

AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



June, 1989

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 \$47.00 membership fee paid to AROC, Inc. Meetings are held monthly on the LAST FRIDAY of the month at 8 p.m. at Alondra Park Clubhouse, located at 3850 Manhattan Beach Blvd., Lawndale, Calif., unless otherwise noted in the newsletter. Please send articles, letters, ads and 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 \$10.00 charge to non-members advertising Alfa related items. This newsletter and its authors and editors assume no liability for the accuracy or legality of any technical information appearing herein.

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FROM THE EDITOR'S DESK

Paul Dexler

May was a most interesting month for me. From the board meeting at Charlie's on the second to the really fine concours on the 21st, there was plenty of Alfa activity. For me, the 19th through the 22 were a blur of activity. Check with the printer on the 19th, confirm that Alfacionada would be delivered to the mailing service on Monday the 22nd. "Absolutely," came the reply. Call the mailing service. They would receive the publication on the 22nd. Would they get it out the next day? "Absolutely," came the reply. We would deliver the mailing labels on Saturday the 20th, then spend the rest of the day getting the Spider ready for the concours.

Sunday the 21st, a flawless Southern California day with 18 Alfas in the concours and many more in the parking lot. With my lady by my side, friends all around and the Spider looking and running better than ever, I was completely happy. Monday the 22, not the anticipation of the general meeting on the 26th, not the short run to my office in Van Nuys, but early morning boarding a DC-10 at LAX for the first leg of a trip to Turin for the Automotor trade show.

The show was fascinating in itself, but even more fascinating was living in Turin and Milan for a week. The trip was sponsored by the Italian Trade Commission, but they kept a relatively loose rein on my activities and I was

Continued on page 4

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PAROLA DI PRESIDENTE

By Dan Ritter

May was a month of trying times for my Silver Edition Milano. Just after a short week in San Carlos, Mexico where we were traveling at speeds of over 90 MPH, it wasn't more than a few days back home when, while slowly parking, the camshaft drive belt broke and damaged nine valves, two cam followers and two valve guides.

It's difficult to comprehend, because the machine ran flawlessly for the entire week of holiday motoring. The kicker was that we had just run past the 40,000 mile mark and ultimately past any warranty coverage. What to do?

Being a do-it-yourselfer, I proceeded to R&R the cylinder heads and survey the damage. This presented an opportunity to get into the V6 engine and find out first hand how the thing ticks. Using past knowledge of four-cylinder engines, I first had to get over the mystic of the electronics. Dismantling the heads involves removal of the brake booster which I can tell you is a lesson in frustration in itself. To remove it, you benefit by having a 1/4 drive 13mm socket to remove the four nuts from underneath the swing pedal assembly. Reaching just past the steering column with the aid of a long extension you can remove the nuts securing the booster assembly. The rest is straight forward but don't forget to plug the brake master cylinder so as to avoid fluid spill. Clutch master removal is not necessary.

Once the cylinder heads were removed and the damage was assessed, I took a step back to marvel at the state-of-the-art Italian engineering. It is axiomatic to say the Italians

are masters at casting aluminum. The design is a stroke of genius in obtaining a narrow valve angle and at the same time minimizing the overall size of the engine. However much of the design is a blend of old and new technology. The intake cam followers, intake valves and adjusting shims are standard 105 Alfa. It's a blessing for the driveway mechanic to encounter the familiar. The most difficult thing for me to accept about the engine is the confounded rubber belt that has the responsibility for driving the oil pump, cams and distributor. The pressure activated belt detensioner is also an item to be questioned. Maybe I'm old fashioned but a steel chain seems a lot more reliable to me than a wimpy rubber belt.

POINTS OF INTEREST:

Due to the Laker game, the time trial and the holiday weekend, attendance at the May 25th general meeting was sparse, to say the least. Professional photographer and member of note Tom Farington was to present a program on automotive photographic techniques, however, due to the small attendance, it was most gracious of Tom to agree to postpone his program to the July 28 general meeting so that a majority of the membership could have another chance to see and hear Tom present his slides and share some of the techniques of the trade.

The May 26th Time Trial at Riverside was as usual a super event. Competition Director Charlie Thieriot and his Time Trial Organizers are to be congratulated for staging

a fun, safe and competitive event with plenty of track time and a minimum of delays or hassles.

