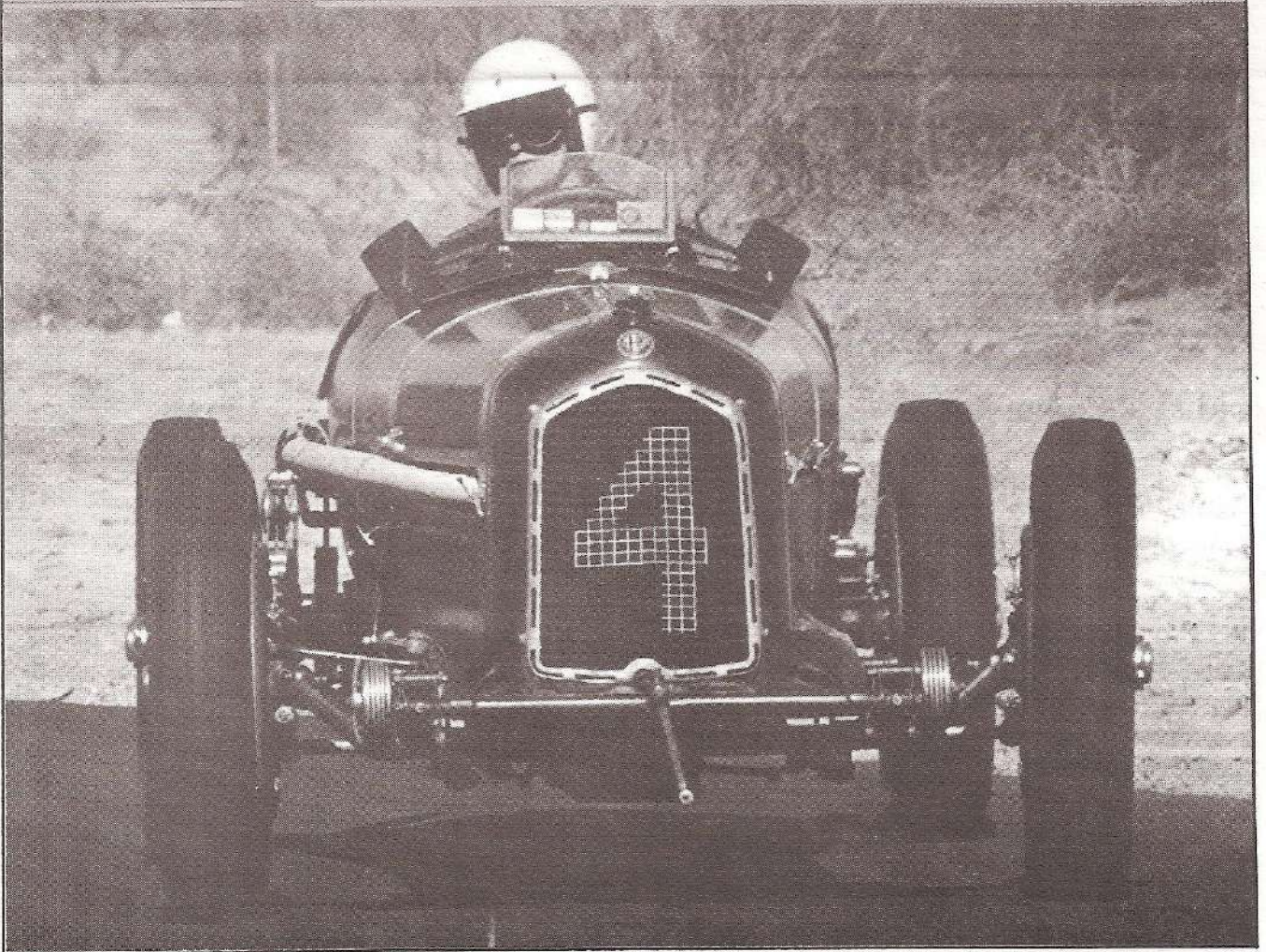


DECEMBER 1990

# ALFACIONADA!

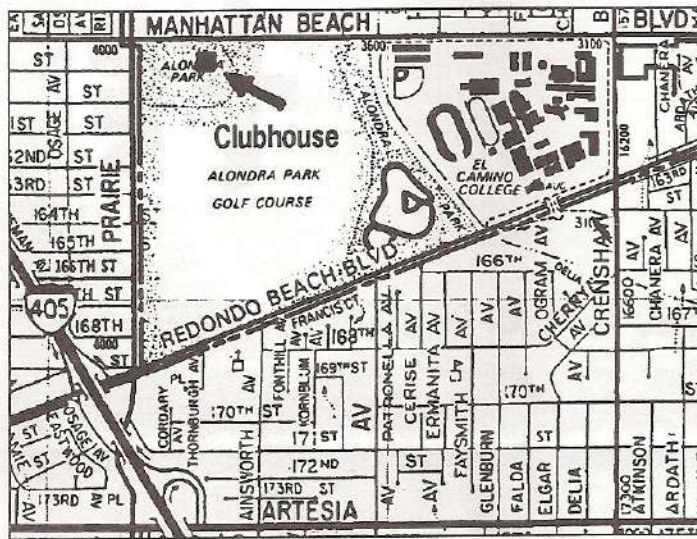


ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



**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, CA unless otherwise noted in the newsletter.



Please send articles, letters, ads and photographs to the newsletter editor by the tenth of the month for publication in the next 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.

**IMPORTANT DEADLINE:**

From now on all articles and classified ads will be due by the 10th of the month to be featured in the following month's newsletter. This is approximately 20 days earlier than the preceding deadline. Everyone may have to hustle a little to get things in but hopefully this will help you receive your newsletter in a more timely manner.

**Cover:** Peter Giddings' P3 at Monterey. Photo by Tom Farrington

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## Newsletter

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## Commercial Ad Rates

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## Good News, Bad News and Just News

Stu Schaller

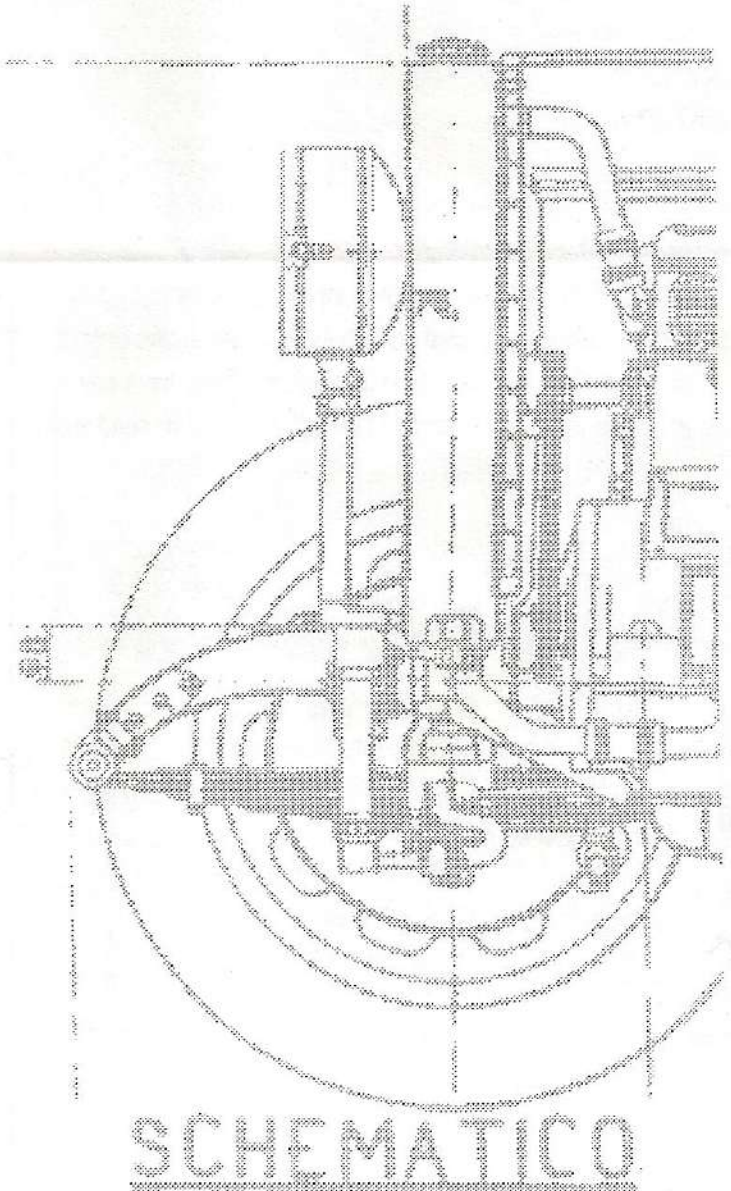
**W**ell it's November and the racing season is over and the silly season has begun. Maybe I'm just getting old. Senna now won the '90 Formula One championship by running into Prost just after the start of the Japanese race. Guerrero, after suffering with a mediocre Alfa Indy car for 2 years, finally comes up with some decent results, and now is booted off the team. **Bill Pringle**, the only one to step forward and offer his time for the club presidency is criticized for his connection with Ricambi and the club at the same time. I thought that the world, friends and clubs were about helping others and doing the best you can. That's part of the reason that when **Louise** became unable to fulfill her responsibilities as Vice President regarding the raffle, I just stepped in and took over, no praise desired, it was a job that needed to be done. We do have a few members that look at things in the same way. **John Green** created and ran two driver's schools. **Gene Jacob** organized a wonderful dinner meeting at the winery, others help **Charlie Theriot** with Time Trials. Unfortunately, those willing to come forward and help have been few and far between. That is why we had only one social event in 1990, and why there is only one candidate on the ballot for various offices. This is YOUR club. The board can only do so much. Stop complaining and do something!

