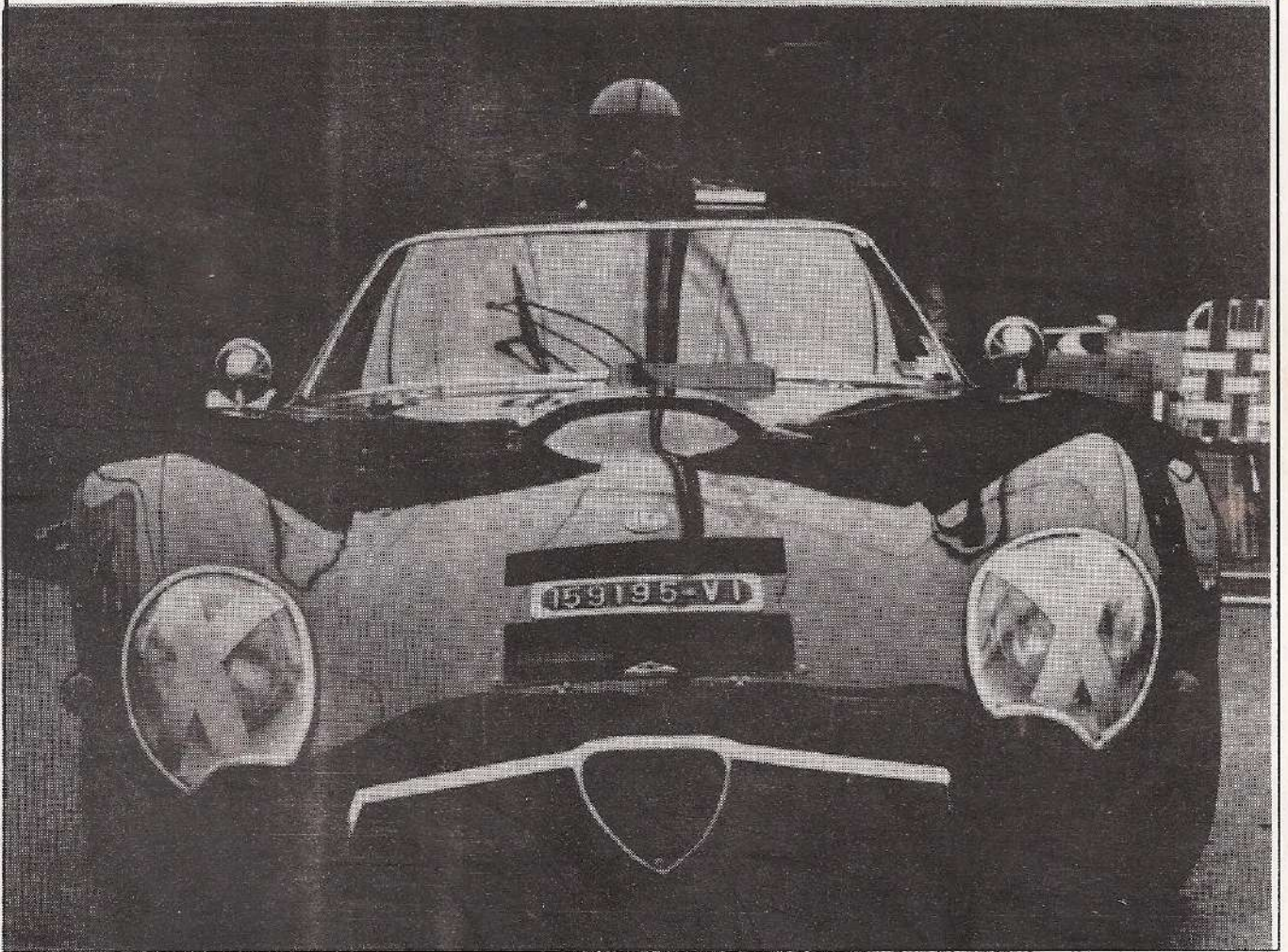


ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



AlFacionada!