The Concours event on May 21st featured 18 cars with a very close point count for the closed coupe class. Concours Director Phil Gural deserves special thanks for coordinating a fine event in a beautiful setting. The next Concours will be in early June and I hope most of you will be notified in time.

For the June general meeting we will be hosting a representative from the Yokohama Tire Company. As you know Yokohama tires are a favorite with time trialists and vintage racers alike. Hope you're on hand to hear this most interesting presentation for our June 30th general meeting at Alondra Park.

For July, the main event is the tour to Murietta Hot Springs. For details, call Alana Ireland at (213) 851-3165. The tour begins at Alondra Park at 9 am on the 22 of July, leaving Alondra Park to wind up at the Murietta Hot Springs Hotel. Mud baths and other activities are also scheduled, however please call to reserve a room because of time restraints. The date is July 22nd and I need to mention that we need a check for \$125.00 per couple to reserve the room. That also includes a Bar-B-Q dinner if we have enough reservations.

To round things off for the month of July there will be a time trial event at Willow Springs on the 29th and 30th. As usual, one needs to be on the time trial mailing list to

Continued on page 6

Continued from page 2

able to get off on my own a little. Not only that, thanks to Craig Morningstar at Alfa in New Jersey and his colleagues in Milan, I was able to get out and explore the Italian streets and roads in a new Alfa 33. I was able to visit both the Alfa museum at Arese and the Museum of the Automobile in Turin, plus spend an hour talking with the sales manager of the best Alfa dealer in Turin.

Americans at the trade show included Art Bayless of Bayless Fiat/Lancia parts in Macon, Georgia. We met in New York where we flew on an Alitalia 747 to Malpense airport near Milan. There we boarded an Alitalia bus for the 85 mile drive to Turin. The first "and then I really knew I was there" came as the bus passed a sign saying "next exit Balocco." As we cruised the autostrada at a mind-numbing 80 kph, more excitement came from the vehicles we passed (going the other way. Going our way, everybody passed us).

Art and I constantly amused ourselves marveling at vehicles that are rare here, common there. While Turin is in the Po Valley, near the foothills of the Alps, they evidently do not salt the roads in winter, because we were amazed at the numbers of relatively rust-free older cars on the road. Giulia Super sedans and Alfetta sedans abounded, albeit with different engines than we get here. The 2.4 litre turbo diesel powered many Alfas I saw (including the Alfetta and Alfa 90 taxis) and the Cuias were 1300s, not the 1750s we got here.

The 164 is selling like hot cakes, in all versions, which include 2.4 litre turbo diesel,

2.0 litre twin spark, 2.0 litre turbo and 2.5 litre and 3.0 litre V6. In the showroom, I was able to sit in a 164 and fully appreciate what a magnificent car it is. A 33 Sportwagon 4x4 was also in the showroom.

Big news in the car market in Italy was the recent release of the Lancia Dedra. This handsome Honda Accord-sized sedan was creating considerable interest at the dealerships where it had just arrived. In the Lancia showroom I visited, however, the most exciting item for me was a red Delta Integrale 16v, the world's winningest rally car. In the latest form, with the 16 valve engine, it puts 200 bhp from 2.0 litres to all four wheels. Inside, everything has been done to give the driver the impression that he's at the wheel of a four door Ferrari. I wished that a: there would have been enough room in the showroom to get far enough away to photograph it and b: that I could have stuffed it into my camera bag and brought it home. The price there worked out to \$28,000.00 with sunroof and air conditioning but no radio.

Speaking of prices, the lire was running about 1,390 to the dollar while I was there, with the dollar climbing slowly. Diesel fuel ran 700 lire per litre, while unleaded premium was 1,380 a litre or about \$3.95 a gallon.

According to one person I discussed it with, the diesel market in Italy just crashed, however. This is because legislators, seeing that diesel owners were paying less fuel tax than gas car owners because of their reduced consumption, put an added annual tax on diesel cars that completely offsets the annual fuel savings and then some.

This indicates to me that legislative idiocy where cars are concerned is a universal factor and not limited to the hallowed halls of our own state and federal governments.

