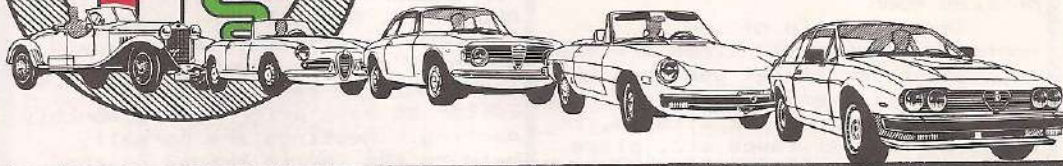




# ALFACIÓNADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 21 NO. 11 NOV. 1982 P.O. BOX 261 LOS ALAMITOS, CA 90720

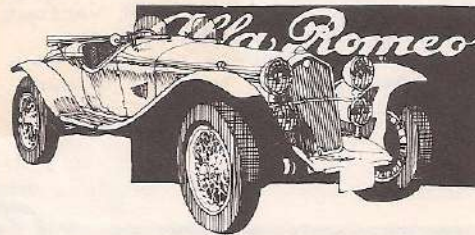
## ALSALFA

Please help folks, i'm running out of gas... there's just so much one can do in the course of being the president of this here club! November is an action-packed month. we've just completed the San Antonio Winery concours which had a nice turnout, nice tour, nice wine, nice lunch and bad luck for Chuck Hodgson who had the nose of his incredible red Alfetta GT dented by a huge camper attempting to park by feel. Out of sympathy for Chuck's Alfetta, my Duetto got into a scrape with a Cadillac the next day while stopped at a stoplight. I nearly cried - but the damage isn't too bad. the rear bumper guard was pushed into the rear panel.

Incidentally the much - heralded secession issue died without a whimper (where were you Bernstein?) The meeting went very well with some impassioned oratory from the likes of Suter, Gaylord, and Ward which convinced the rebels (Ireland, Cortes, Lipkis) to remain. (We shall return) anyway it looks like the Alfa Club of Los Angeles won't be formed this year. (Save your acceptance speech Lipkis)

## CALENDAR OF EVENTS

- NOV 20th - AROSC First Annual Swap Meet / Concours d'Elegance / General Meeting  
More details' later.
- 27th - Time-Trial at Riverside International Raceway.  
Deadline for entering  
Midnight Wed. Nov 17th
- 30th - Board of Director's Meeting at Al Cortes' place at 8:00 PM.
- DEC 4th - Christmas Party at Charlie Thieriot's house.
- 11th - Time Trial Committee meeting at John Ireland's house. 834 N. Reese Place, Burbank, CA. 91506 841-8939





I hope the spies for the National reported that our discussion was civilized and we all abided by what the majority wished and voted for. So once again we're all a big happy family. The bad news is that the dues will go up for next year, you'll be receiving notices soon.

Technical tip of the month.....Kleber V12 tires are the hot set-up for street use when you compare performance and price. The government ratings for mileage, temperature resistance etc. place it right up there with P7's, XVS's, Phoenix's - The Kleber's are much cheaper! Ward & Deane have some new Cromodora (like on the latest spider) wheels for sale.

That's it for this month good people I've run out of things to say.

Ciao,  
*Al Cortes*

## IN MEMORIAM

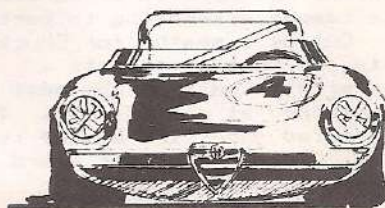
Nort Newman suffered a fatal heart attack this September while vacationing in Greece. Nort was a long time member of AROSC and is best remembered for his participation in concours d'Elegance events with his 6c2500 Farina Cabriolet. Nort had just completed restoration of a second 6c2500 just before the time of his death. This newest restoration was formerly owned by movie star Tyrone Power and will be shown at various concours events by Neil Newman, Nort's son. Sincere sympathy is extended by AROSC to Mrs. Newman and to all the family.

