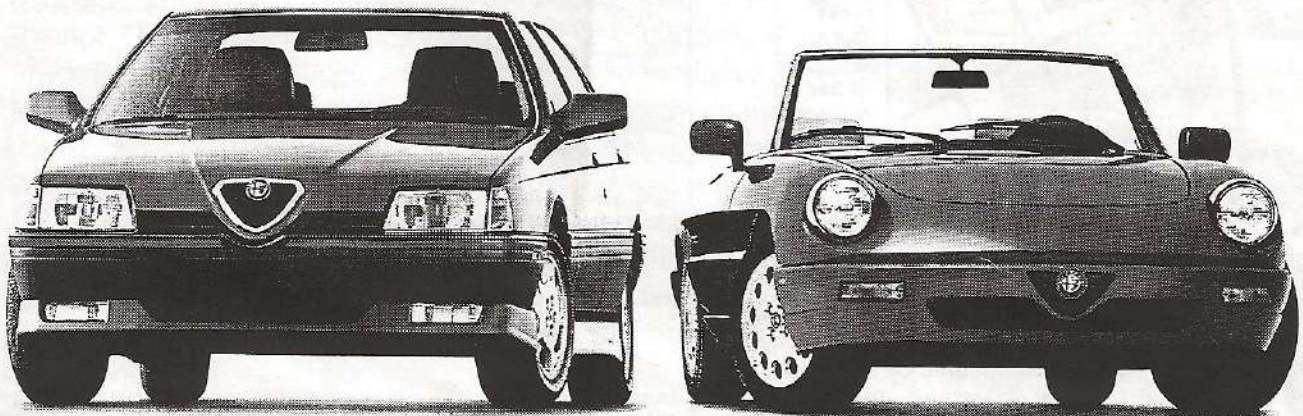


Alfacionada

The Journal of the Alfa Romeo Owners of Southern California

OCTOBER, 1993



Coming up:

Time Trial and Race: October 23, 24

General Meeting: October 29

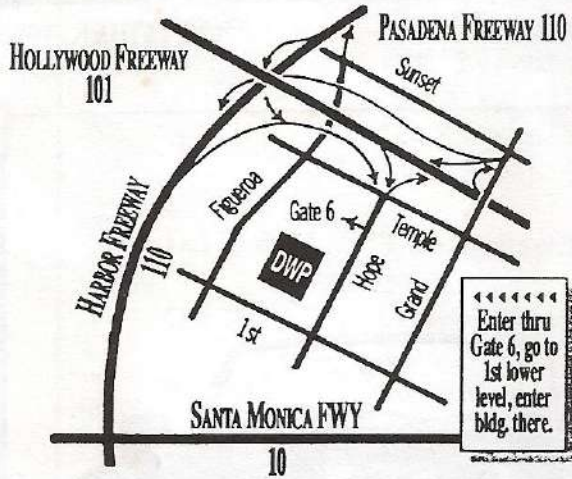
Swap Meet: November 14

Time Trial and Race: December 4, 5

Holiday Party: December 11

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 \$55 membership fee paid to AROSC, Inc. Meetings are held monthly on the LAST FRIDAY of the month at 8:00 PM at the Department of Water and Power Auditorium, located at 111 N. Hope Street in downtown Los Angeles, unless noted in the newsletter.



IMPORTANT DEADLINE:

Please send articles, letters, classified ads and photographs to the editor by the tenth of the month for publication in the next month's edition. **Photos and manuscripts cannot be returned unless accompanied by a self-addressed envelope with sufficient postage.** Black and white or color prints only; no slides except if submitted by professional photographers. Send SASE to editor for copy of editorial guidelines, hints, etc.

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.

MODIFICATIONS DISCLAIMER:

AROSC is not responsible for the safety or practicality of modifications performed by individual members and described in these pages. The Club suggests you check with your mechanic before modifying your car in any way.