Other disconnected notes: The only Japanese cars I saw were 4x4s. Aside from the Fiat Panda 4x4 and some Jeep Cherokees fitted with a Renault turbo diesel at the factory, all the 4x4s were Japanese. Saw only two Alfa Spiders on the street and only one Ferrari. Parking is absolutely chaotic, with double parking the norm if there's no cop around. Only saw one American car, a rather embarrassed looking Cutlass Ciera. The new Volvo 480 and the Renault 25 are beautiful looking vehicles and I saw a comparatively large number of them. Police cars were Alfa 75s, Alfa 33s and Fiat Tipos. Speed limit on the Autostrada is supposed to be 110 kph, but nobody observed it in anything but the far right lane. Right lane traffic consisted of trucks and busses, Fiat 500s, 126s, Pandas and old VW vans. Toll on the Autostrada between Turin and Milan was exactly the same as an Ordinary class train ticket for the same trip, 9200 Lire.

The Museum of the Automobile in Turin and the Historical Museum at the Alfa factory in Arese were fascinating, even though many cars had been removed for the (just over) running of the Mille Miglia.

ON THE COVER

At the May 21 concours, everyone was fascinated by this beautiful early GTV that no one had ever seen before. Turns out it is part of a collection being put together

Continued on page 6

ITALFEST IS COMING UP

By Dirk Stoehr

I came across the article below in the American Lancia Newsletter. It sounds like a great idea and an excellent opportunity for us to display some of Southern California's nifty Italian iron.

Cars do not need to be concours prepared. The idea behind Italfest is to give a sampling of Italian culture. What better way to accomplish this than with wine, food, music, and an auditorium full of gorgeous Italian automobiles.

Since the event is in San Jose, an AROSC caravan from LA along Hwy 101 would be A OK. If you're interested in the caravan, call me at (818) 345-5988.

**ITALFEST '89
AT SANTA CLARA COUNTY
FAIRGROUNDS,
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The Italfest is here again. This year again we have the opportunity to show our beloved Italian cars in an INDOOR public display at the Italian American Heritage Foundation's Italfest, the first weekend in October, Saturday Sept. 30 and Sunday October 1. The previous years have seen entries from FIAT America, American Lancia Club, Alfa Romeo Owner's Club, Abarth Register, Iso Griffo Club and the Ferrari Owner's Club. In 1988, we showed 51 cars total. This year, we have permission and time to line up 100 cars.

This is what the Italfest entails:

1. Round the clock security.

Private firm and San Jose Police.

2. Indoor display, cars roped off from the public.

3. Display manned at all times with five people per 15 cars. Participating clubs usually provide all labor.

4. Autaboutique and memorabilia are hung above cars, in walls and in display cases. Feel free to bring anything having to do with your car. We can arrange for display cases or you can help by bringing one.

5. Cars may be brought in Friday night, September 29th and must be removed Sunday night, October first, by 11:00 pm. Cars can be kept overnight inside the locked and secured building. Cars may be removed Saturday night if you wish (though late — after 12:00 pm). We have never had a security problem.

6. No judging. This is a public display and proceeds to go charity. The festival features dancing, food, displays, food, art and food...

7. All entrants are encouraged to bring their washed Italian road and racing cars. Engines, drivetrains and parts welcome. Club entries should have membership applications available to the public. Anything is welcome.

8. This is the largest gathering of Italian cars next to the Laguna Seca historics.

Eventmaster:

Thomas Mulhall,
1141 Fairmont Dr.,
San Bruno,
CA 94066-2719
(415) 871-6023

Please bring your car, it's a great weekend. There is no cost to participants to enter their cars. Deadline for entries is Friday, August 25, 1989. Phone or mail all entries to Tom Mulhall. ●

CONCOURS SCORING

By Phil Gurial

The subjective nature of a concours leads to debate on what is fair. A problem we have had is how to compensate for the age of a car. Until this year, one point per year was given to all cars in order to help older cars compete with newer ones. With this system, an old car could win a concours not because of its condition, but by its age.

In the search for fairness, chassis points were introduced. Points were given to a chassis regardless of age. This doesn't work because:

1. A '74 GTV and a '75 Alfetta could be bought new on the same day yet the GTV starts the concours with five extra points because of its chassis.