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

ALFACIONADA is the monthly publication of ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, a regional chapter of ALFA ROMEO OWNERS CLUB, INC. Subscriptions to this newsletter are included as part of the \$35.00 membership fee paid to AROC, Inc. Meetings are held monthly on the fourth Friday of the month at 8 P.M. at Alondra Park Clubhouse located at 3850 Manhattan Beach Blvd., Lawndale, Ca. Please send articles, letters, ads and black and white photographs to the newsletter editor by the first of the month for publication in that month's edition. Classified ads are available as a free service to members and at a nominal \$5 charge to non-members advertising Alfa items. This newsletter and its authors assume no liability for the accuracy or legality of any technical information appearing herein.

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♣ CALENDAR

1986

AUGUST	23/25	Laguna Seca Historic Races- Pebble Beach Concours NO GENERAL MEETING
SEPTEMBER	19	Suspension Clinic - Ward & Deane
	26	General Meeting
	?	Rally
OCTOBER	18	Concours - Briggs Cunningham Museum
	26	Swap Meet - General Meeting
NOVEMBER	1	Pre tech for Time Trial #5
	8	Time Trial #5 at Riverside Raceway
	21	General Meeting
DECEMBER	6	Christmas Party

RAFFLE WINNERS

VERN CONSTAN	Jacket
PAT GILLAS	Tool Kit (AROSC)
RAY BEGGS	Candy (AROSC)
FRED FIRSCHEIN	Model (Alfa Ricambi)
JOE WILSON	Flashlight (AROSC)
PHYLLIS GAYLARD	Case of Oil (Rex Chalmers)



by Joel Hoffman

Our own Renaissance Man, Charlie Thieriot, took center stage at the AROSC Spica Fuel Injection Clinic on July 12th. With the polo field in the background and our huge flag flying Charlie spent about two hours demonstrating the workings of the pump. Using two members' Alfas he set up their pumps with about 30 AROSC members watching closely, several with pen and pad taking notes. Directly across the parking lot with our chapter's banner displayed behind them were about 20 Alfas lined up for the Concours. Working about four hours were Concours Director Dan Ritter and guest judge Gianni Alfa (John Ireland). This dual event also drew another 20-25 Alfas in the parking lot. Bob Hackamack's fiery red Giulietta Sprint Speciale garnered 3 or 4 blue ribbons. Other well prepared cars were John Green's '68 Giulia Super, Pat Hayes' '67 Quattroruote, Dick Richard's '71 GTV, Andy Steban's '73 GTV, and Don Veta's '74 Montreal. For those who need a little inspiration to get your Alfa in shape for the next Concours, this is the third straight year in which a first time entrant took "Best of Show". Two years ago it was Dan's '66 Giulia Super, last year was John Kravchak's '51 1900 Coupe; and this was Bob's year. Congratulations to you, Bob, and all the other winners. Even just a trip through a brushless car wash will make your Alfa look better. The point of a day at a Concours is to have fun. Toss the b.s., enjoy the picnic, talk Alfas, go for a comparison ride, compare features. ENJOY YOURSELF! Unless that Devil Rust has eaten your Alfa, enter. The Orange County and San Diego chapters will be at the next one too, so there will probably be 75 Alfas there.

A last minute mix-up as it's usually called occurred at the Alondra Park meeting on the 25th. Instead of "The Legendary Sportscars" we had a repeat of the 20 minute "Salute to Alfa Romeo" tape from Laguna Seca '85. September 20th is the long awaited Ward and Deane Suspension Clinic at their shop (1317 West El Segundo Blvd. in Gardena.) September's program at Alondra Park on the 26th (remember there is NO August meeting) might be the XK-SS

rep from Thousand Oaks demonstrating changing seat upholstery, the aforementioned "The Legendary Sportscars", a rep from B. F. Goodrich promoting the Comp T/A or something else. You'll just have to show up to find out. Among the prizes in the raffle will be a set of oil filters from Rex Chalmers of The Alfa Shop and an Alfa Romeo travel bag donated by Stadium Motors Alfa in Anaheim. Your odds of winning range from one in 45 to one in 90 except for January's meeting for which we're taking steps to draw 250. Buy more than \$1 worth and your odds improve.