FLURBLURBLURBLURBL

ALFACIONADA is the monthly publication of the Alfa Romeo Owners Club of Southern California (AROSC). Subscriptions to this newsletter are included as part of the \$35.00 per year membership fee. For membership information, write: AROSC P.O. Box 261, Los Alamitos, CA 90702. Articles, letters, and personal ads are always welcome, and should be received by the Editor 20 days prior to the monthly meeting. Meetings are normally held on the fourth Friday of the month at the Alondra Park Clubhouse at 3850 Manhattan Beach Blvd., Lawndale, CA, just east of the San Diego Freeway. Date or location changes will be posted in the newsletter prior to the meeting. Meetings start promptly at 8:00 PM!!!! For more information call:

Al Cortes (pres.)  
(213) 970-0127  
Tom Lipkis (membership)  
(213) 455-3117  
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(213) 515-5939

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**BLOOD SPORT  
BLOOD SPORT  
BLOOD SPORT**

BY JOHN IRELAND



If you missed the big meeting, you missed some spirited debate. And you missed the near unanimous vote for AROSC to not leave the National Organization. And as Al Cortes has explained in his column, the dues have gone up five dollars for next year. The November Meeting will be on top of us all by the time you get this, and it will be part of the huge Swap Meet and People's Choice Concours. It should be a beautiful day and it's a great chance to get rid of all your old spare parts.

The Time Trial Committee Meeting will be at my house on December 11, that's a Saturday. We'll revise the code and up date the safety requirements for the 1983 Time Trial Program. I hope to have all the 1983 dates confirmed by then. Those AROSC members who are interested in Time Trials, are welcome to serve on the Committee or in the program. We have a good novice training program and everyone is welcome.



Good news from Road Atlanta, Dave Vegher in his first Nationals, has won. He blew the doors off the FACTORY PORSCHEs! I would love to see AIR give him a "factory" ride in a GTV6/2.5 for Showroom Stock. In the meantime, I hope we can see Dave at the November T.T.

I don't know the latest gossip on Formula One...did hear a rumor that Alfa hadn't renewed Bruno's contract and were not sure if they wanted to stay in Grand Prix racing. To me the problem is obvious...but in Italy, the solution never is.

I am having a lot of fun driving the 1974 RED GTV. But I don't want Marcello to "lose his chops", so he gets lots of red line on alternate days. If it becomes true that the State of California will start having semi-annual inspections, it may just pay to put the f.i. cams in the GTV and return Marcello to his "EPA Certified" state and leave him there. That would be more than a pity, it would be a crime and I don't know if I could enjoy owning such a good handling car with such an enemy tuning of the engine. Or as Thomas Wolf said, "You can't go slow again." A recent ride in a GTV6/2.5 reminded me how fast the new generation of Alfas are. But it seems so strange to be thinking of saying goodbye to the twin overhead cams just when Toyota is finally discovering them. And it's hard to watch a great piece of engineering such as the Alfa four banger, be destroyed by a bureaucratic medicine man and his voo-doo version of how to solve air pollution.

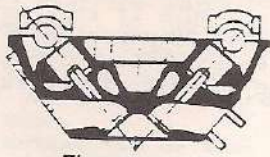
Well, have a happy Thanksgiving and if we don't see each other before, a Merry Christmas. Thanks to all of you who took part in the Time Trial Program this year...volunteers and entries and the T.T. Society and the staff at Riverside Raceway and the T.T. Committee...and to a very fast and reliable dark blue 1977 Alfa Romeo Alfetta Sedan.