2. A '67 Spyder has the same chassis as an '89. Both get the same points, with a 22 year old going against one right from the showroom.

At the last board meeting, we tried some ideas. Mileage points failed because there is no way to verify mileage. You know the age from the VIN number, but you have to trust an odometer and the owner for mileage. And it doesn't seem fair to give points for a high mileage car when the paint, upholstery and engine are new and everything else is rebuilt or redone.

We decided to go back to age points. Everyone gets 1/2 point per year to a maximum of 10 points. It is enough to compensate old cars in the same class as new ones, but not enough to allow a car to win by age alone. This will stay in effect until the end of the year. ●

Continued from page 4

by Mazda Motors of America at their styling/engineering complex in Orange County. Mark Jordan from the styling department brought it up to give it some needed exercise.

By this time, you will no doubt be aware of the mysterious disappearance of the May issue. The mailing service and the post office are each pointing the finger at each other, which does us no good. I have often joked about the equivalency of dropping something in the mail slot and flushing it down the toilet, but this is the first time it has happened to over 500 copies of a publication. Next time, we hope to have photos of the concours and some shots of Alfas on their native turf. 'till next time...

Continued from page 3

receive an application. Call Charlie Theriot at (213) 476-8812 for details.

The month of August is a bit of a breather for us in the directors lounge. However, be thinking of plans to join us at this year's first general meeting away from Alondra Park. It will be a dinner meeting on Sept. 29 at the San Antonio Winery in downtown Los Angeles. There will be a sign-up for the dinner to follow in a subsequent issue. Gene Jacobs will be the event coordinator. We may even have enough light to have a peoples choice concours. If you can make it give Gene a call at (818) 249-5056.

A Revedella

LEGISLATORS PLAY "BELIEVE IT OR NOT"

By Dirk Stoehr

The Association of California Car Clubs (ACCC) keeps tab on what legislators do when it comes to car and driver related legislation. Legislators are not automobile enthusiasts. Many of them regard the car as a necessary evil, like having a refrigerator in the kitchen. They fully believe the non-sense (speed kills) that comes from the Safety Nazis and they also believe that most of their constituents lose all their innate common sense when they get behind the wheel and need a maze of laws to keep them on the straight and proper path.

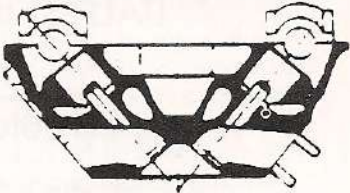
While the intention behind many automotive bills is to increase safety, conserve resources and otherwise make our state more livable, some seem directed to punish the enthusiast in one way or another.

The ACCC has looked at the latest bunch of bills proposed in the California Senate and Assembly and finds that they are a good example of this kind of idiocy, and if passed will certainly change the way we enjoy our cars. They lack any sort of real merit. If any one, or all of these bills pass, we've got nobody to blame but ourselves.

SB#155

Next year all vehicles will be assessed a \$50.00 emissions tax. This will increase to \$100.00 in 1993. At this point it is unclear what the money will be used for. *(There is the possibility that it will be used to implement another inane piece of legislation, that which would*

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allow the state to buy back old gross polluter cars from their owners. Ed.)

AB#451

Traffic tickets that were removed from your record by taking traffic school will reappear if you are issued another ticket of any kind up to three years after the school was taken. This is designed so that insurance companies will be able to compute your premium more accurately.

SB#863

Registration fees will be based on the current auction value of the car and not on the depreciated value. This way, people who had the foresight to buy cars that appreciate in value (shame on them) will pay their fair share.

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SB#819

Police will be able to cite and impound any vehicle on public property that displays a "for sale" sign. Who knows, the sign might cause congestion or even an accident when people take a look.

BELIEVE IT!! This is a glimpse of the future, unless you do something about it. Hand write a paragraph or even a sentence to your senator or assemblyman. You can find your representative in the phone book under "California, State of."

The text of your letter should be brief and to the point, for example:

Dear Senator/Assemblyperson _____:

I am one of your constituents and I do not approve of SB/AB# _____. Please do whatever you can to prevent this outrageous bill from passing.

Thank you,
(Your name)

Simple, right? So do it already!