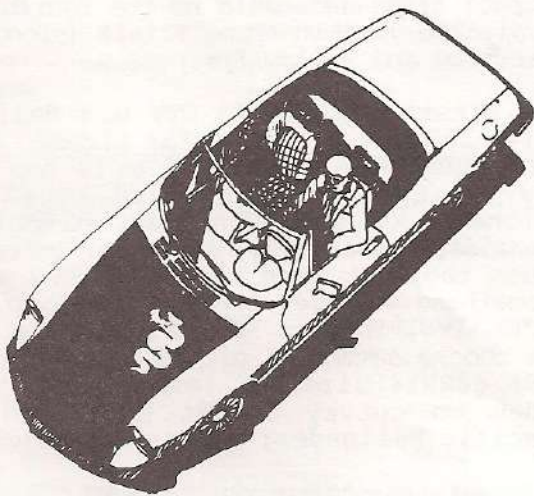
The August 9th Alfa of Santa Monica Time Trial has passed by the time you receive this, but another is set for November 8th, again at Riverside. Added to last year's groundwork articles by Phyllis Gaylard, Jim Wood and myself, and AROSC's Len Frank's radio promotion, are countless hours of planning and meetings by Charlie Thieriot and the Time Trial committee -- Skip Farnsworth, Phyllis Gaylard, Dan Hake, Bill Pringle, John Samson, Mike Sperry and Alan Zimmerman. Running your Alfa on the track not only is like giving it a tune-up but is honestly the most exciting and enjoyable thing you can do with your Alfa (unless you're a sex maniac). Start out with the Special Intro Driving School, with an hour of track time. It's only \$35. Then, if and when the racing bug has bitten you, advance to the Novice and then the Regular Time Trial program. At October's meeting we'll entice you to enter. Among the local suppliers of Simpson helmets and Nomex gear is Dave Vehger at Veloce Motors West. Riverside is now scheduled to close in mid '87. A new track to be built near the Mexican/U.S. border near San Diego cleared the last hurdle recently. Another track near the Glen Helen State Park southeast of here is going through the environmental impact stage and could be the fourth track available for our Time Trials (along with Carlsbad and Willow Springs).

My first Alfa, a '73 GTV was delivered with 165HR14 Michelin XaS tires. At the time they were considered to be top notch. My '79 Sprint Veloce had 185/70HR14 Michelin XVS tires and were at that time considered good. My '81 Spider Veloce had them too, but when in May of '83 I wanted something stickier there were Comp T/As, NCTs, P6s, Phoenix 3011s, and Fulda Y-200s to choose among. I picked the latter in a 195/60HR14 size. I immediately tested them on curvey Sunset Boulevard near Pacific Palisades; it was like night and

continued next page

day with the Fuldas so much better. Now, 35,000 miles later I just bought 4 Yokohama 205/60HR14 A008s. Back to Sunset and WOW, everything I had heard about them was true. They're as much improved over the Fuldas as the Fuldas were over the XVS. This history lesson has two points, first is that it's good policy to support our ALFACIONADA advertisers. I got these A008s from John Austin at Wesco Track and Tire in Sepulveda. They advertise monthly and were the sponsor of the Easter Sunday Time Trial at Willow Springs. Their price was low and they had previously done a perfect balancing job for me. The second reason has to do with Jim Oddie's idea of sharing your knowledge of Alfas. The Fuldas worked very well, but I should have bought them in the 205/60 size rather than the 195/60 size. The smaller tire throws the speedometer readings way off (no I didn't get any speeding tickets) and wear out quicker because they make more revolutions per mile. With greater sharing of information I would have bought the larger size. The 215/60HR14 size is just a millimeter or two off from the 185/70 14 and 165x14 sizes. All Spiders from '74 through '81 came with 5 1/2" wide wheels and the 215/60x14 require 6" wide wheels.