Best wishes,

John Ireland - Time Trial Director



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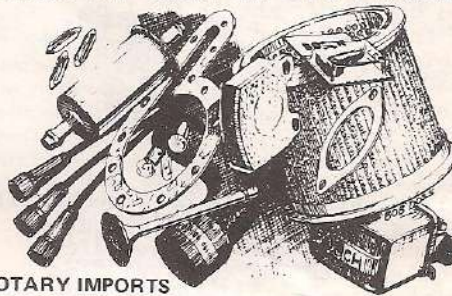
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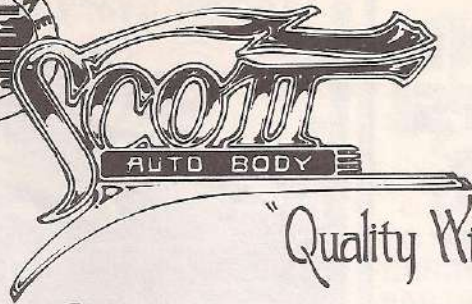
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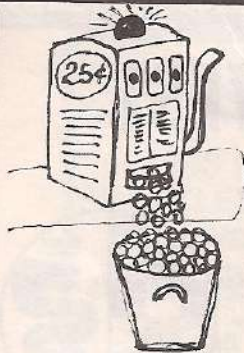
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That's right. Our very own Sue Hartman won \$3282.00 at the Las Vegas Grand Prix from a quarter slot machine. This was the biggest quarter slot machine win ever. Congratulations Sue.

There was truly more than one winner at the Grand Prix this year.



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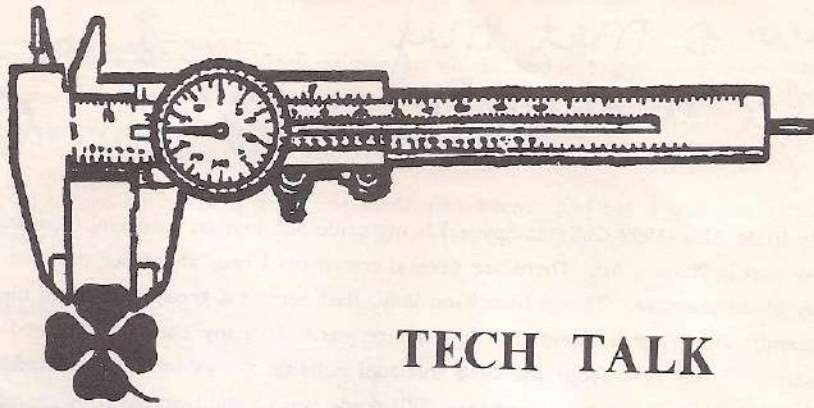
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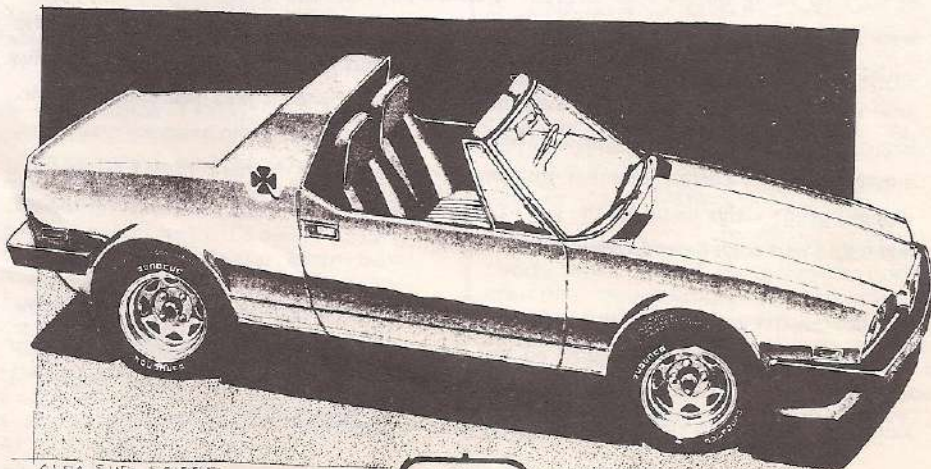
## TECH TALK

### FRONT-END HEIGHT ADJUSTMENT ON ALFETTAS

The front-end height of U.S.A. series Alfettas must be lowered approximately one and one half inches to meet world-stock specifications. While further fine adjustment is possible, the following procedure should satisfy the needs of most American Alfettas.

