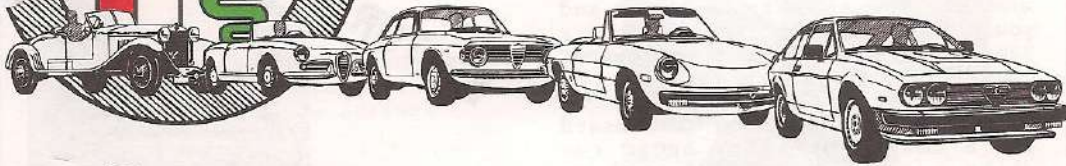




ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



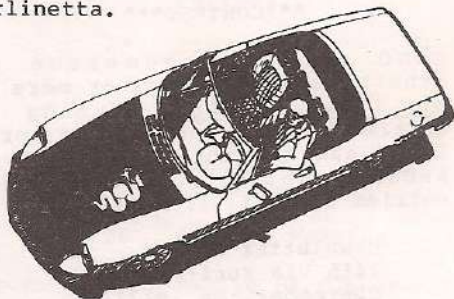
Alfa Romeo



By Joel Hoffman

About half of the membership turned out for the years' first meeting. Some came to pick up hard-earned year end awards; some to win an Alfa calender or Alfa umbrella; some to hear Len Frank and some to hear the speakers from ARI.

Len Frank was as interesting and controversial as ever, but I felt he nitpicked too much. He criticized ARI for putting the Michelin TRX wheel/tire combination on the '85 GTV-6 while not criticizing the same on BMW's 635CSI and Ferrari's Boxer Berlinetta.



On the more positive side, Ed Torcello and Ken Tinton from ARI told us of the new variable cam timing feature on the Bosch injected spiders; the new adjustable steering with an instrument panel the moves in tandem with it a la the Porche 928S on the soon-to-be introduced Spider Quadrifoglio; the lower base price of \$16,500 on the '85 GTV-6, and improved shift fork and stronger internal engine components on the GTV-6. ARI has taken some of our AROSC and AROC member's suggestions and implemented them. Having driven a Guilietta sedan in Italy last May I wish that ARI would import that along with the 175 hp turbo Auto-Delta version.

Dan Ritter and Gary Peterson narrated a slide show of AROSC Alfas at races, concours and rallyes during 1984. The display of Mike Sperry's GTA, Dan Ritter's 2600 spider, Peter Becronis' 1900, Ken Koskie's Berlina and ARI's GTV-6 attracted so many members at the break that the meeting ran very late. Unfortunately we didn't have time to hear AROSC's Dave Vehger tell us of his third straight win at Road Atlanta. We're very proud of you Dave.

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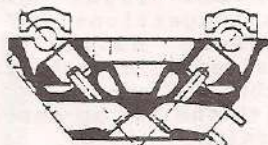
Alfa Romeo

Are your tire wearing thin? Do they wear evenly? Looking for higher "G" numbers? How fast can you get through your favorite curve? Should you buy 60 series tires? What about a plus one inch wheel? The answers to these and your questions will come February 22nd when a Yokohama tire speaker meets AROSC at Alondra Park.

The wildest suggestion I've heard for a new event is an AROSC run (like a motorcycle club run) to break up a Porsche club meeting. How about an AROSC night at Dodger stadium or eat-in at DDL foodshow? Let's keep new suggestions coming in and discuss them at Alondra Park.



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EDITOR'S DESK



Last month in my inaugural effort at editing this news?letter I blasted myself for my own apathy toward our club. This month its your turn folks. You'll notice that there is a lot of repeat info in this issue and, egad!, even reprints from other newsletters. That's because I received virtually no input from all you so-called Alfa crazies out there. **APATHY!!** The fact is is that the more you contribute the more fun you'll have; the more interesting and varied the newsletter will be; the more fun you'll have; the more fun everyone will have; ergo the better club we will have. We will all HAVE and we will all WIN!. All it takes is a winning attitude on your part!

Nuff said. So send in your stories, anecdotes, tech tips, jokes, what-have-you and help make this a winning club and a winning newsletter.