Alfa ended their year in Indy car racing with a DNF at Laguna. Motor problems again. The rumored venture into top level sports car racing with a car built around the V-10 Procar motor never came to fruition. In Formula 3, Alfa had a mediocre season, as teams using other motors have caught up. In 1990 Alfa seems to have had it's most success with the new 164 and the re-styled spider. The new three year full coverage policy has seemed to dispel some of the concerns about service. Alfa is expanding and getting better at the same time.

My 2600 Sprint is still "in works". The place that **Joel Hoffman** recommended to me seems to do things right, yet take forever to do them. I don't want to push, but maybe after 6 months, it's time to get some action going.

Even though the economy is tight, now may be a good time to buy the Alfa of your dreams, as prices have stabilized, and, in some cases, come down (GTA's especially). As soon as the oil crisis eases up, and some of the banking problems get resolved, the investors will start speculating again. At current prices, Alfas are a bargain. Why do you think more than 1000 cars have been exported to Europe and Japan in the last two years. (A fact that I have verified with Customs.)

1991 will start with a bang. There is a Time Trial on January 5th and our annual awards meeting on January 26th. Let's make this our best year ever!



## Editor's Desk

Louise Velazquez

**W**ith this issue a new crew comes on board to assemble and publish this monthly communiqué from the AROSC. **Gene Zettle** has done a great job of handling all the facets of getting this newsletter off the ground each month. We hope he will now have a lot more time to devote to the Alfas that he has had to neglect while fulfilling his role as editor.

Putting this newsletter together is an overwhelming task for one individual and we now hope to establish a new precedent by creating a team of people to help distribute the workload and put this baby to bed more efficiently every month. **Steve Gerow** has graciously volunteered his time as Art Director and is in the process of developing a new look for Alfacionada. His professional expertise will help us improve our graphic design and help us make this publication more readable. The magnificent photos from **Tom Farrington** will also continue to grace these pages.

What we need most of all is input from all of our members. We would love to have contributions either in the form of articles and photos or your time and energy. If you have any ideas please give me a call at (213) 934-4508 (0) or send submissions to P.O. Box 48616, Los Angeles, CA 90048.

Ciao.

