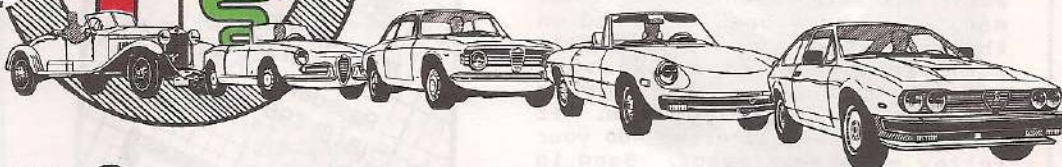




ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



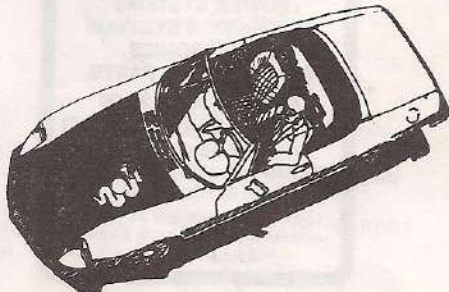
Alfa Romeo



By Joel Hoffman

The shortest month gave AROSC members at Alondra Park a chance to hear about Yokohama's sticky tires which Road & Track, Car & Driver and Autoweek have been reporting as winning many racing events. Our treasurer, Ken Koskie, who has a set of Yokohamas on his duetto will be pleased to tell you how pleased he is with them.

With the chance of rain slimming with each passing day as April approaches, AROSC members can get into fifth gear. Both March and April have 2 events plus great general meetings.



I'd bet a million that 90% of our members subscribe to Road & Track magazine. As President Reagan says.... "well", our March 22nd speaker will be Richard Baron, assistant art director at R & T. You might recall R & T's 3 month restoration series of Richard's Duetto in 1983. He'll be telling us what life is like at Road & Track. He is also bringing slides and a film which shows how R & T conducts a road test. It should be fascinating.

The Sports Car Club of America 1982 rookie of the year and 1984 mechanic of the year at Road Atlanta, AROSC's own Dave Vegher will be the April 26th speaker. To learn everything you always wanted to know about racing, setting your Alfa for Riverside, Willow Springs, and the street, mark your calendar for April 26th.

For the rallyists among us, the last weekend in both March and April brings us three day rallies; the Las Vegas Rallye March 29-31 and the Equinox Rallye April 27-29. Time Trialers itchy feet will be relieved by events at Willow Springs March 30, 31 and Riverside on April 13th. You concours people will have to until may to impress everyone.

Continued next page

Alfa Romeo

The entertaining (did you understand the Italian?) and informative tech articles by Giuseppe Cappalonga of Targa Florio were the first of 1985's Tech Stuff. While we hate to admit our Alfas aren't infallible, many of us have been stranded on the road. Some called the AAA, some knew the tips Giuseppe listed, and others knew other techniques to get going again. If you are in the last group, do your fellow members a favor. Send in your tech tips and share the information.

If you've been reading Autoweek, you've seen the picture of the twin turbo installation in the GTV-6. The only problem with it getting into our hands is how ARI will price it against the Maserati Biturbo and the 944. (And the newly announced 944 Turbo. Ed.) We're all hoping ARI sends it to us. The hell with MTV, give us our 235 horsepower.

The Alondra Park clubhouse is the setting on March 22nd. Be there!

Joel



CONTEST

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

Newsletter Editor
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Claremont, Ca. 91711

Gene Zettle



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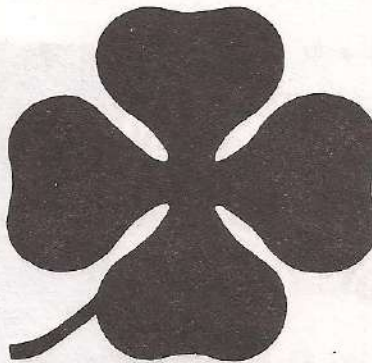
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1985 CALENDER