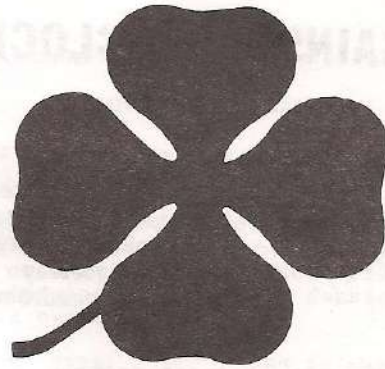
CONTEST

Send articles humorous or otherwise of 25 words or more on Why I own an Alfa. Winning entries will be published in April issue and top three will WIN an AROSC T-shirt. Deadline for entries is April 1. Mail to:

Newsletter Editor
1415 Via Zurita
Claremont, Ca. 91711

Gene Zettle

1985 CALENDER



February 22 General Meeting
 March 22 General Meeting
 23 Tech. inspection for time trial at Willow Springs
 30,31 Jointtime trial with VARA at Willow Springs
 29, 30, 31 Las Vegas Rallye
 6 Tech. inspection for time trial at Riverside Raceway
 April 13 Time Trial Riverside Raceway
 26 General Meeting
 27,28,29 Equinox Rallye
 May 11 Time Trial Riverside Raceway
 18 Concours - Lutheran High in Burbank
 31 General Meeting
 June 8 Rallye or dinner rallye
 23 Time Trial Carlsbad
 28 General Meeting
 July 14 Concours Location - TBA
 26 General Meeting
 August 3 Rallye or dinner rallye

23,24,25 Historic Auto Races at Laguna Seca. Alfa Romeo to be honored marque. Club rallye here to there. Don't miss! (No General Meeting this month)
 September 15 Time Trial Carlsbad
 27 General Meeting
 October 5,6,7 Pan Am Rallye
 13 Concours Location - TBA
 25 General Meeting
 26 Time Trial Riverside Raceway
 November TBA Warm up for Starlight Rallye
 17 Swap Meet
 22 General Meeting
 December 6,7,8 Starlight Rallye
 14 Christmas Party (NoGeneral Meeting this month)

AGAINST THE CLOCK

1985

- Riverside Raceway
- Willow Springs Raceway
- Laguna Seca Raceway
- Sears Point Raceway
- Carlsbad Raceway
- Las Vegas Speedrome

1985 TIME TRIAL PROGRAM

We've got more good news for all the time trial enthusiasts: our program is growing for 1985. We have 5 dates at two tracks and a joint time trial with Vara at a third track. We will run Saturdays at Riverside and Sundays at Carlsbad so be sure to mark your correctly for the right day.

Saturday/Sunday
 March 30/31 - Willow Springs
 Saturday, April 13 - Riverside
 Saturday, May 11 - Riverside
 Sunday, June 23 - Carlsbad
 Sunday, September 15 - Carlsbad
 Saturday, October 26 - Riverside

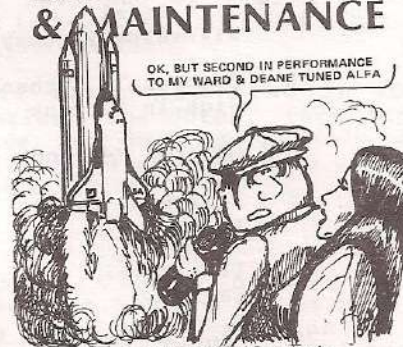
Due to the unprecedented popularity of our Special Introductory Sessions, we will continue to offer them at each of the above dates. (With the exception of the joint date with VARA) This means that anyone in any reasonable car (Alfa or not) can run in the instructed sessions, with only a seat belt and a helmet. Loaner helmets are available, so this means that there is no need to lay out big bucks for the competition safety equipment before getting exposed to the race track, and getting a feel for driving at relative moderate speed.

There is more good news: there is no plan to change (raise) the price of entry for 1985, as the costs are projected to remain about the same as 1984. Thus, time trial entry will be \$65 per car, two drivers entered in one car will be \$100, and Special Intro entry will be \$25. An entry fee of \$5 will be charged to everyone entering Riverside Raceway. Other clubs and drivers of non-Alfas are welcome, and we encourage you to tell your friends and neighbors. The San Diego Owners Club will join us at Carlsbad events, and are always welcome at any other events.