AUTOWEEK'S last July 21st issue has a color picture of the front wheel drive Type 4 Alfa. Engineered along with Fiat, Lancia, and Saab (whose version is already here as the 9000) they report that it is 9 inches longer and has a 160 horsepower 2.5 liter engine. Other reports have called this the Alfa 164 and mention a 3.0 liter V-6 with 200HP. I certainly hope this is a purposefully disguised model as it looked U-G-L-Y. Rex Chalmers passed along the August 4th issue of ON TRACK magazine



which reports that Alfa Romeo is supplying engines for Ligier's Formula One team free of charge. They add that Bosch has developed a new fuel injection management system for this 1.5 liter four cylinder. They also report that the Alfa Romeo 75 Quadrifoglio 1.8 liter four - with a turbo - produces about 300 HP, 70 more than the GTV-6 engine. Weighing 2200 pounds (the Milano, 2907) this group A rally car will be driven by Yves Loubet. In other Alfa racing action four GTV-6s are being raced in Showroom Stock A in the SCCA SW Division, two in the Central Division and in the NE Division is Ken Payson. Last year he had 7 wins in his '81 GTV-6 and qualified for the runoffs at Road Atlanta where he was in third place when his inertia switch failed and his engine stopped. Ken and two co-drivers recently came in third in the GTV-6 in the Firestone Firehawk 24 hour race at Watkins Glen.

On the home front: our Bob Young who has two 2600s has somehow gotten a copy of the Laguna Seca '85 tape that ARI commissioned and will screen it at an upcoming meeting. "The Car Show" host, Len Frank raced a Volvo 740 Turbo with two co-drivers at the 24 hour race in Nelson Ledges. George Melone, frequent Concours ribbon winner with his '71 Spider Veloce and new member of the Milano Register recently returned from New Jersey where he received a very rare VIP tour of Englewood Cliff's headquarters from Director of Customer Relations, Bob Little. Ken Koskie, 1985 year end points winner in Concours has his '67 Duetto appearing in a soon-to-air Midas Muffler commercial. I received a call today from New World Pictures asking for a '67 - '69 Duetto to appear in 5 or 6 scenes in "House 2" which is billed as a comedy/horror film now shooting locally. If any of the 19 AROSC members who own a Duetto can live with parting with their treasure for a while I'll report next month on whose car will become a star. If you would like to see your name mentioned here, call me with your Alfa related news. Attention photo buffs: for the Suspension Clinic, Briggs Cunningham Concours, Swap Meet, and November Time Trial, take BLACK AND WHITE prints and send them to Gene Zettle.

Milano Fever. Catch it. See you in September. Ciao.

SECOND THOUGHTS ON BUYING MY GTV-6
by John Ireland

Well it happened...I guess my early 1985 GTV-6 did NOT have the latest belt detensioner or head gasket. Just miles short of 19000 they all let go. BUMMER! I hate it when my car breaks down, I always have...way back to my '57 Chevy and my '64 Corvette and my '68 Fiat 600 and my '72 Fiat 124 and my '74 Honda Civic and my '77 Alfetta and my '74 GTV...because I HATE to be without my car...and when it breaks I start thinking about selling it and buying a new car because I imagine that selling is quicker than fixing...except I have the habit of falling in love with my cars and so I hate to sell them. Anyway my therapist says this is fertile ground for a future session.

So there I was...faced with the worst kinda repair work...WARRANTY repair work...which I hate because I always imagine I'm going to get into an argument with the service manager and then I'm going to get real mad and shoot the guy or sue all Italian males over 21 and under 60...or else I'll go real crazy and buy another Japanese car. Hell, I'm starting to sweat just writing this and remembering how mad I got when I looked under the car and saw these oil spots. I called my local Alfa Dealer...in this case Wegge Motors in Pasadena, and made a date to bring it in, but I wasn't happy. I kept thinking, "maybe I shudda bought a Maserati Biturbo, nobody makes funna der headgaskets and shift linkage and dashboard layout...nobody says they're gettin longa tooth!"

So the next day I went over to a Maserati dealer for a test drive...and I was really ready to BUY. All I wanted was for someone to pay off the note on my Alfa and gimme a good deal on the Biturbo and I'd sign on the line. And this Maserati dealer was ready to sell...for \$22,900 he could putme into an 1986 Biturbo coupe (non intercooled), with 30 more horses and a couple of hundred less pounds than my GTV-6...PLUS...it's first gear was in that funny place they use on Porsches and the "F" car. Yeah I was ready to buy...so ready, I flogged my dear ROSALFA all the way to the dealer...so ready I sniffed in contempt at the headgasket smells coming from my GTV6 as I parked it at the curb of the "M" car dealer. And inside the dealership a happy yuppie couple had just

bought the Zagato Maserati convert off the floor. And if I had a part of me that wasn't ready to buy...it disappeared the moment the guy dangled the keys in front of me and said "wanna go fer a drive?"