*calendar
of events*

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		
April	6	Tech. inspection for time trial at Riverside Raceway		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)
	13	Time Trial Riverside Raceway		
	26	General Meeting		
	27,28,29	Equinox Rallye	September 15	Time Trial Carlsbad
May	11	Time Trial Riverside Raceway		27 General Meeting
	18	Concours - Lutheran High in Burbank	October	5,6,7 Pan Am Rallye
	31	General Meeting		13 Concours Location - TBA
June	8	Rallye or dinner rallye		25 General Meeting
	23	Time Trial Carlsbad		26 Time Trial Riverside Raceway
	28	General Meeting	November	TBA Warm up for Starlight Rallye
July	14	Concours Location - TBA		17 Swap Meet
	26	General Meeting		22 General Meeting
August	3	Rallye or dinner rallye	December	6,7,8 Starlight Rallye
	23,24,25	Historic Auto Races		14 Christmas Party (NoGeneral Meeting this month)

EDITOR'S DESK



!!!??LOWER PRICES??!!! Am I dreaming? Did I swallow the wrong dose to dispell the effects of last night's debauchery? What this means is that now hoards of yuppies, yippies and maybes will pitching tents in front of the not-so-local Alfa Romeo dealers lot in hopes that maybe one car, "I'll take any color!", will be left when, at last, its their turn in line. Right ARI? I mean, after all, Alfas have got all the right stuff don't they? You bet. Marvelous engines, elegant styling, AND NOW, low prices! Well, WRONG ARI !! Now the fabulous GTV-6 can be had for less than the entry fee for the trendy but anemic BMW 318i. So. Everybody will want one! Right ARI? WRONG ARI!! It's image that's at stake here, and lowering prices is going to do zippidee-dodah to prop up a badly tarnished image. In fact, the reverse is most probably true! If prices were raised, even in the face of the strong dollar and faltering lira, then people would gradually begin beleiving that Alfas must be desirable cars. Screwy, but oh-so-true. I know that there are a lot of you Alfisti who are screaming Heresy! at this point.

Sure, we'd all like to be able to afford our favorite, but at the ultimate cost of dilution in quality, not to mention image? It's a cancer, it's progressive, and the only way to curtail it is to create, listening ARI?, an image (hopefully not an illusion) of quality and desirability! How else could Porsche and BMW sell so MANY overpriced, and just comparable, cars?

OK. OK. So what's the answer? I am not in the car building business, so admittedly I don't know all the ins and outs, the fine points and various machinations to be considered, but I do have a very strong feeling that lowering prices to boost poor sales performance in a VERY competitive marketplace is ludicrous.

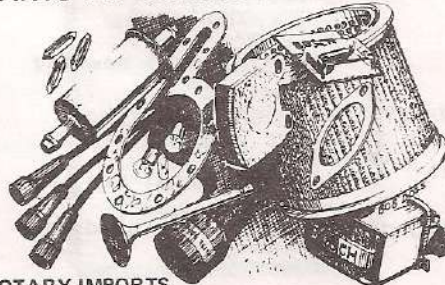
continued page 8

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Alfa Romeo

TIME TRIAL AT RIVERSIDE

SATURDAY APRIL 13

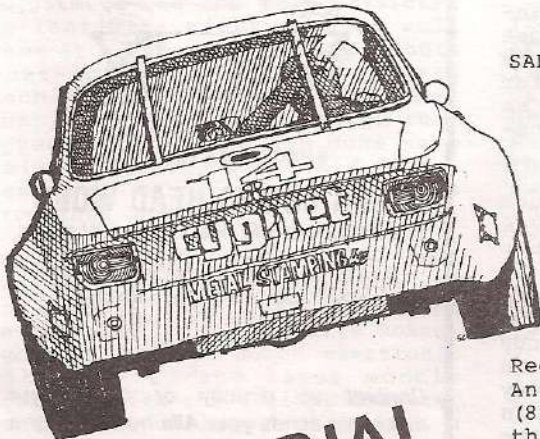
RIVERSIDE RACEWAY

Time Trial number two will follow closely on the heels of the VARA event. We WILL have the popular Special Introductory Session at this event so come on out and have FUN!!

ENTRY FEES: \$65 One car/one driver
\$100 One car/two drivers
\$25 Special Intro. Sess.
\$5 General Admission

TECH INSPECTION: Will be held on Saturday, April 6 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: April 5.