The front suspension height of an Alfaetta is based on the relative position of the lower wishbone at the lower ball joint, where the road wheel is attached, and at the pivot end, where it is attached to the car's frame. The lower wishbone's position at rest is determined by its specific alignment with a torsion bar; and the torsion bar's compliance, or ability to twist, allows for controlled vertical movement of the chassis, with the help of shock absorbers. Study the diagram below. The specific alignment of the torsion bar with the lower wishbone is made possible by an unequal number of splines at each end of the torsion bar, 35 at front and 34 at the rear. Therefore moving the lower wishbone by one spline at the rear of the torsion bar will create a greater change in suspension height than will moving by one spline at the front of the torsion bar.

Confused? Ignor the above and proceed as follows:



ALFA ROMEO

PAGE 7

MARK STEHRENBURGER DRAWING



## How I met my Alfa Mechanic



My little Alfa (1959 Guilletta Spyder) is my pride and joy; my mon ami (how would you say that in Italian, Al). There are several comments I hear about her that really raise my blood pressure. Things like: 'Gee lady, that sure is a great fiat.' (Gag me with a spoon!) Or, 'Your husband sure has a nice car.' (It's my car buster - and I'm not married!!) Or how about the time this fool pulls up alongside me in his (admittedly) clean, yellow, Carmen ~~Gus~~ and says, "I'll trade you straight across plus cash." (That little twerp meant my cash!) And once in Palm Springs this rich kid tailed me for 3 miles shouting he wanted to buy my rims (right off the car) for \$25 apiece. Said they'd look great on his old VW. What blasphemy!

Everytime something like this happens I try to keep a calm, poised, appearance while my Sicilian blood boils! Its so frustrating.

Of course the next time I see Al (who is kind enough to keep the mechanical in order...for a minor fee of course), I unload. "Do you know what happened to me last week...!!!"

Which brings me to how I actually met Al. I am one of those absentee members the club is always urging to show up. I'd love to, believe me, but I have the dubious honor of working swing shift - 3pm to 11pm to be exact. Anyway, on one such evening after work I decided to drop by Alphies (soon to be Denny's) for a snack. Upon sitting at the counter, I was soon enveloped in a conversation about cars with a group of guys. By and by the topic changed to maintenance and I mentioned I was searching for Mr. Right for my Alfa. One man said, "There's a guy here in town who owns several Alfas, mostly older. I can't remember his name, but he comes in here pretty often." I thought great - this could be the guy. But how much coffee can I drink, and how many men can I approach before running into trouble!!

Fortunately for me, 30 minutes later, a tall dark-haired man walks in and sits at the counter. "That's him, that's him" all the guys yelled. "Excuse me" I asked, "do you work on Alfas?" Al look at me, kinda dazed and says, "Is that your '59 out there?" I said yes it was. "Did you know there's a **BIG BLACK DOG** in it!!!" he exclaimed.



Apparently Al had gone over to check out my car which I had left open - top down. He leaned over and was peering inside, when out of the darkness (and black interior) rises my Black Labrador, Babe. I'm not sure who was shaken up the most!!

Anyway, Al turned out to be a great mechanic and friend...and not a bad president, wouldn't you say?

Christina Lopez

## FOR SALE

1967 Alfa Duetto Spider, concours condition, new top, new paint, new interior, new engine etc... Must See, Alfa Red, \$5900.00 Call Antoine (213) 391-4248

1971 Alfa Romeo GTV, 10,000 miles on rebuilt engine, runs really well, radials, needs minor body and interior work. Asking \$2300.00. Call (213) 665-9706.

1978 Sports Sedan, 52,000 miles, air conditioning, AM/FM stereo cassette. Serviced and maintained by Dave Vegher at Veloce Motors West. Excellent condition- \$5000.00. Contact Bill Kohl, 1329 Holly Leaf Way, Diamond bar, CA. 91765. Work (213) 683-7295 Home (714) 595-2422.

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1979 Sports Sedan. Silver, automatic, air, 32,000 miles, very clean \$5250.00 (213) 874-7462

1957 Giulietta Spider. Beautiful classic convertible. Body and interior in perfect shape, Red with black top. \$4444.00 (707) 996-2024 Doug or (707) 996-6045 Marcus.