AN INVITATION FROM RAY HILL

Ray Hill supplied the coupon below for special parking at the Monterey Historic Automobile Races. He also enclosed the following invitation:

All Alfisti are invited to the Saturday night poolside party sponsored by Alfa Ricambi and ARA. Sign up at the Alfa Corral before noon on Saturday for the buffet dinner at Sardi's. More info? Call Pat or Ray at (415) 593-0633.



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August 18, 19 & 20, 1989 Laguna Seca Raceway

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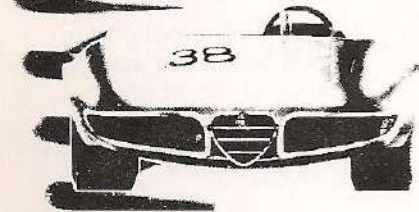
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IL TECNICO FRIGO

By Rex Chalmers

This month's column is for all you Spica F.I. aficionados out there. I've had a very busy month with all the vintage racing, concours and time trial activity, so I really didn't get a column together for this newsletter. However, I've persuaded Spica pump rebuilder extraordinaire Wes Ingram to favor us with a primer on Spica F.I. Wes built the pump Bill Skelton used to win the I.T.B. SCCA championship last year as well as the pump that helped my brakeless Berlina break the Riverside class F record by two seconds. I don't know anyone who knows more about Spica F.I. than Wes, so read on....The gospel according to Wes.

A PRIMER ON SPICA FUEL INJECTION PUMPS

By Wes Ingram

When serviced and maintained properly, the Spica fuel injection pump can endure 100,000 to 200,000 miles or more. The pump's nemesis are: dirty oil, rust, unleaded gasoline and tampering by unskilled mechanics. Clean engine oil and frequent pump oil filter replacement is necessary for long life. For unleaded engines, a lead substitute is recommended to prolong piston life.

Contrary to popular belief, there are few differences between pump models as far as function is concerned. Fuel flow from the early models (1969 engines) to the last units produced is basically identical. Another misconception is the lack of

fuel flow at high speeds. This is easily disputed by the turbo Alfas running Spica pumps which require 50% more fuel at high speeds.

Injectors used on the 1969 engines are constructed differently from the later models. However, they all flow the same amount of fuel. Due to the excellent fuel filtering in these cars, the Spica injectors do not plug up like the new electronic injectors do.

The most common problems or failures are listed as follows:

1. Thermostatic actuator
2. Cent. cam follower
3. Cold start mechanism
4. Out of calibration
5. Internal springs
6. leaks fuel

Thermostatic Actuator

The thermostatic actuator can be checked by removing the two screws securing it to the pump body. Take care not to crimp the capillary tube. The protrusion can be measured from the base of the actuator to the tip of the plunger.

THERMOSTATIC ACTUATOR PROTRUSION

Pump T#	Hot Engine (min. 159°)	Cold Engine
237/2	27mm	19mm
255		
255/1		
256/1		
261		
260/1 (some models)		
260	29mm	22.5mm
260/1 (some models)		
261/1		
263		
265		

The actuator must operate within 1mm of these

Continued on page 9

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Continued from page 8

dimensions. With the engine fully warmed up (159°) or hotter, the actuator must extend so that it positions the crank lever on the rear of the pump to a .019" clearance between the lever and the stop screw. There is an adjustment screw inside the pump under the actuator that allows for any slight differences. Turning the screw clockwise increases the clearance. Turning the screw counterclockwise decreases the clearance. Remove the long throttle lever before performing this test.

The little plastic rod ends on the two throttle rods should be tight. Any excessive movement can cause poor performance. They are inexpensive and should be replaced if loose. Measure the overall rod length before changing the rod ends to ensure they are the same length when finished.

If the relay crank is adjusted correctly, the long rod should be exactly in line with the pivot balls with the engine hot and the throttle backed off to idle position.

Resetting the relay crank and throttle rods can be done without the factory gauges but that operation would require another chapter.

Cold Start Function

The cold start solenoid is energized during starting. If everything is right, this function works excellently. The solenoid draws a lot of power. Wiring and electrical connections must be in good shape. Many Alfas have been modified with a cold start bypass switch located on the dashboard. The problem with this is that the switch becomes a high resistance if it is not super heavy duty. The

wiring to the switch also adds resistance, since it is often too small for the draw of the solenoid. Adding a switch circumvents or adds to the problem.