Out back...he opened a large silver door and there it was! He slipped his double knit heart and soul behind the wheel and PUMPED THE GAS PEDDLE TWELVE TIMES before pulling out the manual choke and turning the ignition key..the engine popped to life and screamed at four thousand rpms...the salesman, yelled over the trashing noises, that the car should be properly warmed up before attempting to drive it.

The fact that my '85 GTV-6 was the easiest car to start that I have EVER owned slipped in and out of my awareness...the salesman pulled the "M" out into traffic and we were off...putter...off...sput - putt - er...we were off!

Sitting in the passenger seat I noticed that the car was not giving me that incredible pang of "when do I get to drive?" There was no magic taking place. The salesman pointed out how quiet the car was and I noticed how much I missed the growl of my ALFA's V6. I also noticed how cheap the Maserati's ashtray was...I mean CHEAP!!!!...not just inexpensive..but REAL CHEAP, like phony designer jeans CHEAP. So was the little overhead map light. I wish Alfa would give me a map light overhead aren't CHEAP! Finally...it was my turn to drive.

Walking around the Biturbo I was reminded how uninspiring a shape the Maserati has. I don't remember how many times I have been faked out by a Nissen 200SX or Subaru GT...and I thought the Alfetta was getting old, but at least it is aging gracefully, it looks better today than it did in the beginning...but the Maserati...well if it didn't say the name on the back, I'm not sure I would always know it was a Maserati. (And that's sad.) Getting into the driver's seat I hoped would be the moment the magic...any magic...would reach out and bite me..kick me..shake me..wake me up. I felt it when I took my test drive in the GTV6 and heard the motor and felt the torque at 4500 rpms. But I wasn't feeling magic when I buried my boot in the Maserati's hot spot..I was only feeling turbo lag. And the shift linkage..forget what they say about Alfetta's...I loved my 1977 Alfetta

continued next page

sedan...it shifted strong and hard...and I don't know about the pre 1985 models of the V6..but my 1985 model is just as good as my 1977. Yes the throw is shorter on the Biturbo but it doesn't feel as strong, and it isn't any faster. As for the power assisted steering...well flacid is a good description of what I felt when I turned the wheel. It just wasn't..."there"...it was uninteresting and that is a hell of a thing to say about any car...but it is a lethal description of what is supposed to be a high performance car that has a sticker price of more than twenty-five thousand dollars. And if you think that's bad...wait until you see the four door (425) Maserati at THIRTY THOUSAND dollars compared to any of the Milanos.

Walking back to ROSALFA, I knew what I was going to do. I got it quickly down to my Alfa dealer, who promptly fixed all the car's ills under warranty, and made me a good deal on some nice new floor mats and a bra. In a few days I had my car back, the oil spots on the garage floor just a memory. An the fact is, the more miles I put on my Alfa, the better it seems to run. In wine and writing and other forms

of art, they call it "maturity"...in engineering they call it "development or refinement"...in the pentagon they call it "bang for the buck"...and on two lane black top they (just like Henry Ford did) just tip their hats and say..."Now there goes a real car! There goes an Alfa Romeo!" Those of us who took part in The Sons of Italy Rally Tour and School on May 11th, we know what our car's are about. And those of us who have entered the Special Intro Group at the Time Trials know...and those of us who have invested some skinned knuckles and soap and water know the value of our cars when we see the admiration they draw at a concours. So if you begin doubting the value of your Alfa, as I momentarily did...go out and drive the competition, really DRIVE it. Then get back into your Alfa but really INTO it. Get close to it...get intimate with it, get your MONEY OUT of it by putting your HEART IN to it.

And "yeah...I know!...fall in love with your Alfa and sooner or later it means you'll be in the market for a bigger garage. But once you've known love, will anything less do?