## CALENDAR

<b>December 8</b>	<b>Holiday Party</b> Charlie Theriot's House (See Article, P. 9)
<b>January 5-6</b>	<b>Time Trials</b> Willow Springs Raceway
<b>January 25</b>	<b>Club Meeting</b> El Camino College

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William J. Pringle/ "Team Zucchini"



▲ Tom Farrington Bill Pringle ▼

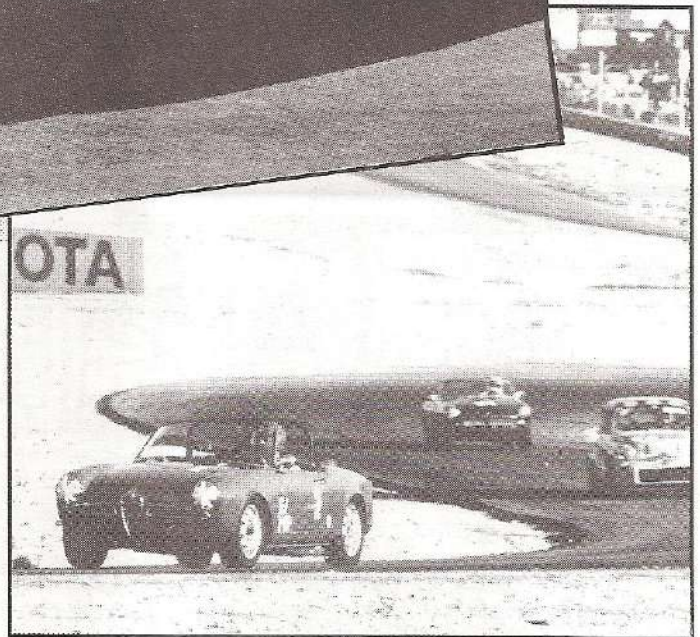
**M**ake sure you bring in the New Year with a bang. The season opener is at Willow Springs the weekend of January 5-6. This is your big chance to blow out all those cobwebs in your exhaust pipe as well as your brain. The last time we ran at Willow in January was back in 1987. The weather in January made for a lot of lap records which are still standing today. Cold and clear weather plus great surface conditions equals real fast times. Yours truly still holds the Class E record in the "Mattone Volante", so those of you with huevos grandes can strut your stuff, put-up or shut-up...whatever! Just be there!

P.S. This event will debut the AROSC Racing Program. Don't miss out on the fun!

For information call the following people :

**Dave Trulli** (213) 337-1492

**Charlie Thieriot** (213) 476-8812



*Note:* Just because you are an AROSC member doesn't necessarily mean you are on the Time Trial mailing list. Make sure, so you can get all the important information about next year's program of events.

## Pressure Brake Bleeding At Home

Steve Gerow

I was never fond of the method of brake bleeding that calls for an "assistant." The assistant in question having other priorities than car mechanics.

At first, I sought to replace her with a piece of 1 x 2 wedged between the front seat and the brake pedal, and indeed this worked for a time on my 1600 GTV. But when I tried it on the Milano it was only a half-hearted success, resulting in a pedal that went partway to the floor before applying the brake.

So we decided to try power bleeding. The method outlined herein is easy, fast, requires no assistant other than a spare tire and doesn't use much brake fluid.

Three to four pint cans of Castrol should do

The accompanying drawing shows a modified Milano reservoir cap, but the same system should apply to other Alfas with screw-on caps. Some points on the illustration:

- The 5/16 bolt is drilled all the way through. The outside end may need to be countersunk with a larger hole in order to clear the pin from the inflator hose. (This is the one that depresses the tire valve.)
- The inflator hose in question is available at the kind of auto parts stores that sell a lot of stopleak, muffler bandages and motor additives.
- The notched washer is to enable you to return to the use of the Milano's labyrinthine vent system after sealing it off for bleeding.
- The tire cap keeps everything neat.

### Procedure

If you're bleeding the brakes, it's probably because you're doing other brake work, so if you haven't already done it, now is a good time to clean out the reservoir. If you're not cleaning it out,

at least siphon out the old fluid and replace with clean fluid before bleeding.

With the reservoir filled with clean fluid, and the inflator hose connected between it and the spare tire, you are ready to begin. Under the rear of the car, Attach a clear neoprene hose to the bleeder screw farthest from the reservoir. On Milanos and Alfettas, this is the passenger's side outboard screw. On older live-axle cars, it's the driver's side rear brake. The bleeder hose extends to an empty Moretti or Raffo beer bottle. It won't be necessary to put any brake fluid in the bottle to start with, as plenty will soon be coming down the tube.

As soon as the bleeder screw is opened, dirty fluid mixed with big air bubbles will come out, followed by clean fluid and what appear to be thousands of very small bubbles. It's

been my experience that you can put ten cans of fluid through your system and you're always going to get these very small bubbles.