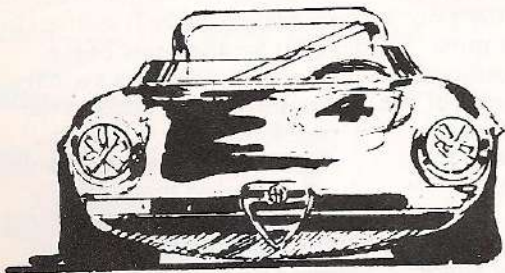
The cold start mechanism can be tested manually by removing the rear side plate. The plunger shaft can be lifted up with a short screwdriver under the solenoid shaft, inside the pump. A cold pump with oil will cause the cold start plunger to disengage slowly. During cranking, the plunger is lifted in its oil well, while the fuel rack is advanced in proportion to engine temperature.

As the engine fires and the solenoid is deactivated, the oil in the plunger well resists the spring return of the cold start mechanism. The colder the oil, the longer it takes to return from the very rich cold start mode. Heavy weight oil can make a dramatic difference on a cold engine, especially in winter and at high altitudes.

A Tip For Winter

I would like to comment on winter starting in general. If you F.I. Alfa uses oil and you are using 20/50 or heavier oil and everything is fine in the summer, try 10/40 in winter. You might be surprised to find that this solves your winter problem. The battery circuit must be in top condition, because the cold start device consumes a fair share of the power required for cold starts. Bypassing, or disconnecting the cold start solenoid only prevents starting. Nothing can be accomplished by pumping the throttle as with carburetors since there are no accelerator jets. If the manual test reveals a sticking cold start plunger, it must be serviced. ●

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CARS FOR SALE

1958 Giulietta Spider Veloce

750 series. Set up for vintage racing or time trials. Roll bar, fuel cell, front disc brakes, 4:56 rear end and very strong motor. Also is an easy conversion back to a street car. With all original parts and a complete rewiring per original specs. So good you must see, and once you drive you will want to buy. Call John Ireland (213) 851-3165. (May)

1965 Guilietta TI

Webers, Recaros, Panasperts, Fulda Y2000s, rebuild engine and transmission. Multo rapido. Carpe Diem! \$4,995. Call Dirk, (213) 385-1203, (818) 345-5988. (May)

1968 GTV Jr. 1300.

Just rebuilt, stock engine, Webers, roll-bar, fire ext., 5 pt. harness. Excellent interior, small amount of rocker rust. Perfect for time trials and vintage eligible. \$3,700. Call Gene Zettle, (714) 625-2876 (H), (714) 625-6509 (O) (Apr.)

1982 GTV-6.

Metallic black, blue leather. A/C, cassette, external oiler. Maintained at Alfa Only. \$4,750. Call Nicky, (818) 366-1420. (Apr.)

1974 Spider Veloce.

Silver with black top, AM/FM Cassette stereo, 124,000 miles, interior and exterior in good condition. 801 XWM. \$6,500 obo. Call William Selditz, (213) 391-5161. (Apr.)

1979 Sprint Veloce.

Ivory, beige velour interior. A/C, five-star Cromodora wheels, 46,000 miles, AM/FM Cassette. Original owner. \$3,800 or make reasonable offer. Call Jon, (213) 325-6838 after 6 pm. (Apr.)

1971 1750 Spider.

Good drivetrain and body. Needs paint, top and new rear bumper. \$1,200. Call Vic West, (714) 688-3933. (Apr.)

1972 GTV.

Part of the Briggs Cunningham Collection. Silver/blue. Car is perfect with only 10,000 original miles. I would like to trade for another interesting Alfa. SS, GTA, Z Jr., etc. Call Phil, (213) 439-5550. (Apr.)

1978 Sports Sedan.

Looks very good and runs strong. Excellent blue cloth interior with black paint. Five-speed, Alfa mags, worn A008 tires. Digital stereo cassette player, A/C, 78,000 original miles. A nice original car. \$3,000. Call John Lacey, (213) 372-3596. (Apr.)