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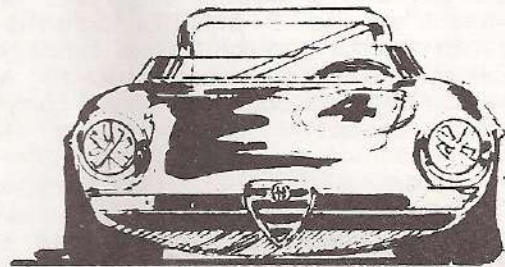
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ALFA-ROMANCE

Will Rodgers State Park was the site of our second Concours de Elegance for the 1986 season. Exciting, information and relaxing are some of the superlatives used by the participants in their summation of the event. Unusually, it was held on a Saturday and, as a first, a clinic on the Spica fuel injection system was presented by the current competition director and former dealer service manager, Charles Thieriot. Test vehicles were provided and their maladies remedied as Charlie's lecture progressed.

While the clinic was in full force the judges were scrutinizing the entrants' cars. This event was rigorously contested as the condition of the cars was exceptional thus making the judging very difficult.

Before reporting the results, thank-you's are due to Charlie Thieriot, John Ireland (for his keen eye as a judge) and my wife, Ada, for handling the paperwork. Of the three categories, Novice, Late, and Early, there were seven, six and five participants per class respectively, totaling eighteen entries. For the third time in two seasons a novice won the Best of Show, First Place in Class, and the People's Choice award! Robert Hackamack rolled up in his pristinest '62 Giulietta Sprint Speciale and stole the show. Congratulations, Robert, and to all the winners: Pat Hayes, who for years as Concour chair was ineligible to enter competition, won first place in Early and Rare class with his 4R Zagato; and in the Late Model class, Tom Stoner with his immaculate '66 Duetto. There was another award presented. Donated by judge John Ireland as the subjective judge award to be presented to the entrant whose car may not be a ribbon winner but one that captures the hearts of the judges. This was presented to Al Cortes with his '53 1900 Castagna Body Coupe.

The final Concours de Elegance will be held in October at the Briggs Cunningham Museum and will feature a class for competition cars. Watch this space for details.

RESULTS, JULY 12, WILL RODGERS PARK


BEST OF SHOW Robert Hackamack- '62 Giulietta Sprint Speciale 219

CLASS	PLACE	ENTRANT	SCORE
Novice	1st	Robert Hackamack - '62 S.S.	219
	2nd	Richard Hughes - '71 GTV	202
	3rd	John Green - '67 Giulia Super	194
		Rex Chalmers - '74 Spider	191
		Mike Woodman - '69 Spider	190
		Ephraim Levy - '74 GTV	187
Early/ Rare	1st	Pat Hayes - 4R Zagato	218
	2nd	Alfred Bodeck - 750 Giulietta Spider	214
	3rd	David Gooley - '60 Giulietta Sprint	212
	Judges' Award	Al Cortes - 1900 Castagna	206
		Larry Meyer - '65 Giulia Spider	198
Late Series	1st	Tom Stoner - '66 Duetto	215
	2nd	Fred Firschein - '71 GTV	201
	3rd	George Malone - '71 Spider	197
		Jim/Teri Wood - '87 Milano	196
		Andy Steben - '73 GTV	189
		Joel Hoffman - '81 Spider	169
PEOPLES' CHOICE	1st	Robert Hackamack - '62 Guilietta SS	
	2nd	David Gooley - '60 Giulietta Ssprint	
	3rd	John Green - '67 Giulia Super	

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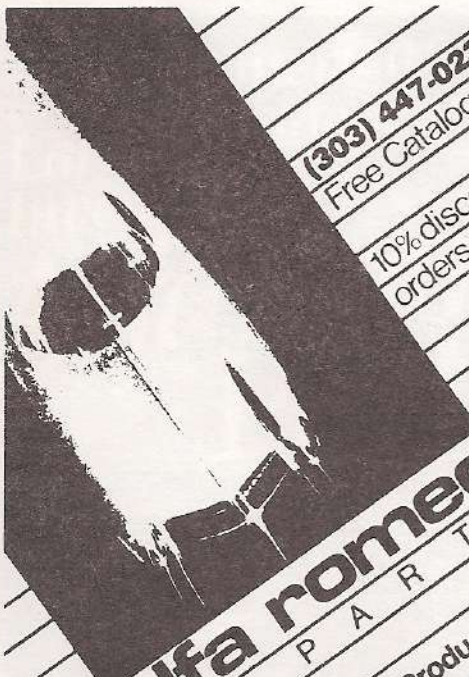
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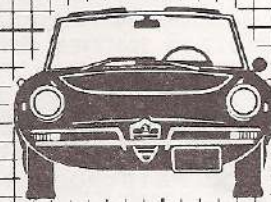