CLUB MAILING ADDRESS:

P.O. Box 39554, Los Angeles, CA 90039-0554

EVENT ARTICLE DEADLINES:

November Classified	October 10
December Events	October 10
December Classified	November 10
January Events	November 10
January Classified	December 10

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Chas. Schwartz	Art Director

COMMERCIAL DISPLAY RATES:

	Half year	Full Year
1/8 Page	\$60	\$100
1/4 Page	\$120	\$200
1/2 Page	\$240	\$400

Cover illustration courtesy of Alfa Romeo.

EVENTS AND ACTIVITIES

Randall Híga

GENERAL MEETING,

October 29, 8:00 PM

Featured Speaker: Charlie Thieriot, "Tech Talk, Terrific Trivia, Time Trials and Trans Am Tribulations"

Los Angeles Department of Water and Power Auditorium, 111 Hope Street

Charlie Thieriot will be on hand to have an open-ended and free-wheeling discussion/Q&A on just about any topic you choose. Charlie has been involved with the club for many years and has been intimately involved with the Time Trial and Race program, has written numerous articles for the Alfacionada, has conducted tech sessions, and was a service manager for an Alfa Romeo dealership. He raced a GTA in the Trans Am series against the likes of John Morton in Pete Brock's 510 Datsun. Don't miss this one! Remember that we also have a terrific raffle and a buy/sell session for you to announce what you are selling or wanting to buy. Call Tina Van Curen at (213) 666-4500 for more information.

TIME TRIAL AND RACE, LAS VEGAS, October 23 & 24

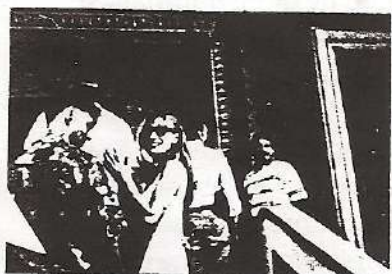
AROSC returns to Las Vegas for the second time this year. For those of you who missed it the first time, this track is a blast! The track is relatively short but ranks high in smiles per lap. If you've never been on a track and are the least bit curious, sign-up for the Introductory Class for a very fun-filled and extremely inexpensive weekend. You also can't overlook the big lights of The Strip and the lure of the shows, card tables, cheap food and 25 cent slots. On the other hand, just come out, sit in your favorite grandstand, and watch the excitement of AROSC time trials and racing. For more information, call Charlie Thieriot at (310) 476-8812 or Tracy Culp at (805) 250-0906.

SWAP MEET, November 14

It's that time to clean out the garage and profit from your efforts. Yessiree, AROSC will be hosting another one of its famous Swap Meets. The Swap Meet will be in the parking lot of Dino Crescentini's Auto Specialty at 19801 South Vermont in Torrance, between 190th Street and Del Amo (across from the Holiday Inn). Cost for vendors will be \$10 per stall, payable in cash to Jerry Lomas. There is no cost to browse or buy. The start time for the swap meet is 9:00 AM with things winding down at about 1:00 PM (or sooner). Come early for the best deals and to catch up with friends. For more information, call Jerry Lomas at (213) 734-5852.

TIME TRIALS AND RACES FOR 1994

Charlie Thieriot is still working the program for 1994. We do have Phoenix International Raceway CONFIRMED for February 12 and 13, 1994. Charlie is still working on events for Laguna Seca, Willow Springs and Las Vegas. Watch your Alfacionada for the schedule of other upcoming events!