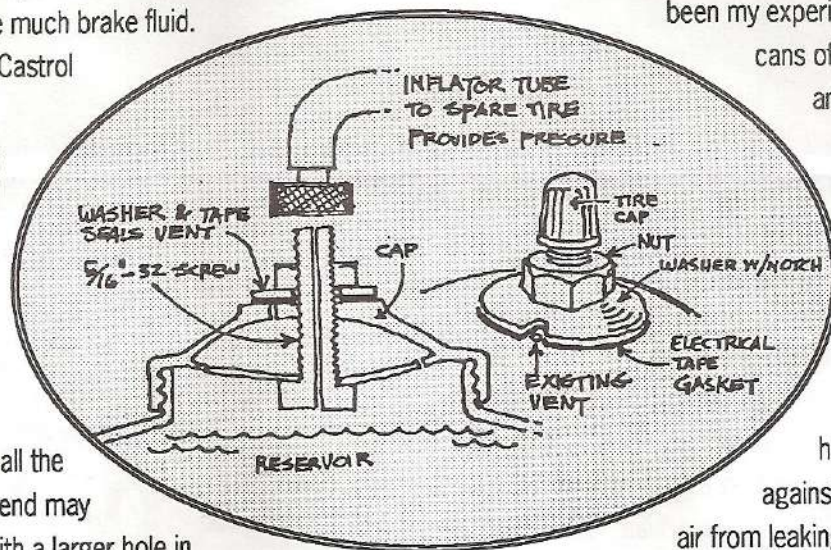
Therefore at this point, close the screw and replace the dust cap. Be careful not to overtighten! When you're bleeding, make sure you

hold the bleeder screw against the threads to keep air from leaking into the system.

Now is a good time to refill the reservoir if you haven't already done so. Don't allow it to become empty, as this will admit air into the lines and we'll have to begin again.

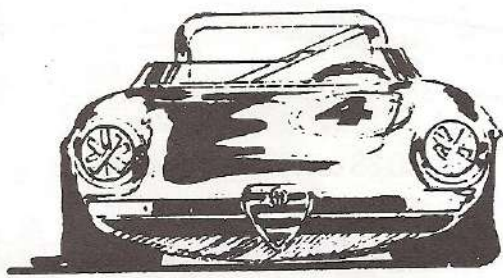
Work your way across the rear brakes from right to left, then bleed the passenger's front brake followed finally by the driver's side front brake.

Your efforts should be rewarded by a pedal without any sponginess whatever. If it seems to go halfway to the floor, then repeat bleeding.





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## L'Automobile—Milano 1879-1949

Louise Velazquez

The new Milanese exhibition center, Padiglione Ansaldo, designed by famed Italian architect Renzo Piano (he's the gentleman responsible for the avant-garde Beaubourg Museum in Paris), is currently the site of an impressive Italian classic car show



1939 Alfa Romeo 6C 2500SS berlinetta Touring Captured by the newsletter editor at the "L'Automobile" exhibit in Milan in August despite the presence of armed guards. (Prohibiting photographs at the exhibit is supposed to ensure that you buy the catalog.)

called "The Automobile:  
Production and Design in Milan 1879-1949."

Organized by the city of Milan in conjunction with Alfa Romeo and the Italian Association for the Study of Automotive History, the show, inaugurated May 31st by the Mayor of Milan Paolo Pillitteri, is scheduled to run to December 30th.

The exhibition features twenty two cars, and a host of documents, original designs and photos—from a time when Milan boasted 100 car body construction enterprises and 70 coach-builders. Several museums and private collectors have

provided vehicles for display by Alfa Romeo, Isotta Fraschini, Pecori, Bianchi, Prinetti and Stucchi, San Giusto and others. The Alfa Romeo Museum at Arese has donated a vast array of memorabilia and cars including a great video of a wild P2 race from the twenties of thirties.

