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# AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



MAY 1990

# 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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### GENERAL MEETING

### IMPORTANT NOTICE

Paul Dexler will be the speaker at the May meeting at Alondra Park. Paul will have a slide show for us from his recent visit to the Alfa Romeo Museum in Arese. This is a place I've always wanted to visit and hopefully will someday. For now, though, I'll settle for what promises to be a great slide show!! So show up for the show!!!



### PHOTOS

On the cover this month is a photo submitted by Stu Schaller. It depicts the start of the 1955 Mille Miglia. See if you can find the five Alfas in the picture. Of course you might need an electron microscope to find the 1900 Zagato, the Giulietta sprint, two 1900 TI sedans, and the 6C 2500 Convertible.

### COMMERCIAL AD RATES

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## PAROLA DI PRESIDENTE

Dan Ritter

In the Feb. issue I said that AROSC should join the Association of Calif. Car Clubs. The dues are \$2.00 per member for large clubs and \$20.00 for individual memberships. Even at 2 bucks a head it would be a substantial amount when you consider AROSC's 500+ membership. A recent change in ACCC's by-laws now enable large organizations to join for a flat rate of \$400. This is still a large sum, however I think it is money well spent. To insure that this is an idea which a majority of the members at large want to subscribe to rather than just making it a Board decision, I say we survey the membership and if we get a majority we, as a Board will initiate the action.

The Association of California Car Clubs is a non-profit organization solely dedicated to insure the continuance of the automobile enthusiast's hobby, to preserve the automobile as a piece of history and to band together to keep each other aware and involved of the legislation that could take away our rights to participate in preserving things automotive. With the increased political pressure of special interest groups who have aligned the automobile into the cause of all society's woes it is most prudent to unite and make ourselves heard in Sacramento.

ACCC membership consists mainly of individuals however clubs such as the Rolls Royce, BMW, and Jaguar belong to ACCC. ACCC employs a Legislative Advocate in order to counsel lawmakers of the concerns of the people, people like you and me. What with the increase in the number of lobbyists (762) and the 138 million dollars that is spent to inform our elected officials, making our voice heard is a formidable task indeed! However ACCC was instrumental in getting the Historical Vehicle License Act passed, the pre 1936 weight fee waived, Junked Car Bill defeated, exhaust retro device bill defeated among many other legislative actions. ACCC reports of important bills that need our support or a letter to the State Senator or Assemblyman. Letters are an important part influencing how the elected official will react to these pieces of crazy legislation that come up all the time. ACCC's timely reports allow AROSC and other clubs to contact their respective representatives and let them know we are united! The survey is easy just send me a post card letting me know how you all want your Board to act on this issue. If there is no response by the end of June I, m going ahead and will direct Pete to send the check.

### POINTS OF INTEREST

I want to thank John Concialdi for presenting at our March 30 General Mtg. What a fine, informative program on carburation. I also want to thank Susan Zettle for coordinating the refreshments and Fabio Garbini for booking Mr. Concialdi.

Our April 27th General Mtg. will host Paul Dexler who will present slides and a talk about his recent trip to the Alfa Museum in Arese.

ALFACIONADA

May 12 & 13 is our first Time Trial at Las Vegas which I'm looking forward to with great anticipation. The track has been completely re-surfaced with enough time to cure so their should be outstanding track conditions.

I'd like to mention that you should mark your calendars for July 20 which will be our annual dinner meeting at the San Antonio Winery downtown LA. This is always a lovely affair. There will be an article in next month's Alfacionada from Gene Jacob the Event Coordinator.

A Rivederla

## GOOD NEWS, BAD NEWS & JUST NEWS

Stu Schaller

After playing telephone tag with the people at Patrick Racing, Alfa Corse US, Craig Morningstar, and the ARDONA P.R. man for more than a month, I finally found out that Alfa will probably not be able to send us a speaker for our April meeting, BUT, I was told that it is still a "last minute possibility".

I not only got rid of my 2600 spider, as mentioned in my last column, but I also got rid of my everyday Chevy Beretta. I am now driving a Japanese Alfa (Mazda Miata) as my daily driver (in fact, I have applied for Jap Alfa as my plates!). I also just got a 2600 Bertone Sprint, a 1962 lightweight (aluminum hood, etc.) in place of the Spider. I'm looking for door armrests for this car if anyone has some, plus a set (all 6) of the rubber carb mounts for the Solex carbs, as mine, typically, are cracked. The car is straight and clean, but it needs minor work. I'll bring it to a meeting A.S.A.P.