1969 Duetto

"Boat tail" spider. Very good condition. Mostly original but also has Cromodora Daytonas, Michelin XWX 195/70VR14 (near new), Konis, Ward/Deane street suspension kit, 150 Watt Pioneer KPX 9000 Super Tuner, headlight covers, leather seats, full carpeting, Robbins top (perfect condition) and much more. Have owned for 14 years, now need the money. Sacrifice for \$8,000. Call Debbie, (714) 891-6744. (Apr.)

1981 GTV-6.

Good condition, 75,000 miles, black with tan leather interior. Kenwood pull-out radio, Panasonic portable phone hook-up. Yokohama A008s, great paint job, etc. etc. Call Ilona, (213) 661-4488. (Apr.)

1971 GTV 1750

Runs great, 63,000 miles. AM/FM/Cassette. Minimal rear body work \$3,500 O.B.O. Call Barbara, (818) 901-8793. (June)

1974 GTV

Unique original prune color. One previous owner, no rust or accidents. Everything fresh from paint to rubber, recent time trial winner. Reluctant sale for first home purchase. Cash or trade down with cash for 67 GTV or Super in restorable condition. Call Fred, (213) 431-6647. (June)

1987 Milano Verde 3.0

20k miles, with car phone. \$15,900. Call Ray Gmeiner, (212) 484-7955 (W), (212) 826-1100 Ex. 2201 (H). (June)

PARTS AND SERVICE FOR SALE

Race Motor.

165 bhp 2-liter motor. Sperry big valve Stage V, full competition rods, balanced and blueprinted, 10.5 : 1 compression. Only 6 time trials on the motor. Must sell to build new 1750 vintage motor. \$2,800 exchange, \$3,400 outright. Call Rex Chalmers, Omega Motorsports, (213) 836-3160. (May)

Berlina Bits.

Excellent uncracked dashboard for '69-'71 Berlina. \$150. One 7" Carello H-4 headlight. \$15. Two GE original equipment fog lights for '72-'74 GTV. \$30. Call Joel Hoffman, (818) 994-4730. (May)

Oil cooler

(Alfa) for 6 cyl. Complete, \$150.00. Call Nicky, (818) 366-1420. (Apr.)

Recaro seats

Model LN, brown cloth with Recaro logo cloth centers and neat headrests. All new. \$650.00 Call Pete Valenzuela, (213) 923-5305 (H), (213) 336-7498 (O) (Apr.)

Racing equipment

For '74 GTV 2000. Scheel-Mann 321 racing seat with a #1012 GTV adapter bracket. Black cord/velour. Also #25 headrest. Will sacrifice. \$395.00. Also roll-bar, 4130 seamless tubing with two bends built by Kent Racing in Hawthorne, Calif. \$230.00 Call Ilona, (213) 661-4488. (Apr.)

Auto Trailer

Basic single axle model. Will accommodate a narrow car with standard tires. (No more than 58 in. wide at outside of tires). No brakes, but Calif. registered and legal. \$350.00 Call John Lacey, (213) 372-3596. (Apr.)

Factory A/C unit

From '79 Sprint Veloce, complete beige cloth interior and other parts. Offers accepted. Pete Valenzuela, (213) 923-5305 (H), (213) 336-7498 (O) (Apr.)

Time Trial Instructor For Rent

Noted So. Cal SCCA Showroom Stock winning driver, journalist and instructor wishes to rent his private instruction services for a shared Time Trial ride. One-on-one instruction. Call Len Frank, (213) 438-0285.

WANTED

One or two Hella, Marchal or Cibie high beam headlights, 5 1/4 in. diameter. Call Joel Hoffman, (818) 994-4730.

CALENDAR

Events beginning June, 1989

June 27	7:00 pm	Board Meeting
June 30	7:30 pm	General Meeting at Alondra Park John Green videos
July 9-10	All day	Time Trials at Laguna Seca
July 28	7:30 pm	General Meeting at Alondra Park Tom Farrington on Automotive Photography
August		No AROSC meeting this month, but...
August 19-20	All day	Monterey Historic Automobile Races at Laguna Seca
August 20	All day	Pebble Beach Concours featuring Italian Coachwork
September 17	All day	Concours at Barwinkles, Long Beach
September 29	7:00 pm	Dinner meeting at San Antonio Winery, Los Angeles

Note: For directions to the Alondra Park Clubhouse, please see the inside front cover



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