The Alfes featured in the exhibit are:

◆ 1911 A.L.F.A. 24 HP

torpedo Castagna

◆ 1924 Gran Prix tipo P2

◆ 1925 tipo RLSS torpedo Castagna

◆ 1928 6C 1500 guida interna Touring

◆ 1930 6C 1750 GS spider sport Zagato

◆ 1931 6C 1750 GTC torpedo sport

Castagna

◆ 1933 6C 1900 berlina

◆ 1938 8C 2900B berlinetta Le Mans

Touring

◆ 1939 6C 2500 SS berlina

Touring

◆ 1941 Grand Prix prototipo 512

◆ 1949 6C 2500 SS coupé "Villa d'Este" Touring

◆ 1951 Grand Prix tipo 159

Anyone interested in attending the exhibit (if you just happen to be in Milan between now and December 30th) or obtaining the exhibit catalog can contact the Spazio Ansaldo, Via Bergognone 32; Via Stendahl MMG; Porta Genova Milano.



## Oh Come All Ye Faithful...

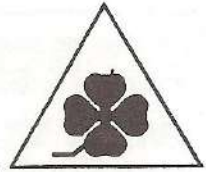
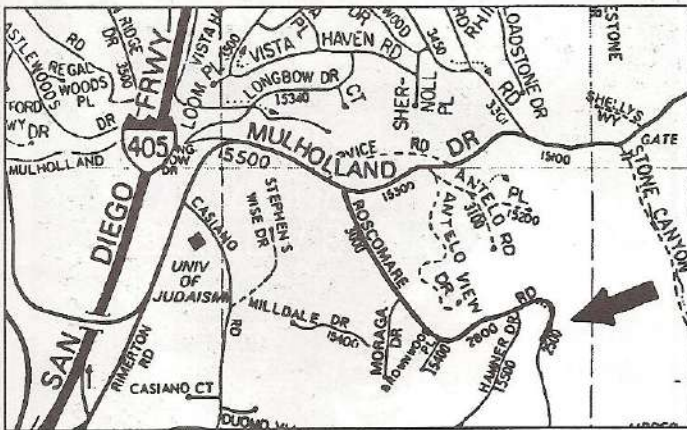
The annual AROSC Christmas party will be held on Saturday December 8th, 7:30 pm at the home of Charlie Thieriot. This event has always been a real nice way to finish off the year and a fine time is always had by all. There will be a big raffle as well as great edibles. Tradition requests that each of you also bring a canned good to be donated to the needy and homeless. B.Y.O.B. and please call Dan Ritter or Charlie's answering machines for RSVP just so they can estimate how much food to arrange. Charlie lives at 2500 Roscomare Rd. in upper Bel Air. It is right off Mulholland Dr. next to the 405 freeway. Alternately you may take Roscomare from Sunset Blvd. Check out the map. If you get lost, call (213)476-8812 and some party animal will talk you in! Since Mr. Thieriot is most gracious in lending his charming home for this event/ordeal we ask for volunteers to help him clean up afterwards.

RSVP

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Charlie Thieriot (213) 476-8812

Buon Natale!