Alfa prices are still climbing, so get the 750, 101, 105 or 2600 you want now. The earlier cars have already climbed out of the reach of most.

For those of you who cannot find the old Hull/Slater Alfa book, I would recommend the new book The Legend Revived. It is quite good, especially the sections on the 60's thru current, but there are some errors. It seems the older the cars, the more errors were made in this book by David Styles.

Our speaker on Weber carbs at the March meeting was superb, and it makes me want to put Webers on my 2600. The problem with that is the fact that a new intake manifold would have to be fabricated because on the Solex carbs one barrel is the primary and the other the secondary. The Alfa has a mixing plenum for the Solex; a manifold with separate inlets for each cylinder would have to be made for the Webers. Oh well, maybe when I get some extra money..... the manifold plus the Webers would probably cost some \$1,500 to \$2,000.

"Til next time

Stu

**Alfa-Roots**  
Another Point of View  
Lorenzo Gigliotti

Stu Schaller's article on Alfa's current trend toward larger cars with six cylinder engines and larger displacements was thought provoking. I would like to offer another perspective. Perhaps the thing that was the most obvious to me was the fact that though many of Alfa's legendary sports cars were powered by six and eight cylinder engines they were all straight with dual overhead cams and in most cases they were of small to moderate displacement with superchargers. None of these cars were single overhead cam vees. Given the technology and manufacturing materials of the period these engines were a natural progression from the earlier four cylinder programs. The sporting successes of the large displacement engines (over 2.5 liters) was somewhat mixed. In fact most of Alfa's legends were smaller displacement engines. In many ways post WWII four cylinder engines were more in touch with Alfa's roots than the current trend toward larger V6s.

It would have been interesting to see where Alfa would be if they had continued their interest in super-charging such as they did briefly in the late sixties with a few supercharged GTAs. In many respects that could have been a true rediscovery of their roots. The return to four cylinder engines after WWII was not a step backward or a step down it was the most efficient use of the technology -- it had become possible to achieve similar results (i.e. engine output, torque, hp, speed) with more simplicity. The current trend toward larger displacement V6s is Alfa's way of satisfying the demands of the current consumer, since V6s and V8s are perceived by the customer as more desirable. Alfa seeks to satisfy that desire, however the current sohc V6 has little in common with the legendary dohc straight 6s and 8s. Just another point of view...

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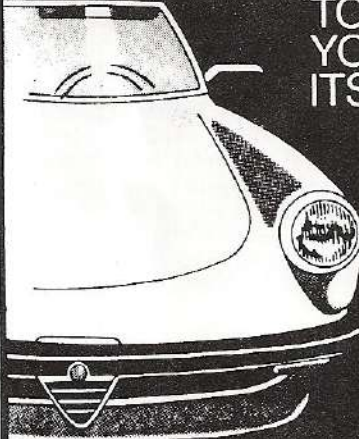


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




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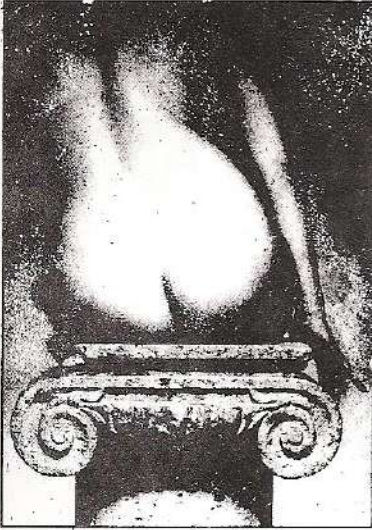
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## EDITOR'S DESK

First off this month I'd like to clarify my position on the board of directors for all of you out there in the ozone; I am the NEWSLETTER EDITOR! I am not the MEMBERSHIP CHAIRMAN!! Do NOT mail me your request for change of address forms!! Mail them to the MEMBERSHIP CHAIRMAN!! If you mail them to me I probably won't get around to making a special call in your behalf, at my expense, to the membership chairman; I will wait until the next board meeting (assuming I am able to attend that month) and dump these requests in the membership chairman's lap. That, dear friends, is why you may experience annoying lapses in your receipt of this most stellar publication.