TIME TRIAL

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

Alfa Romeo

V-6 CORNER

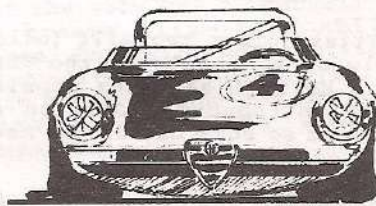
By Bill Pringle

For those of you who are sick and tired of reading long-winded technical dissertations on such mundane subjects as "Torque specifications for spin-on oil filters"; "How to remove rusted nuts and bolts"; or that zenith of mechanical triviality, "Troubleshooting your inertia switch", read on because your prayers have been answered.

This is the first in a series of monthly articles on the Alfa GTV-6 2.5 which has been available in this country since 1981. The purpose of this article is to illustrate its technical highlights, explode some ugly rumors and myths, explain basic maintenance procedures and, later on, get into performance (Not available to California residents except for off-road use, and may never be used on a public road.) modifications.

To begin with, this car is much more than an Alfetta GT with a V-6 engine dropped in! True, they share the same mechanical layout - engine in front with clutch/gearbox/differential in the rear. The rakish, "vaguely reptilian" body style also remains, with improvements in aerodynamics, body strength and a BIG improvement in overall construction quality. The fit and finish of the GTV-6 is so good that Alfetta owners would turn green with envy. After 30 - 60,000 miles the car is still in one piece and virtually rattle free!

Alfa Milano, Inc.

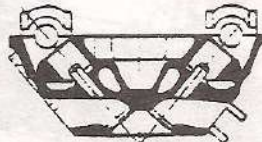


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Alfa Romeo

The engine is a real piece-of-resistance and probably the main selling point for this car - smooth, free-revving and able to stir the emotions of even you non-Italians. It is a 60 degree V-6 with an "oversquare" bore and stroke of 88mm and 68.3mm respectively. Typically Alfa are the aluminum crankcase, cast iron wet cylinder liners, forged steel nitrided crankshaft and forged steel rods.....like past Alfas the lower end is virtually bullet proof. Cylinder heads feature a shallow hemispherical combustion chamber with a 41mm intake valve and a 36.6mm exhaust valve inclined at amore narrow 46 degree angle. Given the relatively low octane of today's pump gas, it makes for a more efficient shape - less prone to pinging. Valves are acutated by a belt-driven single cam per cylinder bank, which opens the intake valve directly (a-la the four cylinder cars) and the exhaust valve indirectly via a short follower-pushrod-tappet arrangement. This makes for only slightly increased ease in routine adjustment and one main criticism is that Alfa might just as well made it a four cam engine.... but, what-the-hell! All this neat machinery is lubricated by a wet sump/rotary oil pump system that appears to get the job done very well. In fact, BMW could take a lesson in valvetrain lubrication from this engine!

Fuel feed is by Bosch L-Jetronic - very much the state-of-the-art and so trouble free that one might forget that this is an Alfa Romeo. Ignition is also Bosch electronic with the '83 and later models equipped with the digital computer controlled variety making for a very smooth and quick revving engine - enough to improve 0 - 60 mph time by a full second! All-in-all a dynamite engine developing 154 SAE net horses at 5,500rpm and 152 lb/ft of torque at 3,200 rpm.

The rest of the car is the same - but beefed up to handle the increased power and torque. The clutch is a double disc unit - strong, exotic and expensive to replace. The transaxle is also stronger with slightly revised gear ratios. The suspension has stiffer torsion bars and springs, the front brakes are larger and are ventilated and tire/wheel combination has a 195/60 series Pirelli P-6 on a 15" rim. (Until 1985 when the car is being offered with Speedline 365mm wheels and, UGH!!, Michelin TRX tires.) Ed.

The car is a joy to drive - especially on the open road. It invites fast driving much like the older pre-1974 cars - especially when revved high. It is so emotionally satisfying that Road & Track magazine named it as one of the ten best cars for the eighties. I think that title is very well deserved - especially in these days of boring, computer designed econo-psuedo-sports cars that do little to really excite a true enthusiast!

The car is not without its heavy criticisms though. Problem areas that are traditionally Alfa oriented still plague the car - head gasket failure and bad shifting/synchronizer problems. These problems are being worked out by Alfa (at their own pace) and I don't think it is reason enough to give it as much bad-mouthing as it has received lately. As an educated Alfa owner you are already prepared for these "problem areas" and you owe it to yourself to check out this new Alfa because it is the most sports GT car you will get for your money - new, and eapecially used!

Next month we will discuss problems found in the GTV-6, what to do about them, and what to look for in a used car.