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1967 GTV 1600. White, charcoal interior. 96,000 miles on car, 20,000 on new engine, webers. Interior and body good, needs some minor work. Ansa exhaust, AM/FM Cassette, all receipts. \$3000.00 firm. Bob Chase, 6300 Jumilla Avenue, Woodland Hills, CA. 91367. (213) 278-6400 days (213) 996-7193 eves, CA personalized license plate: "1600 GTV".

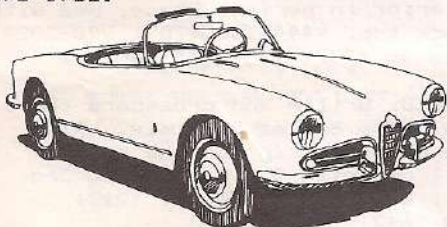
1957 Giulietta Spider, 3/4 restored (body work still required) rebuilt engine, new tires, shocks etc. complete with all parts and emblems. Currently disassembled. Will trade for small seaworthy boat with outboard and trailer, or best offer. Walt Marti (213) 334-4477 eves.





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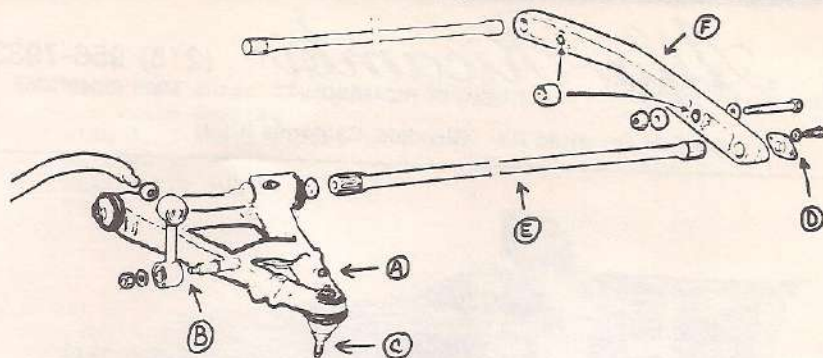
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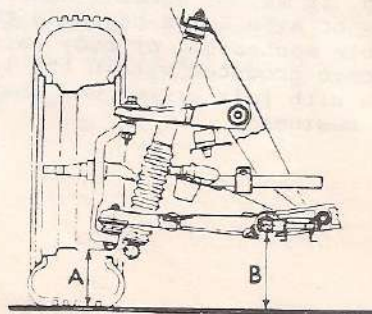


Raise the car and support safely on jack stands, so that the front suspension hangs free. Disconnect the shock absorber where it is attached to the lower wishbone (A). If you have gas-filled shocks you will have to tie them in the 'up' position, out of the way. Disconnect the sway bar where it is attached to the lower wishbone (B). Using a small hydraulic jack, raise the lower wishbone slightly to relieve pressure on the stub axle assembly, disconnect the lower ball joint (C) by removing the lower mounting nut and applying a two-fingered gear puller to force the ball joint up through the mounting hole. Be very careful not to allow the jack to slip from its position or personal injury may result.

The lower wishbone should now hang free, attached only to the chassis and the torsion bar (E). Remove the torsion bar cover from the rear of the torsion bar (D). Carefully clean the areas where the torsion bar contacts the lower wishbone and the rear cross member (F). You should find marks noting the position of the torsion bar here, and touch them up with a little paint or liquid paper so that they are clear. If you are assisted, have someone carefully move the lower wishbone up and down while you slide the torsion bar back through the cross member. If alone, put your toes to work, nudging the wishbone while lying on your back, watching the reference marks as you slide the torsion bar to the rear. After the torsion bar is free, realign the reference marks so that, looking from the rear, the torsion bar on the right (passenger) side of the car has moved counter-clockwise one spline at its rear position, and clockwise one spline at the wishbone. On the left (driver) side of the car the directions are reversed: the torsion bar is moved one spline clockwise at the rear and one spline counter-clockwise at the front. Simply moving the front or rear position alone would result in too great a change in height; any fine adjustment found necessary can be made by manipulating the torsion bar position further. Basically, by raising the outer ends of the lower wishbones, you lower the front suspension of the car.