We are always looking for workers as well as drivers, so if you want to come out and enjoy some fresh air and watch the cars go around, please let me know. If you have any questions or suggestions please call me at home only:

Phyllis Gaylard
 (714) 536-2089

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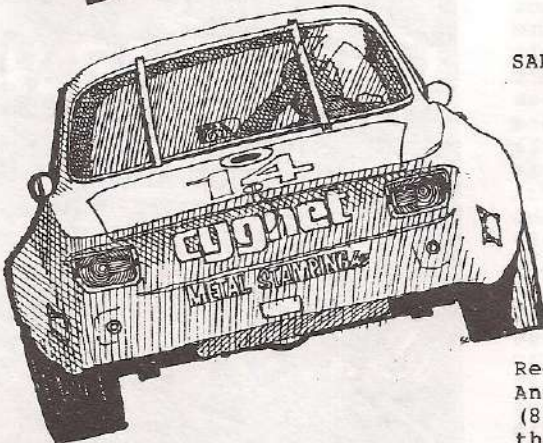
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Alfa Romeo

TIME TRIAL

**ARE YOU A
Winning
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JOINT TIME TRIAL WITH VARA

SATURDAY & SUNDAY MARCH 30 & 31

WILLOW SPRINGS RACEWAY

Our first time trial of the year will be a joint event with VARA. We will be running at Willow Springs Raceway and due to time restrictions caused by the number of cars at the event there will be no Special Introductory Session at this event.

ENTRY FEES: \$80.00 per car

TECH INSPECTION: Will be held on Saturday March 23 at Sperry Valve Works from 10 a.m. to 1 p.m. If you cannot make this date please call Mike Sperry to make other arrangements.

ENTRY DEADLINE: Is March 22. All entry forms and fees should be received by that date. Mail to:
Phyllis Gaylard
7238 Seaworthy Drive
Huntington Beach, Ca. 92648

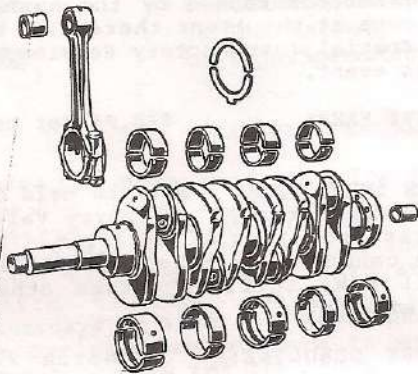
SAFETY GEAR REQUIRED:

- o Harness - five point competition system
- o Fire extinguisher
- o Roll bar in open cars
- o Helmet (Snell 70 or equivalent)
- o Gloves-leather or nomex
- o Wrist/ankle length clothing: cotton, wool or nomex

Recommended accommodations are the Antelope Valley Inn in Lancaster. (818) 948-4651. If you mention that you are participating in a VARA event there may be commercial rates available.

For additional information please call Phyllis Gaylard:
(714) 536-2089

Technical STUFF



Last month I reported on the first and most obvious culprit when our beloved Alfa stops on the road....the inertia switch. If last month's repair tip didn't solve the problem examine the fuse panel next for a blown or even a loose fuse. Carrying some small rubber bands in the glove compartment can be a life saver. Next look under the rear of the car to see a wire has slipped off the fuel pump. Look for a little hole in the hose from the fuel tank to the fuel pump. This hole can suck in air and prevent enough pressure to keep the fuel pump working.

If you've been in a fog on this drive, now's the time to look for a hole in the gas tank. Lift the hood now and check the drive belt to the fuel injection pump. Check for loose wires on the coil and loose battery cables.

By now you've checked and checked. If all these possibilities don't pan out speak to the Alfa in a language it understands: "Ma che cazzo questa machina"

Giuseppe Cappalonga
Targa Florio
Van Nuys, California

P.S. Last month's article incorrectly identified the two wires under the inertia switch as gray. They are pink.

Why not keep these and other emergency tech tips in your glove compartment?

Ed.

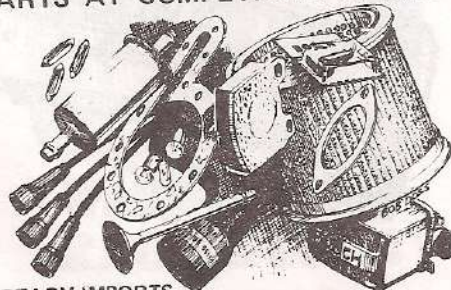
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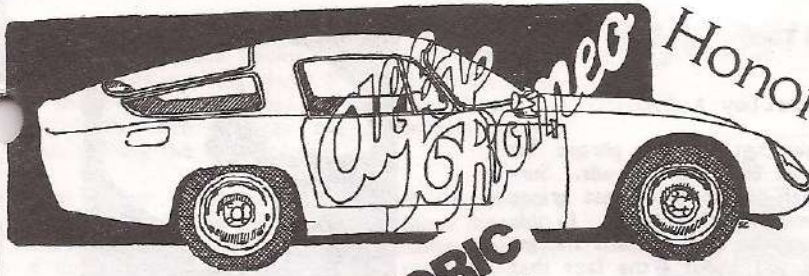
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Alfa Romeo



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**MONTEREY HISTORIC
AUTOMOBILE RACES**

NOW IS NOT TOO SOON to make your motel reservations so you can attend the Historic Automobile Races at Laguna Seca this August. If you love or even like Alfas or sporting cars in general you should not miss this event. Since Alfa Romeo is the honored marque at the races this year there will be hundreds of Alfas from all over the country in attendance. I also understand that the factory has committed to participating and may be bringing some very interesting cars to the event. Also, Alfa owners will open the ceremonies on Saturday by taking a parade lap around the track en masse! I saw it last year when the cars were Ferraris and it was spectacular. What fun!