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The one thing that will do more to enhance the knotty problem of image and reputation is to build a core of satisfied and enthusiastic owners. Not owners of twenty year old collectors items, but of current product. To do this the product must be competitive in the performance and goodies department. No problem! The product must also be under continual development to enhance reliability and sort out nagging little problem areas. Porche lives and breathes this philosophy and it is exactly here that Alfa falls on its brown and withered laurel wreath. My own GTV-6 is much loved for the rush it gives me on song or just parked and potent. The following is only a partial list of why it takes a crazy like me, or you, half mad on the juices of some licentious mediterranean fantasy, to buy one.

Historically, bad valve guides, lousy rings, leaky head gaskets, leaky (controlled seepage) all kinds of gaskets that are supposed to keep the oil inside the engine, not very long lasting water pumps, shift linkage that's just plain no fun and synchros that wear out faster than a New Year's resolution (congratulations Alfa for the attempt, after ten years of production on this drive train, to fix this set of problems, hope it works!), Noisy drive line at idle (why not clutch in the front, trans in the rear and a zero speed drive shaft at idle?), brake caliper pistons that stick and moan, air conditioning that is to it's science what two tin cans and a string are to todays telecommunications, NOISY air conditioning, a cheap, added-on looking air conditioning console,

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Alfa Romeo

seats that creak and squeak and lack the sort of useful and smooth working adjustment capabilities folks have come to expect, windows that, honest!, leak water, the lack of thought given to where to put modern sound equipment (no room for an equalizer, etc. in the console),

Not one of these problems should be the least bit difficult to rectify for a company who professes to want our business, who professes to want to be part of the mainstream, up scale car market. None of the problems taken singly is all that awful either, but taken as a group (ain't no choice on this one) they detract mightily from an otherwise altogether satisfying car. Yet, year after interminable year we all grumble the same tune and Alfa goes right on not listening and wondering why all the water is leaking out of the dam. Alfa, if you don't have the right plug to stick in the dike, do some research, find one, make one, beg one, but plug it NOW for all of our sakes. We've been loyal!! Heaven forbid that loyalty should waver for want of a ten cent plug!

Yes, Len Frank, and a tip of my hat to you, did sort of inspire this diatribe, but these are things that have been on my mind, and I'm sure, some of yours for a good long time.

In the March issue of the Alfa Owner, Pat Braden takes a shot at the Maserati Biturbo. He calls it "the least striking Maserati ever produced, hands down." Well, I say "thumbs down" on that judgement! There are certain cars, very few in fact, that have what the Spanish might call ambiente and what I call balance. Balance, from an aesthetic point

of view, when applied to cars is a sense of rightness that has a lot to do with overall shape and styling details and subtleties and a great deal to do with stance, the way the car seems, from various angles, to be poised - balanced.

Of the cars that come to mind that have this elusive quality are a whole handful of Alfas; the giuletta spider and sprint, the Bertone (Giugiaro) GTV, the TZ (especially the TZ-2) the SZ, the GTV-6; lots of Ferraris, the Jaguar XJ-6 and XJS, the BMW 3 series, and, notably, the Maserati Biturbo. It is subtle, yes, but the excellence of it's aesthetic design cannot be denied. To compare it to any number of mid-priced Japanese economy cars as Mr. Braden did is like comparing Brie with Velveeta.

Gene Zettle



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Alfa Romeo

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Roll bar for 105 series spider. Prefer an easily removable bar. Jim Wood (818) 991-3754.

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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.

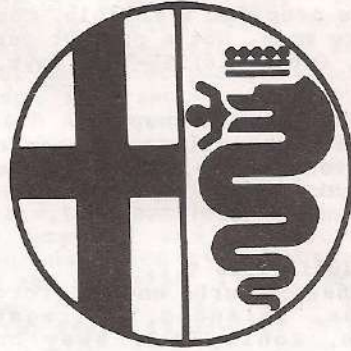
Subscriptions to this newsletter are included as part of the \$35.00 per year membership fee. Meetings are normally held on the 4th Friday of the month, 8 P.M. sharp, at the Alondra Park Clubhouse located at:

3850 Manhattan Beach Blvd.
Lawndale, California

Directions:
405 to Hawthorne exit, north a short block to Manhattan Beach Blvd., right about 1.5 miles.

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.

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