3

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Text and photos by

Randall Higa

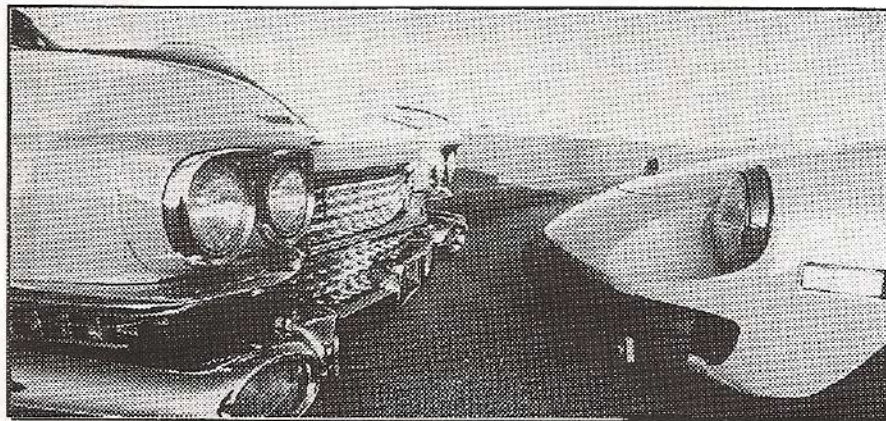
Last month, I had to do the unthinkable. I had to lend our beloved 1974 GTV to someone. Although it had just been serviced, there were still a few items that needed attention. To me, these items posed only a minor inconvenience. However, to someone who has not been exposed to (afflicted with?) Alfa Romeos, some of these items could be quite traumatic if they were used to Camrys, Accords, 626s and the like.

So, being the analytical person that I sometimes am, I decided to write a short list of instructions and cautions to address some of the currently outstanding quirks of the GTV. The list was meant to ease the person's mind when she drove the GTV and to prepare her for the awesome, if not "unique" experience of Alfa Romeo motoring. However, once I started the list, it started to get way out of hand and the results are as follows:

EXTREMELY BASIC OPERATING INSTRUCTIONS (Berlitz version):

1. If there are any problems with the car, call the mechanic, Stewart (Alfa Doc) at (714) 588-0500.

2. Do not give the car any throttle when starting (fuel



injected sub-species of Alfa).

3. From a stop (neutral), shift (partially or fully) into second gear before shifting into first. Otherwise, the transmission may talk to you in metallic grinding sounds.

4. Before shifting into reverse, shift into fourth gear. See above for consequences.

5. Engine has a tendency to ping (detonate) at near full-throttle when accelerating under load. When this is audible, either let off the throttle or smash it to the floor to stop the ping. If you don't hear pinging, the engine is happy. (The distributor is tired and senile and tends to randomly play with the advance curve).

6. If you fill the tank with gas, add some of the 104+ octane boost (about 3/4 can per fill-up; the tank holds about 12 gallons). Too much boost won't hurt the engine. The 104+ is in the trunk. Enter any pertinent information in the log book in the glove box.

7. The driver's side door has a different lock and key from the passenger door.

8. The car was recently serviced and was intended to be driven to Monterey.

9. The engine generally likes to be warmed up a bit. Easy on the throttle for the first few miles prior to passing other cars (see item 13 below)

10. Trunk release is on the driver's side rear vertical door sill.

11. Second gear synchro is not exceedingly sturdy; avoid downshifting into second at great rates of speed without double clutching.

12. If you need to add oil, use the Kendall in the trunk. It burns a fair amount.

13. Avoid revving the engine over 5,700 RPM (unless passing a Porsche; then go to 6,200)

14. Superior performance is achieved if you talk to the car. It helps if you avoid excessive swearing and demeaning language. It responds quite well to encouragement and praise. If you really need to swear at it in Italian, call any local Alfa Romeo

mechanic; they should have experience with this. Pat the top of the dash if the car does something extraordinarily well; it will make the car happy.

15. Do not park where someone would become distressed with oil on the ground. If this situation is unavoidable, liberally spread kitty litter (scented seems to be more effective) on the ground below the engine and transmission.

16. The car has been lowered (closer to European ride height). The engine has a very low sump. Be very careful when driving over speed bumps, dips, large boulders, mopeds, Porsches, etc.

17. The radio works, but not very well. It is in itself an anti-theft device. It does not tune anything to the right of KKGO so KROQ is off the dial.

18. If the tachometer needle does not move, lightly tap the left side of the gauge with your middle left finger. However, the engine makes enough noise so the tach is generally unnecessary except when observing the precautions specified under item 13 above.

19. Rear window defogger is inoperative. Use a squeegee or paper towels if demisting is required. Better yet, park under an overhang.