Some suggested locations for making reservations are the Vagabond in Salinas, and the motels in and around Pacific Grove. All have good access to the track and are far less costly than accomodations in Carmel. (If you can get them at all!) Rooms book up quickly and long in advance so HURRY!

Practice at the track is Friday, August 23. (A good day to tour the pits since the crowds are smaller) Racing takes place on Saturday the 24th and Sunday the 25th. Gary Peterson is going to try to organize a rallye for the trip up.

Ed.

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"NO SURPRISE" TECH TIPS By Bob Crawford

Courtesy of Ohio Valley A.R.O.C.

There is a motel chain that uses the phrase "no surprises" as the theme for their TV ads. Surprises have always been one of my biggest gripes about service manuals and tech articles. In this context, "surprises" are the little details the instructions DON'T tell you about - the fact that you need to remove the whole exhaust system to get access to a certain bolt; the need for a "special tool"; the part you should have bought before you started the job. If you do any of your own automotive work, you've had lots of these surprises. They always occur on a Sunday afternoon when the car is half torn down. If you'd known in advance, you could have planned ahead, but now there's no way to get the car ready to drive to work on Monday. Those are "surprises."

Valve Clearance Measurements: Do NOT remove spark plugs before measuring valve clearances because carbon particles can flake off, come to rest on the seat of an open valve, and cause erroneous (high) clearance readings.

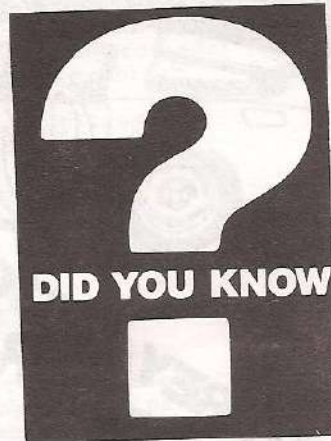
Valve Adjustment: If you need to adjust valves but your cam timing is OK, you can remove the valve shims by lifting the cams out of the way without ever disengaging the cam sprockets from the timing chain.

Hand Cranking: If your Alfa is equipped with an electric cooling fan (which it should be - Spiders included), use a 1 1/4" (=38mm) 1/2"-drive socket (Snap-On SW481) and ratchet to hand-turn the engine via the crankshaft pulley nut, when adjusting valves or tensioning the cam chain.

Chain Tensioning: Tension the cam timing chain by turning the engine manually, or by pushing the car in 5th gear on a level surface, NOT by letting the engine idle as is recommended in the manuals.

Lights-On Warning: You can easily wire that obnoxious ignition key buzzer and its accompanying door switch into the parking light circuit, so it will only go off when you open the driver's door after forgetting to turn off the lights.

continued page 9



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Intake Seal Replacement: You can remove valve springs and replace intake seals without removing the head by stuffing about 8' of clothesline into a spark plug hole, then raising the piston to squish the rope between the piston and valve, thus holding the valve closed.

Cam Cover Clips: When you can no longer tolerate the oil leaking out around those dreadful plastic clips on the cam cover, remove them by drilling out the rivets, then thread the holes with a 1/8x28 tapered tap. You can then plug up the holes with 1/8"x1/8"x1/8"-28(NF) set screws installed with Loctite (the taper tap gives a V-shaped threaded hole so the set screw will bind tightly when installed).

Fuel Injection Tuning: The FI mixture can be set easily by backing off the cutoff solenoid to a very lean setting, manually or mechanically holding the throttle to a constant 2000-3000 RPM, then slowly enriching the solenoid until the maximum RPM is reached. Back off 1/4 turn lean from this point and leave it there.

Fuel Injection Pump Removal: If you ever have to remove the Spica FI pump, don't struggle with the 4 inaccessible nuts for the block mounting, just separate the upper and lower pump halves by removing six 10mm nuts (replacement gaskets are available for this flange).