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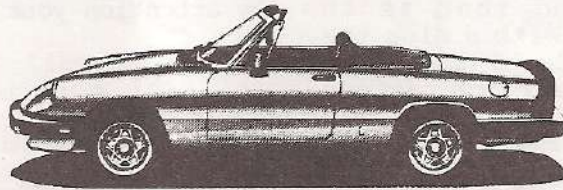
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A NEW CLUB EVENT

THE MODIFICATION INFORMATION EXCHANGE

by Jim Oddie

Several months ago I heard a fellow member say that his shock absorbers were in need of replacement, but that, for lack of information, he had no idea what brand he should get. It occurred to me that as a member of a large club of Alfa enthusiasts he should not be in this fix. Yet it is easy to understand how he could not have had the information he needed. There is simply no organized manner in which such information is shared.

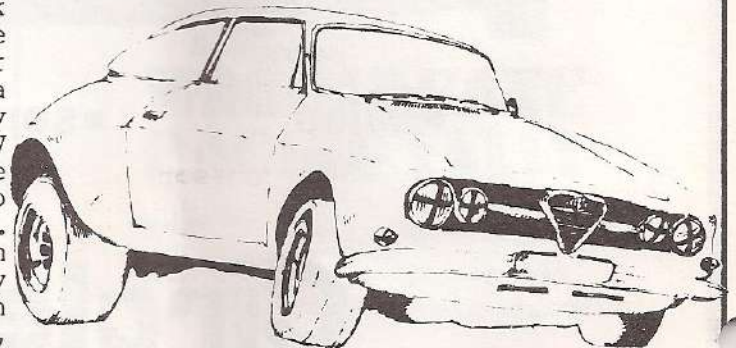
Club meetings include a tech session, but this time is always filled with questions about repair and maintenance. There is really no forum for questions about modifications. This may be partly explainable by the fact that these questions tend to be rather time-consuming to answer. A question like "What is the first and most cost-effective step in improving the handling of my stock Alfa?" would bring counter-questions such as "What aspects are you most concerned with improving—effort, transient response, skid pad cornering power?" and "How much are you willing to sacrifice in ride comfort?" Anyway, there is a good chance that the answer could be unintentionally misleading. For example, one person's idea of a "firm" ride might seem like "rock hard" to someone else.

There is only one way to really decide if you like something, and that is to experience it yourself. With a club the size ours, we should be able to do exactly that: experience the effects of various modifications which we are considering and which have already been made by fellow members. For example, say you had a stock GTV and were considering modifying the suspension. You would drive your car over a certain route of bumps and corners at a certain speed. Then you would immediately hop into the passenger's seat of a GTV with Koni shocks and ride over the same route at the same speed. Then hop into one with Ward and Deane suspension. Imagine how that would give you an impression of what the differences really were. The same should be possible with stock engine vs. one with 11mm. cams, different exhaust systems, and so on. For owners who have considerably modified their cars over the years, it might be

entertaining to ride in a car still pretty much as it came from Milano. Notice that I say "ride in", not "drive". Many of us have spent considerable time and/or money on our cars, and I think the thought of others driving them might discourage some members from participating. Other than steering effort and feel, virtually all modifications can be appreciated from the passenger's seat as well as the driver's.

The first event of this type will be held in conjunction with the Swap Meet on October 26. While participants browse for needed parts, their cars will be parked in a separate area. A list of non-stock features will be on the windshield of each car. When a fellow member identifies a modification he is considering, he locates the owner and requests a ride. Ideally, the member should drive a chosen route in his car to provide a basis for comparison. Speeds (legal) should be noted at key points to eliminate this variable. As soon as possible after returning he would then ride in the modified car. Of course, mods of a cosmetic or other self-apparent nature would not require a test ride, but the member may have questions about the source of materials or technique used.