Next I'd like to take another stab at something I've tried many times in my past years as editor. I'd like to see if I can't convince you photographic types out there, all you lens loonies and zoom zombies, to contribute some of your work. Wouldn't you get a rush seeing your work on our cover for all your cronies to admire? They'd say "Hey! I know the guy that took this picture! (secretly wishing they were you). We need, we desperately need, pictures for this newsletter. What I'd really like to see too is more human interest stuff, not just pictures of cars. You know, if you're at a meeting and you see someone doing something surreptitiously with the sleeve of their Alfa T-shirt, or you catch some clown on film leaning on someone's brand new megabucks paint job, or maybe somebody stuffing cookies into both jacket pockets, you know, interesting stuff. All of this is what will make your magazine that much more enjoyable the next time it comes in the mail! As I said, I've tried this appeal so many times in the past that I feel like a broken digital compact disc.....so go ahead, surprise me!!

You know, I really am amazed by people who are in the business of writing columns for a living. People like Jim Murray who writes about sports (plenty of fodder there), or Irma Bombeck or Jack Smith, both of whom write for the L.A. Times, all have to come up with something to say every day. And it has to take up a certain amount of space, be a certain number of words, be concise, well thought out and organized, and entertaining. Not so easy to do!!! My favorite columnist was Satch

Carlson; Autoweek is simply not the same for me since his departure or whatever it was (Autoweek doesn't seem to be talking about it). I don't look forward to it with the same sense of glee that I used to. These thoughts came to me this month as I sat down to write this because I couldn't think of anything to say. Just loosening up folks. Say, how 'bout those Dodgers!

The subject of older Alfas and their seemingly skyrocketing prices has been on my mind lately. Like a lot of you, there are a number of those cars I would love to own but just never got around to buying. Now we have brokers and dealers and speculators playing in the Alfa market - they smell profit - and that means prices are getting serious. Damn! Now I'll never be able to afford that 750 Lightweight Giulietta Sprint with the sliding plexi windows I've always wanted! (Saw one advertised in last Sunday's Times unrestored for over \$62,000!!!) How does all this affect us, the average guy, the guy who has always enjoyed Alfas because they represented an affordable level of fun in the sportscar world? Realistically, unless you already own one of these older cars, the game is over....for those cars anyway. Even if you do already own one and it's in beautiful restored or original condition, are you really going to feel the same about driving it to the supermarket or dismantling the engine knowing that it is now worth a small fortune? Maybe, maybe not. Eventually, most of these cars will end up belonging to people who can afford them. The alternative is to be realistic about your hobby. Buy the cars you can afford and have fun with them. Chances are they will appreciate some day and you can look back at all the fun you had when, twenty years from now, Alfetta GTs are all the collector's rage! Alfetta GTs are dirt cheap right now, so why not enjoy?

### Modificazioni TO "CARB" OR NOT TO "CARB"

Fuel-injected Alfas that have been retrofitted with carburetors are legal for off-road (track) only. Now that I have gotten that out the way. Let's talk about putting those little gurglers on.

Most four cylinder European Alfas came with carburetors as stock equipment. Usually Weber DCOE 40s or Dellorto DHLA 40s. Both are very good carburetors and both have been around for a long time, however in the U.S. we are a bit more familiar with Webers. John Conciardi from Redline Co. (Weber distributors) gave us a great intro to carburetors at the March meeting -- very enlightening.

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The basic advantages to installing carburetors is flexibility (jetting as needed), simplicity -- no special tools are needed -- no more clogged fuel injectors and more "gusto." Many other modifications are also possible with carbs (such as hotter cams).

The novice should not attempt this transformation. The first thing you must decide is whether to convert the fuel injected system using the stock intake manifold or to get a European manifold. The conversion kit from Shankle or International Auto-Parts adapt the fuel-injection manifold and are less expensive and easier than mounting an entirely new intake manifold, however as John mentioned the throttle-body is not quite as long as the European manifold and thus could limit the performance.

Another feature of the conversion kits is that they adapt the stock fuel injectiton throttle linkages to the carburetors. If you choose to install the European manifold the pedal linkage as well as a bell crank linkage (on the manifold) will be necessary (try to get the manifold with the bell crank already installed -- these can be hard to find in the U.S.).

Many of these Euro-stock items are available from Alfa Ricambi in Glendale (call first to verify). Another item you must have, to complete the European set up properly is a carburetor-support-brace as the European manifold has rubber carb. mounts and the weight and vibration cuts down their stability. The support brace attaches at the motor-mount and to the carburetor-support-plate or aluminum plenum which bridges the two carbs. together.