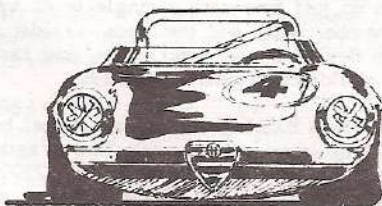
Alfetta FI Pump Belt: There are no really good shortcuts to replacing the FI pump belt on the Alfetta engine - install a flywheel lock and remove the crankshaft pulley the way it's supposed to be done.

Manual Actuators: Installing a manual thermostatic actuator in a Spider is a trickier job than you might think - the important thing is to adjust in enough cable tension between the pull handle and the actuator plunger. Use the heaviest wire cable that will fit.

Ignition Tune Up: To replace Marelli breaker points, remove the distributor from the car, set the point gap to exactly .013", and reinstall. If you're careful enough about the gap setting, the dwell angle will be a perfect 60°, and you won't even need to check it with a meter.

continued page 10

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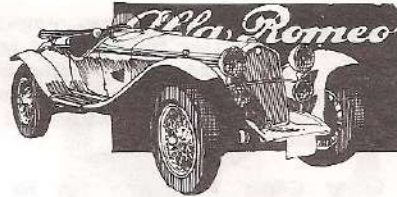
Alfa Romeo

Dual Point Ignition: The dual point system used in late model Marelli distributors is not really an emission device, but an anti-knock system that should allow you to get by with regular gas. If you use premium fuel and never have knocking, you can do just fine with a single point system - but remember, Alfa and the Feds consider this an emission device in the legal sense, and tampering with it could affect your warranty.

Alfetta Wheel Bearings: The front wheel bearings on Alfettas are rather small and fragile, and need to be regreased as often as 25000 mile intervals. There are two different sizes used for the inner bearing grease seal, so be sure you have the right replacement before you destroy the old one by removing it.

Alfetta Rear Brakes: In order to replace Alfetta rear brake pads, the caliper pistons must be retracted by means of set screws on the outside of the caliper body. After installing the new pads, the pad/rotor clearance must be set to spec to be able to get proper handbrake lever travel.

Electrical Wiring Diagrams: To make Alfa wiring diagrams legible (and very useful), xerox several copies of the original, then, using a separate copy for each fuse circuit, trace the entire wiring scheme for that circuit using colored pencils.



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Main Fuel Filter: The main fuel filter on FI cars is most easily changed by removing the whole filter assembly from the car (disconnect battery, 2 hoses, sender wire, and two 13mm bolts).

Injection Pump Filter: When "bleeding" the injection pump filter with the engine running, be very careful in backing off the cover plate nuts, or you'll pump your engine's entire oil supply onto the garage floor before you know what happened.

Alfa Romeo

Automobiles

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1964 Alfa Romeo 2600 Spider
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Alfa Parts
I've got 1974 parts for sale including mag wheels, FI pump, mechanical parts, a transmission and various others. The car's a spider but most of these parts fit many Alfas, so call Steve, evenings at (213) 543-5289 with your needs.

wanted

Roll bar for 105 series spider.
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Classified ads are available as a free service to AROSC members and at a nominal \$2 charge to non-members advertising Alfa items. To place an ad, type or print legibly your ad copy and your name and phone number. Mail to:

Gene Zettle
ALFACIONADA
1415 Via Zurita
Claremont, California 91711

You may also telephone your ads in to me at (714) 625-2876. Ads are due by the first of each month for the newsletter published that month. Please be prompt and keep ads as brief as possible. Thanks.

Alfa Romeo

ALFACIONADA is the monthly publication of the Alfa Owners of Southern California (AROSC).
PO Box 947 Lawndale, Ca. 90260-0947.

Subscriptions to this newsletter are included as part of the \$35.00 per year membership fee. Meetings are normally held on the 4th Friday of the month, 8 P.M. sharp, at the Alondra Park Clubhouse located at:

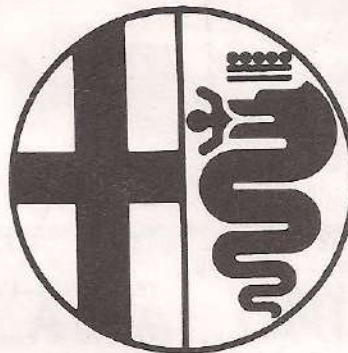
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For more information call:
Joel Hoffman - President
(818) 994-4730

or
Jim Wood - Membership
(818) 991-3754



Send articles, letters, ads, etc., to the newsletter editor by the first of the month for publication.

Gene Zettle
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