Should you have difficulty sliding the torsion bar to the rear (it should move fairly easily when the lower wishbone is moved), loosen the cross member at its mounting points, pry it back slightly, and push the torsion bar forward, adjusting its position in the usual manner.

Reassemble by reversing the entire procedure, lowering the jack under the lower wishbone carefully so that the ball joint is correctly repositioned, and check the suspension height: the car should be level, or slightly nose-down in attitude. Drive the car and notice what a difference in handling a little weight-shifting can make!



Measuring front suspension height  
(B-A) = 1.5/2.0 in.





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*Giuliano Crescentini*  
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PAGE 12

ALFACIONADA



Club Alfa Romeo of Southern California      Helsinki 03.09.1982  
c/o Julio Ramirez  
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USA

Dear Sir,

I am a member of Club Alfa Romeo Finland and I'd like to change information with other Alfa Romeo clubs. Could you shortly describe your activity and possibly tell the addresses of other foreign Alfa-clubs you know?

Here are some facts about Alfa's in Finland, there are

336 Giulia  
306 1750-2000 Berlina & GTV  
300 Alfasud  
163 Alfetta  
36 Giulietta 1.3-2.0  
2 Montreal  
1 Spider Duetto  
13 of other models

As you can see, there are not many Alfa's in Finland. In the Club Alfa Romeo Finland we have about 130 members and cars. We arrange meetings four times yearly and have our own pages in the Club Alfa Romeo Sweden's publication "The Cloverleaf".

Yours sincerely,

*Timo Heikkinen*

Kr Timo Heikkinen  
Särkinieentie 25 A 27  
00210 Helsinki 21  
Finland



## OF RED ALFAS AND GREEN EYED WOMEN

by Bob McGill

from the Alfa Owners of Oregon Newsletter

Women are jealous of Alfas!

I do not state this lightly. For 23 years I have observed the male-female-Alfa relationship. I believe Alfa is more entitled to wear a triangle emblem than Mercedes.

The problem originates in the eternally romantic Italian nature. Alfa engineers and their designers create machines not only with personalities but with gender. They give Alfas voluptuous shapes, wildly eager engines, delightful suspensions, provocative handling, a demanding nature with even a touch of perversity. Yet above all, gentle and forgiving in a crisis.

The true Alfa owner may refer to his car as "it". But in his secret heart-of-hearts, he knows the gender is essentially feminine. Unfortunately, the women of Alfa owners soon know it, too. They instinctively recognize the rival.

It is not the same with other marques. Take those dashing chaps with a daring-do air, popping along in Britain's best. Their grim grip on the wheel betrays a distrust of what the bloody beast will do next. Or take German cars which these days tend toward brutishness. So their drivers tend toward lion-tamer types. (The 911 Turbo is the ultimate here with the machine a phallic extension of its macho master as they dash about the streets looking for something to assault.) These are all, at most, likeable cars. But not lovable.

Now consider the Alfa Driver. Not your Giovanni-come-lately owner but your experienced second-or-third-Alfa man. Note the passionate intensity when he speaks of his Alfa (an obvious deep emotional linkage to a love object). Note, too, it is a rapt but troubled look, tinged with apprehension—for he asks himself the age-old anguished lover's questions: "Will she be true?" (reliable). "What more can I do?" (maintenance-wise). "Why did she say that?" (weird sound syndrome).

Listen to the conversation when Alfisti are gathered: entirely about the signs and sounds and symptoms of impending Alfa fickleness and how to avoid all with Tender Loving Care. And that is precisely what embitters Alfa women: all that attention and concern and time and TLC (and money) squandered on this Italian mistress.