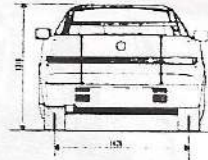
20. Exterior door handles require a fair amount of upward oomph. Do not call the Auto Club for assistance until you try pulling on the door handle with both hands.

21. Avoid valet parking unless all the attendants read and sign a copy of these instructions.

22. If anyone asks, the car is (mostly) "Le Mans Blue" and was a factory color in 1974.

23. Wave to all other Alfa Romeo drivers, lest they think you to be anti-social. Note that most modern Spider drivers (Bosch injected) and 164 drivers don't realize why you're waving since they wouldn't know a GTV from a Studebaker.

24. Don't panic and have fun!



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6 REPORT FROM THE FIELD

Text and photos by

Sí Robín

Since there are no excuses for missing an Alfa event, I again have my 1993 scheduled loused up because of having to work.

But when in Paris (France), do as the Alfa members do, stop by your local Alfa dealer. I did just that and took these pictures of the best Alfa race mechanic next

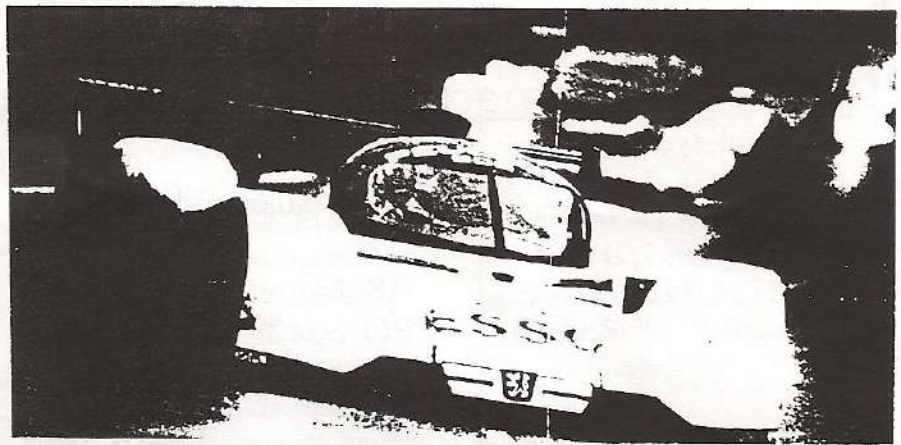
to Rex Chalmers. Luigi sends his regards to everyone and hopes some day to drive "The great American Race Track at Willow Springs."



In between trying to sell some parts at the Paris Air Show to the French and Russians, I managed to find time to take in the "24 hours of Le Mans" to watch the Peugeot take 1-2-3 with Geoff Brabham taking the checkered flag. This year the track was slowed down a bit from 220 Mph to 210 Mph because of two "joggs" on the Mulsanne straight from Maison Rouge (Red House) to the town of Mulsanne, a distance of approximately two miles. This run is actually on a freeway which is obviously closed and fitted with Armco barriers and tires in critical places.

The course is 13 Km or about 8 miles around on mostly country roads except for the area within the airport which is where the pits and grand stands are. The fast cars were FAST but a very competitive performance was given by the Porsches. I am always impressed at the winners performance. A few years ago, I drove the track the day after the race in an "Italian" car and was only 75 Mph slower than the winner Jaguar.

The following are some statistics of the event. The winner covered nearly 4,000 miles, used 10 sets of tires at \$2,000 a set, burnt up about 1,000 gallons of fuel putting out 500



plus horsepower, and wearing out a \$60,000 engine. Oh, yes, there were three spare engines for each of the three cars for practice in case of emergency.

After all this, the Alfa Club events are a lot more fun with super people who race on a budget. Again, I had to go to Boeing in Seattle on business so I flew up and Jeff (Robin) trailed the Alfa Spider and a Formula Ford Titan up to the SOVREN Historics for the 4th of July event. As usual, it rained and driving in the rain was an experience I intend to pass up from now on. We had a good time of which my group had 40 cars ranging from Lotus 23s to Alfas of all types while the Formula Ford had a spirited group while Jeff took a third in F.F. The track location in the woods was as nice as you could

want if the sun would only come out.

