheel houses, lights, gas tank, etc., or entire car less running gear, or a body with smashed front end.

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Jim Neuman (213) 775-3231 x 279 office
(213) 375-4709 home

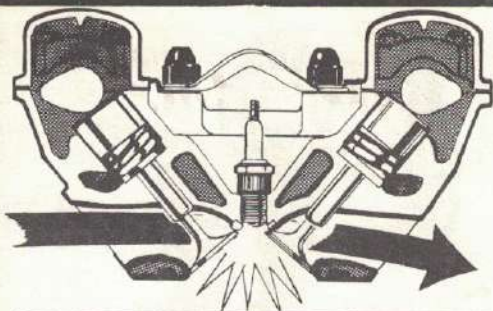
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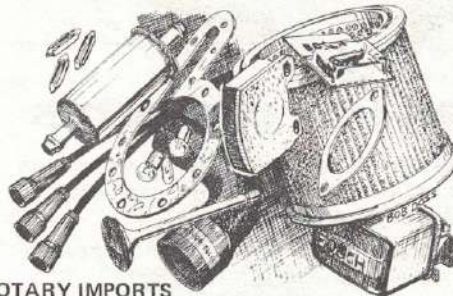
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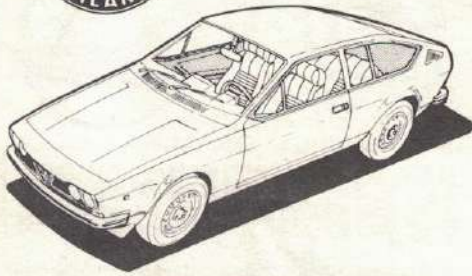
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