This is an event in which literally all members can participate. Even prospective members considering the purchase of an Alfa could benefit by riding in various types to compare them. So take a few minutes to jot down the non-stock features of your car, and participate in the Info Exchange. If your car is fairly stock, this is your chance to see what the mods you are considering are really like. If your car has lots of mods, this is your chance to share your knowledge and bask in the attention your car will get.





FOR SALE

New parts 105 series tie rod ends, right and lefts \$8.00 each.
 Alfetta front doughnuts \$20.00 each
 Fuel filters rear-straight \$7.50 each
 Lodge 2HL pluger- \$1.75 each
 Parts clearance -
 Make offer on new exhaust systems-
 Giulietta to Alfetta
 Al Cortes (213) 970-0127 after 6 pm.

WANTED

1967-1969 Duetto that has been well maintained, is rust free, and is mechanically sound throughout.
 Joe (818) 248-8843

FOR SALE

1978 Alfa Sprint Veloce
 Red. Gotti Wheels, grey interior, 97,000 miles, \$3000.00 or best offer
 Gary Ballantine (213) 644-4273

FOR SALE

1978 Sport Sedan, new 2 stage Alfa Dark Red. Lowered one inch, European Headers and Exhaust Auto Delta Cams, New MXL tires, looks and runs beautiful, Recent donuts-Joe \$3750
 Work (213) 593-6584, Home (714) 921-2897

NOTICE TO ALFA MECHANICS:

On 6/19/86, a Joseph Holson left the San Diego, CA., area driving a 1978 SPORT SEDAN, CA Lic IDLJ833, VIN 11658-0001738. This car is dark blue with a mauve velour interior, A/C equipped, has the standard road wheels, and suffers severe rust damage in the area of the base of the windshield and backlight. Mr. Holson left a substantial garage bill unsatisfied at Italian Motors in San Diego, CA. If you come in contact with this person, please contact Drew Kelley at Italian Motors Ltd., (619) 298-5490. Collect calls accepted.

Thank you very much.

Drew Kelley, Proprietor

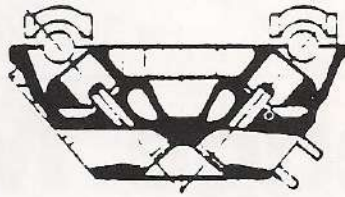
FOR SALE

Auto Delta 11 mm cams. \$150.00 Duetto speedometer w/odometer reading 17,000 miles, \$45.00. Duetto water temp. guage. \$20.00. Joel Hoffman. (818) 994-4730.

FOR SALE

Set of four original mag wheels from '83 GTV-6. Grey centers. Perfect condition. Fitted with P6s with about 15,000 mi. left. Gene, (714) 625-6509 days.

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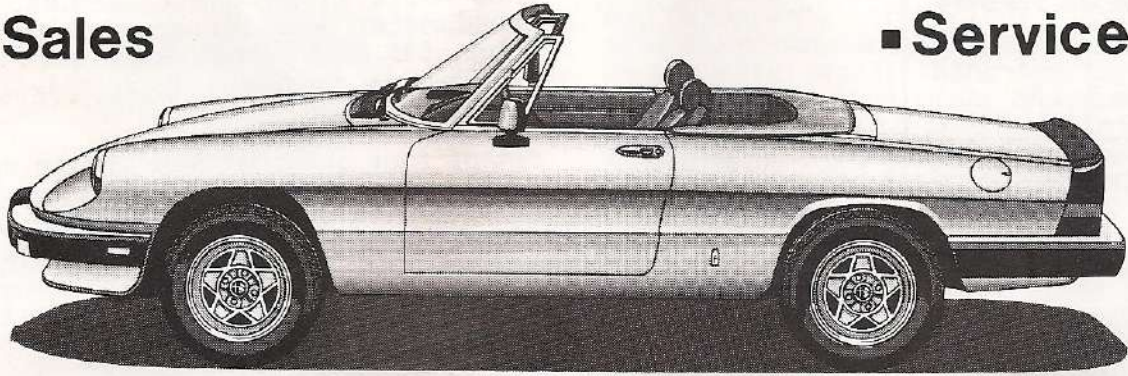
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