At this point you are snorting or retching or about to burn this issue so your wife won't see it. I assure you the problem is real. In the dozen years of this club's history I can point out more than a dozen cases. Did you notice that local classified ad three weeks ago: "Alfa Montreal for sale. Family split forces . . . etc"? I met the guy, and he was really racked to have to split from the car. He didn't mention his wife.

Well, what's to be done? How can a home-loving, Alfa-loving man preserve his pleasureable menage à trois? Obviously some succeed. Some have a wife and a whole harem of Alfas. I wish I knew their secret. I only know one troubled case history well—my own.

My problems began in 1958 when one of the town's first Spiders came to live in my garage. I had felt affection for most of my prior cars—an interest tolerated by M. who even helped wax the MGTD which she thought was cute.

From Day One my Alfa relationship was different. Nowadays you can hardly understand our delight with the early Spiders—the agile cornering, magnificent braking, intoxicating acceleration to the snort of the Webers and the cackle of the Abarth exhaust. You can't imagine the ecstasy unless you knew the competition in 1958. The Alfa was a hummingbird among tur-

keys . . . a gazelle among plowhorses. The Pininfarina Spider body was new and striking then and about to influence a whole generation of sports roadsters.

I tell you all this to explain why I couldn't help doing some peculiar things. For instance, I couldn't walk through the garage without pausing to admire the Alfa's elegant charms: the graceful top body line from headlight to tail light, the downswop of the hood to grille, the fantastic head with double overhead cams, the sophisticated simplicity of the Weber induction (imagine—a venturi and jet-set for each cylinder!)

The first few times M. came on me in this fondly-bemused state, she smiled tolerantly. Later she stopped smiling. One day she even asked grimly: "Why would they want to name a car 'Giulietta' anyway?"

M. drove the Spider a few times, not very comfortably. There was a roughened clutch problem and a nose scraped on a super-market curb. When I expressed mild anguish, it backfired. M. announced she would never drive the car again. And she hasn't!

We did reach a neat equilibrium in the next few years. The Alfa and I developed a close relationship (50,000 miles worth). M. was busy with children and working and a Master's degree. The kids loved the car. And the Brittany Spaniel and I went on long bird hunting trips fast and in style plus 35 m.p.g.

But I couldn't leave well enough alone. Overwhelmed by a sudden passion, one day I brought a Sprint Special home to live in the garage alongside the Spider. M.'s faithful Nova 4-door was evicted out into the weather. Obviously you couldn't leave that gorgeous but rust-prone Bertone body exposed to Oregon's winter rain. It was a long, cold winter, too, indoors and out.

However there were compensations. You could study the Bertone sculpting of the S.S. body for hours and keep seeing new pleasures.

Funny thing, too, you could hardly walk past the S.S. without touching it. You wanted to stroke that sleek melding of top and rear fender, or needle-nose to hood to windshield, or that artful antecedent of all Kamm tails. It was actually a joy to wax. Then you could really feel that flowing design.

It was a true GT, too—swift and silent at speed, nimble and comfortable, and a car to swivel necks wherever you went. I started on the Concours D'Elegance circuit that spring and won a Second-in-Class first time out at Forest Grove in spite of not knowing enough to clean the underchassis. M. who is a perfectionist by nature was of great help in concouring the S.S. Her patient detailing made us highly competitive. And I knew she admired the car as a work of art. But I could tell by the snap of her dustrag and the over-vigorous squirt of Armorall, jealousy knawed deep.

It didn't help when the S.S. and Gina Lollobrigida and I appeared on local TV, as I have reported. If anything, it proved the case.

Incidentally, I made a startling discovery about Gina L. browsing through the Japanese *Museo Alfa Romeo* book. You recall I told how reluctant she was to ride in the S.S. back to the TV studio? On page 106 it tells how Gina was almost-killed in Italy in her own Disco Volante the forerunner of the S.S. No wonder she demurred.

Which brings up an interesting point. If women are jealous of Alfas, what about women who drive Alfas? Well, I think there are some women who understand that an Alfa can project and enhance their femininity. It's probable the reverse side of the gender coin from the macho-turbo 911 studs. Have you watched Pat Arther drive? Or Irene Hurlick? Or imagine Gina Lollobrigida in a Disco Volante . . .