The choice of air filters is the next step. The European stock carburetor filters are very good and quiet ( they also look very

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## SUPER PRODUCTIONS

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## CARLSBAD TIME TRIAL

*Chris Romine*

Four class records fell under sunny skies as a modest but enthusiastic group of mostly veteran drivers finally got back on the track at Carlsbad Raceway on March 24. John Cote gave the marque Fastest Time of Day honors in his Class Arcord beating GTAM on the 1.16 mile 7-turn hilly road circuit dominated by a drag strip straiightaway connecting a pair of very different hairpins. The day began with two series of lively practice sssions during which Harold Rich and eventual Class C winner, Dino Crescentini, kept pace with Cote and Class N winning Alan Fasnacht in his mucho horsepower 914-6. Bud Clark's full-race Saab Sonnet blew away the rest of a respectable Class D with 3rd fastest time overall. Three generations of Alfas battled for Class D honors, with Len Frank's Milano getting best time. Alex Brown dominated an all GTV Class E, and Rex Chalmers put age (the car's of course) before beauty with a course record shattering win in Class F with his Berlina. Fabio Garbini kept getting faster, finally breaking the record in Class G on a day that must have appealed to the souls of Italian machines and drivers alike. Bill Peltola's GTI nipped Alan Ward by 0.03 seconds while Neal Gaborno took 3rd in a large Class P. Charlie ran a safe, fun, mistake free event, as we have all come to expect. Remember, quality instruction is always available at the track and NEWCOMERS ARE WELCOME. See you in Las Vegas May 12!



## TIME TRIAL RESULTS

March 24, 1990

Car#	Name	Car	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
<b>CLASS A</b>							
6	John Cote	GTAM	1:04:59	1:04:14	1:04:24	1:03:70	<u>1:03.21</u> TTD
<b>CLASS C</b>							
10	Dino Crescentini	GTV	1:12.15	1:06.10	<u>1:05.68</u>	1:05.96	1:06.05
91	Harold Rich	Sprint Vel	<u>1:07.30</u>	1:07.34	<u>1:07.41</u>	1:07.47	1:07.70
<b>CLASS D</b>							
20	Len Frank	3.0 Milano	1:10.92	1:11.55	1:11.36	1:11.49	<u>1:10.28</u>
174	Jeff Peltola	Alfetta GT	1:12.26	1:12.42	1:11.88	1:11.92	<u>1:11.61</u>
21	Dan Ritter	Giulia Sup	1:14.21	1:13.38	1:16.02	1:12.54	<u>1:12.23</u>
206	Simon Avakian	3.0 Milano	<u>1:12.62</u>	1:12.68	1:13.06	1:13.69	1:12.98
24XX	Rich Thompson	GTV6	1:16.45	1:16.38	1:16.17	<u>1:15.76</u>	1:15.81
<b>CLASS E</b>							
50	Alex Brown	72 GTV	1:11.05	1:10.99	1:10.68	<u>1:10.57</u>	
18	Allan Bueno	2000 GTV	1:15.56	1:14.97	<u>1:14.77</u>	1:15.16	1:15.02
7	Ron Avery	1750 GTV	<u>1:15.00</u>	1:15.50	1:15.45	1:15.27	1:15.22
501xx	Pat Rinaldi	72 GTV	1:23.09	1:24.05	1:23.95	1:23.27	<u>1:22.85</u>
<b>CLASS F</b>							
74	Rex Chalmers	Berlina	1:10.91	1:10.94	1:11.06	1:10.32	<u>1:10.05</u>
11	Judy Illeman	Spider	<u>1:16.31</u>	1:16.48	1:17.06	1:16.38	<u>1:20.42</u>
<b>CLASS G</b>							
210	Fabio Garbini	Super	1:14.93	1:15.36	1:14.23	<u>1:13.46</u>	
32	Si Rubin	Spider Vel	1:18.35	1:17.80	1:17.51	<u>1:17.70</u>	<u>1:16.69</u>
321	Jeff Robin	Spider Vel	1:18.79	<u>1:18.45</u>	1:19.32	1:18.64	1:18.47
<b>CLASS N</b>							
183	Alan Fasnacht	Pors 914-6	1:05.78	1:05.76	1:05.34	<u>1:05.14</u>	1:05.18
77	Rick Clemente	Ferr 308GTS	<u>1:07.28</u>	1:07.60	1:07.84	1:08.40	1:07.70
15XX	Timmy Chen	76Chev Monz	1:12.60	1:12:08	1:13.87	1:14.01	<u>1:12.07</u>
51XX	Jeff Sarpa	Sunbm Tiger	1:16.05	1:15.67	1:16.16	1:15.91	<u>1:15.65</u>
<b>CLASS O</b>							
92	Bud Clark	Saab Son V4	1:05.67	<u>1:05.65</u>	1:05.73	1:10.43	1:06.03
157	Ron Range	Toy Supra	1:09.97	1:10.17	<u>1:09.40</u>		
12	Tracy Culp	Ford Capri	1:11.65	1:11.23	<u>1:10.23</u>	1:28.92	1:10.93
<b>CLASS P</b>							
175	Bill Peltola	VW GTI	1:11.09	1:11.06	1:11.35	1:11.16	<u>1:11.03</u>
13	Alan Ward	VWJett GLI	1:11.73	1:11.88	1:11.80	1:11.58	<u>1:11.06</u>
63	Neal Gaborno	ToycorGTS	1:16.25	1:14.83	1:14.86	1:13.84	<u>1:13.34</u>
60	Tom Callen	VW GTI 8V	1:15.78	1:15.11	1:14.57	1:14.50	<u>1:14.39</u>
48	Tony Presto	Mitsu Mir	1:15.76	1:15.10	1:15.60	1:14.93	<u>1:14.51</u>
25	P. Blankenship	Ford Esc.	1:15.70	1:16.22	1:15.56	<u>1:15.16</u>	1:16.57
717	Alisa Kinkaid	Saab Son	1:18.07	<u>1:17.51</u>	1:19.41	1:23.78	
49XX	David Trulli	Saab Son V4	1:19.21	1:21.92	1:19.03	1:18.06	<u>1:17.60</u>