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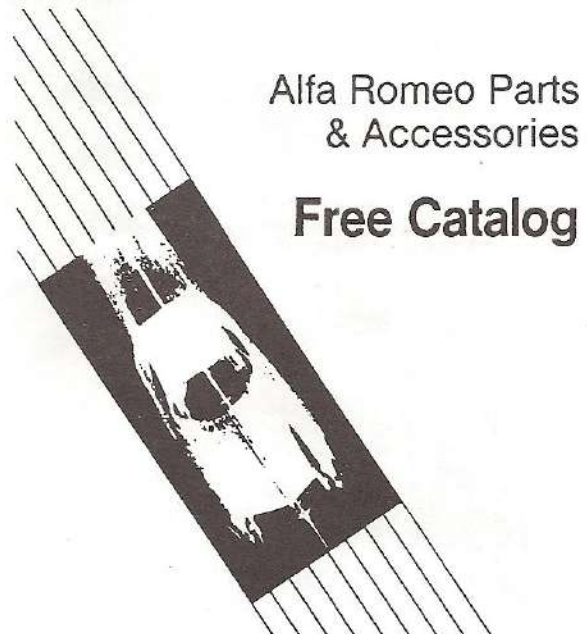
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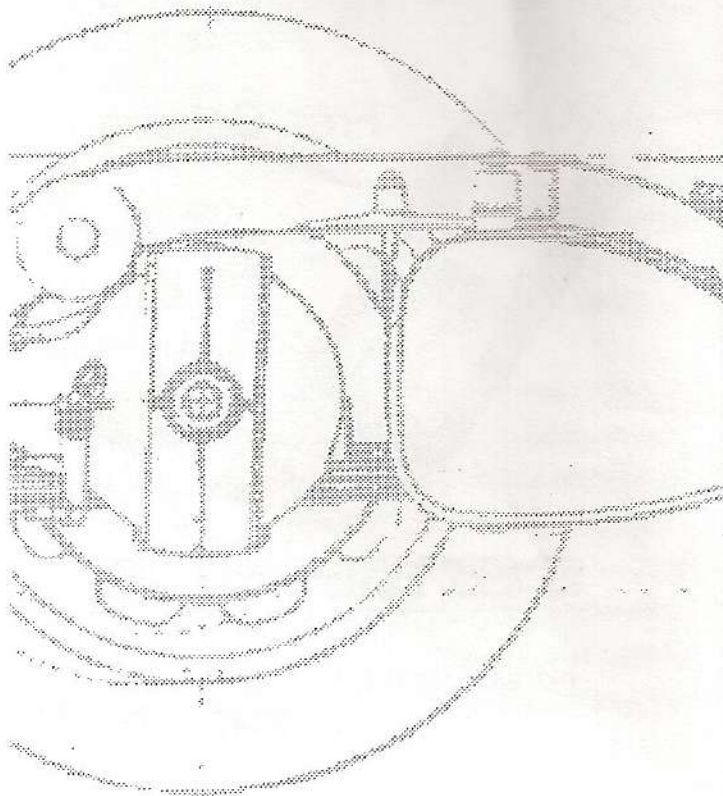
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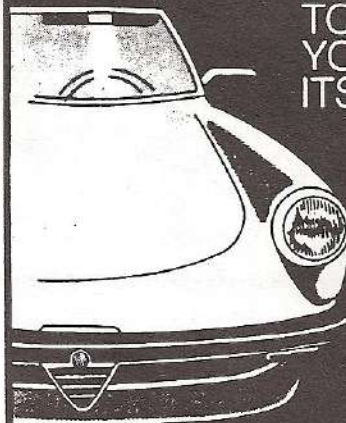
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**\*1973 Spider** New red paint, re-covered seats, new top, new tires and wheels, rebuilt motor and trans. Runs like a scolded cat. \$6,150. Call John at (213) 544-0286.

**1973 Spider** Many new parts. Very good condition. Asking \$5,500. Charles at (818) 957-2550.

**1974 Berlina** 1989 AROSC Time Trial Championship car. Set new lap record in Class F at every event. Won every event; usually beating all Class E cars and sometimes the D cars. 6,000 easy miles on new balanced and blueprinted Omega Motorsports motor. Trick F.I. pump, rebuilt gear box, differential and suspension. W&D springs, Bilsteins, Sparco seat. Call Rex Chalmers at (213) 836-3160.

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**1984 Spider** Silver, blue interior, 50K mi., all options. New cloth top, hard top, spare motor, pile of Alfa spares. Interior 8, exterior 9, mechanical 10. \$7,200. Robin (714) 626-7442.

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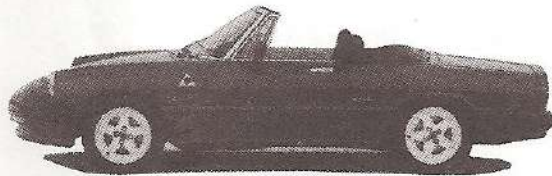
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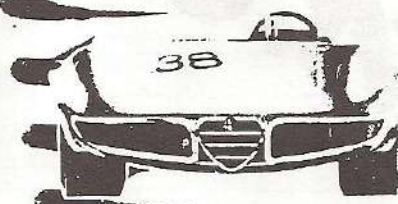
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B. Douglas Alfa Buyer's Guide c/o Europarts Connection  
B. Sarbacker Set of Old Alfa Prints

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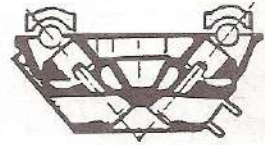
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