That was my ultimate solution, too, for domestic tranquillity. I sold the S.S. and traded M.'s rusting NOVA for an Alfetta Berlina with whom I have tried not to develop too intimate a



relationship. But on occasions when we take M.'s car, I can't help tweaking that lusty 2 liter engine and joyfully twitching that wiggly DeDion rear end around tight corners. M. sees through my dead pan, though. "Let's not get too gay with MY Alfa," she says.

My own Alfa is still that old 1958 Spider which sits on her hallowed side of the garage. Because she's now on the concours circuit, her curves are usually under a car cover. But that doesn't stop me from pausing as I pass. Most females look even sexier when draped a little.

Oh, yeah, one thing more. I have seen M. a couple of times just standing in the garage staring at her Alfetta with that familiar bemused look. The ingratiating Alfa magic is working. But not entirely.

The other day I was reading a copy of the Ohio Chapter's newsletter. When M. spotted the title, she went into hysterics. They call their newsletter "The Alfetish".

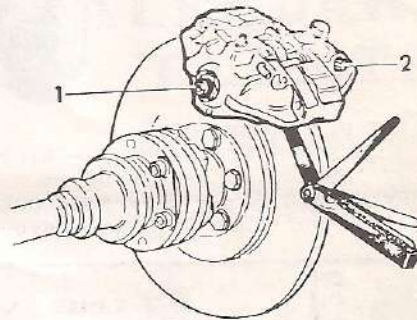
## TECHNICAL TIPS

**Alfetta Rear Brakes.** As an occasional CVAROC tech advisor, I have had more calls about Alfetta rear brake pad replacement than all other subjects combined. Every owner who does this job for the first time has the same experience (I should know, it happened to me). After figuring out how to remove the old pads, the now-confident owner-mechanic tries to push back the caliper pistons so he can install the new pads. The pistons won't budge. He pushes harder, but they still won't budge. At this point, the proper procedure is to call someone for help. Using a "bigger hammer" will only result in damage. The pistons won't budge because they don't push in at all - they are actuated by threaded fittings and can be retracted by turning the proper screws. Once you know where these screws are, it all becomes easy.

Here's the general procedure. The pads are retained by two pins and the usual ATE cross-shaped spring. Before removing the pins you need to pull out two small spring clip "keepers." The pins will then come out easily. Now refer to the accompanying diagram, which shows the left caliper. The inboard piston is retracted by turning a 7mm bolt head on the inboard, rear face of the caliper. This is illustrated by "2" in the diagram. The screw for the outboard piston is more carefully hidden. On the outboard side of the caliper you will see a hex-shaped bolt all covered with grime. It's not a bolt at all, just a plastic cover. Remove it and you will reveal a 17mm lock nut retaining a setscrew ("1" on the diagram). Loosen the lock nut and turn the setscrew with a 5mm Allen wrench to retract the outboard piston.

It wouldn't do any good to tell you which direction to turn these screws, because it seems to vary from one caliper to another. You just have to find out by trial and error. As a general guideline, turning them in the opposite direction of what you'd expect seems to work most of the time. When the pistons are retracted far enough, drop in the new pads and reinstall the pins, etc. If you're

using Alfa pads, they have a small arrow printed on them that corresponds to the direction of rotation of the disc. Now you need to screw the pistons back in to set the clearance between the new pads and the rotor. The Alfa manual recommends doing this with a .005" feeler gauge. However, you can almost



do it by ear. If you set the clearance so you can just hear the pads lightly brushing against the rotor when you turn the wheel, you'll be pretty close. A thousandth of an inch or so of excess pad clearance can have a big effect on the handbrake. If your handbrake handle is pointing straight up at the roof of the car when engaged, you probably have too much clearance. Also, the handbrake cable has an adjustment fitting just above the right caliper, and you probably should check this before you wrap up this job.

By Bob Crawford

Courtesy

OHIO VALLEY

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