**Bold and underline** indicates new Lap Record

stock to the "powers that be"). Foam filter elements for these airboxes are also available from International (VA). If air flow is not sufficient with this set up then the perforated feed channel (inside the airbox) can be cut out. The other choice is to install performance filters and/or air horns (these look nice but are obvious to everyone). These will allow maximum air-flow and in some cases higher top-end performance, however the carburetors are quite noisy during the transition (@2500-3000rpm) from the idle-circuit to the main circuit (personally in the Spider the novelty of engine growl wore off after the first few days and the noise became a bit annoying to me and other drivers).

An aspect that has been overlooked in the Spider, especially if a front air-dam has been installed is the fact that at speed a slight vacuum is created under the hood. This vacuum cuts down some of the fresh air-flow to the carburetors, so some kind of air channel/or duct from the grill area may be necessary (that's why competition Spiders sometimes have a hole where the right headlight is supposed to be). Pep Boys has a 2 X 5 inch oval exhaust tip that fits between the radiator and the right fender brace in some Spiders and provides a 7 inch duct to the engine compartment.

Some final notes that I should mention. The plastic water reservoir may have to be relocated to allow space for the air-filter -- curved air horns with flat horizontal "sprint" type filters fit without this relocation (in the Spider).

The fuel injection pump must be removed and the hole must be blocked off with a block-off plate @ \$20-\$25 from the mentioned parts suppliers.

The fuel pump on the fuel injected cars is much too strong for carbs. There are two ways to fix this. A new electric fuel pump (3-5psi) can be installed. An alternative is to use a pressure regulator. If you choose the regulator you must install a "T" shaped adapter to the intake side of the pressure regulator with the fuel hose (from the pump) attached inline to the regulator and a return hose attached to the "T" leg which will circulate the excess fuel back to the tank using the return line from the Spica system.

If you find a stock Euro-plenum get a short length airbox for the Spider otherwise you'll have to remove the window-washer reservoir.

The oil breather (crank case ventilation) is a small problem. With a Euro-plenum you can just attach a hose from the breather to the vent in the airbox. With other filters there are adapters. If you want to do it like the "old-time racers" you can attach a hose from the breather to a heavy-duty plastic bottle (mounted on the fender wall) to retrieve expelled oil.