Representing the "Alfa Romeo" vintage cars, I will be running the Monterey Historics at Laguna Seca on August 21 flying the AROSC flag. Again Jeff is the "pit crew."



"A car has no business being so desirable..."

Alfa Romeo Owners of Southern California
Membership Application

Dues for 12 months to AROC and National (AROC): \$55
 Current AROC member with no chapter affiliation: \$12
 Member of another chapter wishing to add affiliation: \$22
 Make checks payable to AROSC
 New Member Renewal

Name: _____
 AROC Member No: _____
 Street: _____
 City: _____ State: _____ Zip: _____
 Home phone: () _____
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Mail to:
 Kristin Gurney, AROSC Membership Chairman
 713 Gladys Avenue, Studio D
 Los Angeles, CA 90021

**Road and Track on Alfa Romeo, March 1958*



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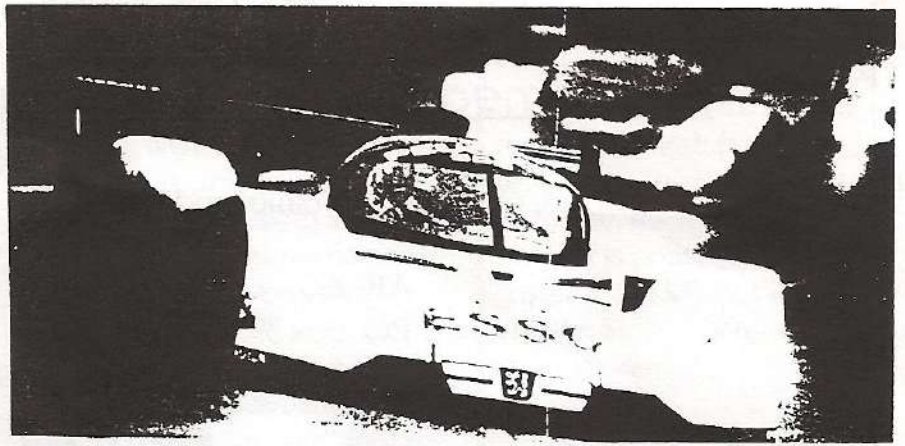
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New Member Renewal

**Road and Track on Alfa Romeo, March 1958*

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AROC Member No: _____

Street: _____

City: _____ State: _____ Zip: _____

Home phone: () _____

Work phone: () _____

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713 Gladys Avenue, Studio D
Los Angeles, CA 90021

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Text and Photos by

Al Allen

As part of an ongoing series of restoration articles on inoperative Alfas (see: BAPTISM BY FIRE! in past and future issues of *Alfacionada*), I recently purchased a "rolling laboratory" expressly to write an account of its revival. It is, remarkably, a short and happy story.

While attending a non-club social gathering at party-animal Charlie Thieriot's home recently, another club member (are club members invading your "personal" life too...that's A.R.O.S.C.!), Skip Farnsworth, was loudly lamenting the presence of "this Alfetta in my backyard" and how he wished someone would come and take it off his hands.

Pat Braden and myself love Alfettas for the sophisticated design, superb road holding and

incredible value in the marketplace they offer. I was dangerously intrigued. The Alfetta series cars, right up to the Milano, have two weaknesses: driveline couplings ("donuts") and rear brakes. Both are expected ailments and a pain in time and money to rectify.

Visions of engine rebuilding, clutch replacement, brakes and of course "donuts" (not the dunking kind!) flashed through my mind as I voiced those two expensive words, "How much?" An unexpected, "Make me an offer!" came back. Hmmm, a sporting man I thought. The key to a happy Alfetta transaction is a very low purchase price. Not having seen the car and knowing that "it's got an oil leak and was running when we drove it a year ago..." and "it's making a rattling noise from the clutch housing, probably the bearings..." I immediately assessed in my internal Alfetta computer the sad probabilities and pegged its maximum market value between \$100.00 and \$500.00: IF IT STARTED! A non-runner is a whole different ball game! Oh, and "it's an automatic we converted over to a 5 speed..."