A note on where to get these parts:

Everything you would need for the Euro-conversion is available at the ferro-vecchio (Italian junkyard) for about £280,000 (Lira) -- \$200 U.S., however if your not planning to go to Italy in the near future you're still in luck. Alfa Ricambi (Glendale), Shenkle Engineering (Chatsworth) can take care of most of your needs locally and International Auto Parts (Charlottesville, VA) is a good mail order source. Total cost can vary a great deal -- anywhere from \$300.00-\$800.00 (parts only), so do some price comparisons. These suppliers have most of the items, if not all. If

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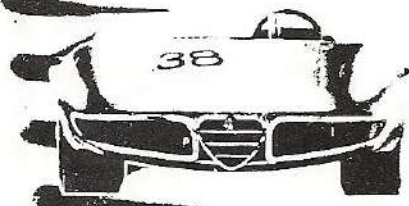
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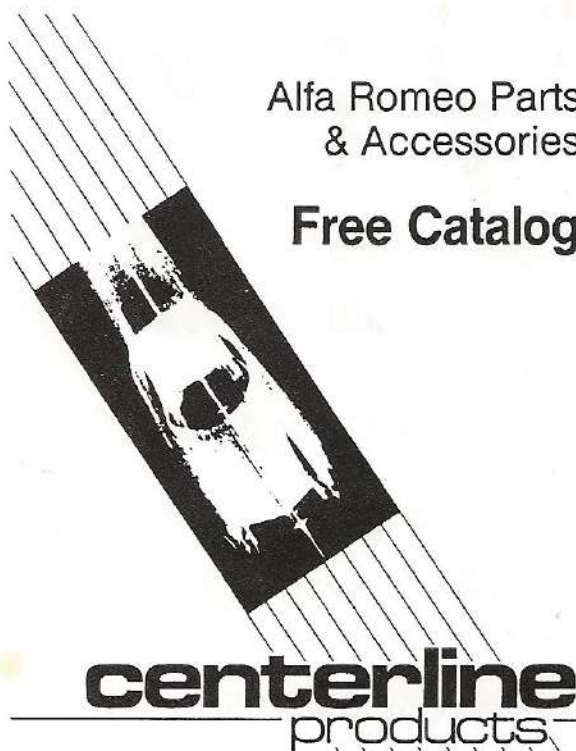
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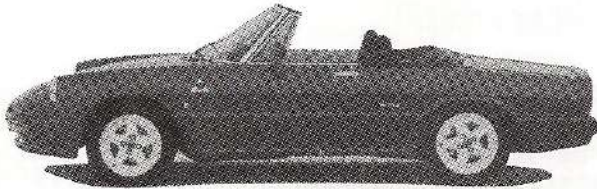
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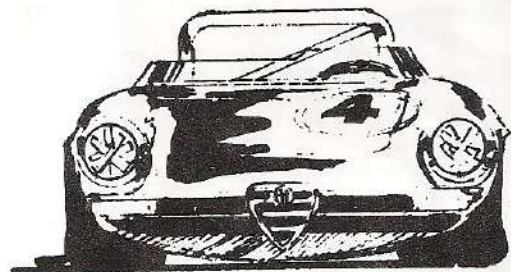
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\* 1972 GTV Rebuilt engine, Ward & Deane suspension, Shankl headers, nw rd 514 paint on straight body, new radiator, starter, coil and brake master cylinder. You'll want this one, I guarantee. \$6,499. Call John. (213) 544-0286.

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1979 Alfa Spider Black with brown cloth interior. Clean, good runner. \$4,500. (213) 398-1421.

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1979 Sports Sedan Clean body, mechanical not so important. Pete Valenzuela. (213) 923-5305 H. (213) 336-7498 O.

WHEEL EMBLEMS Red plastic with silver cross and serpent. These are the ones that came with the original 5-star wheels. Will pay reasonable asking price for ones in good condition (not yellowed). Gene (714) 65-6509 days, (714) 625-2876 eves.

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\* '71 Spider steel wheels (repainted) with hub caps. Original black seats in good condition. Make me an offer.

Both above, Tina Van Curen (213) 666-4500.

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WHEELS Five genuine Minilite wheels, 14 x 7, all nicely refinished and painted, silver. \$1,500. Gene (714) 625-6509 days, (714) 625-2876 eves.

RECARO SEATS Cloth, Model LN, brand new, will install in any Alfa. \$650 pair. Pete Valenzuela (213) 923-5305 H (213) 336-7498 O.

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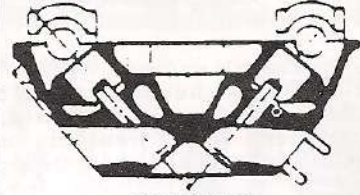
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May 18	General Meeting - Alondra Park
June 29	General Meeting - Alondra Park
July 20	General Meeting - Alondra Park
28,29	Time Trial - Willow Springs
September 2	Time Trial - Carlsbad
September 29,30	Driver's School at the Streets of Willow Springs
November 17,18	Time Trial - Laguna Seca

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