Now the mind boggles at the amount of work this entails! When the 3-speed automatic ZF transmission (same as the BMW 320i, by the way...) needed rebuilding, Skip decided it was less expensive (!!) to convert it over to a manual. All I can say is with lots of free labor and a very cheap parts car with serviceable parts, it is, I feel, a very labor intensive operation. Like triple bypass heart surgery!

In the spirit of James Bond, I ventured further into dangers' path: "Okay, \$300.00" sight unseen. New shift pattern unknown. Rust: "I'm not gonna lie to you, the front of the sunroof is pretty rusty". The reply: "For \$300.00, I'll even give you the \$150.00 Sony stereo I put in a year ago".

My heart sank. I thought, the booby prize, a new radio, for the trouble of yet another Alfa & "spares". Maybe I should buy my Alfas by the pound, sight unseen, subtract the original weight new of the car from the current weight to determine what's fallen off or in the trunk, then offer the prevailing cost of peanuts per pound. I'm not kidding!

It was a Saturday night, so I arranged to see the car the next morning. Was never so surprised in all my life! I walked up to an incredibly straight and clean 1979 Alfa Romeo Sport Sedan, Bianco Capodimonte with burgundy interior, with new tires, original paint that was shiny, no parking lot dings and a new windshield! Inside were two genuine sheepskins on the dry seat faces of the all-leather (except dash & headliner...) interior. A lower rocker side moulding was off the car, but in the back seat. In the trunk, all carpets were in perfect order as well as an original spare & jack. In the engine compartment the first thing I noticed was the Alfamatic's self-leveling rear suspension had been retained and was hooked up (!), the A/C belt in common with it, in place.

Oil was everywhere. But it was complete underhood, down to the year-old Die Hard that was on the charger. A new Ansa hi-performance tailpipe, the mention of new donuts and the big prize, the factory owner's manual supplement for the Alfamatic! I have an Alfamatic but had never seen this publication. Many questions were answered!

At this point I was thrilled: so what if it didn't start! The car was nicer in originality (it looked like a well-maintained one-owner car) than my current Alfa Sports Sedan Automatic. I decided if it needed an engine I'd put a fresh one in this body. It deserved it. The rust? Three spots: bubbles at the base of the windshield behind a wiper hole; edge of sunroof (mostly surface rust); perforation at one rear rocker sill at the very back of the car (easily repaired).

The odometer read 95,097 miles, original. I knew the head had been off. It had a Shankle Sure-Start on it and the condition of the injection pump was unknown to me. Attempts at starting for the first time in a year with the battery on the charger were unsuccessful. But it sounded like it wanted to start. Skip said he was sure it would start and I could drive it home (!) from Anaheim to Los Angeles. If it didn't, he offered to rescue me with his trailer & truck or he would deliver it! Is A.R.O.S.C. and its membership great or what?

I agreed to buy the car and pick it up later as I had no parking spot for it. Shortly after

I left, Skip got it started! Oh, and the car came with its original transmission, propeller shaft, driveshafts, etc. and numerous spare tires, parts & wheels! Even two new GTV-6 grille badges!

About 3 weeks later I returned packing for trouble. I was fully armed: full tool kit and manuals; hydraulic jack; all fluids; jumper cables; electrical test equipment, connectors and wire assortment; fuses and relays; "Fix-A-Flat"; spark plugs; fender cover; crazed friend with chase vehicle; coveralls; and most importantly, waterless hand cleaner and rags! I call this my "Alfetta Revival Package" and so should you. Then again, I was about to drive an unknown oil-leaking, rattling Alfetta 23 miles in rush hour traffic on the Santa Ana Freeway. If it started, anything could happen...

The Sport Sedan shuddered to life and died. Started and died. Started. I let it run listening to what sounded like big steel parts (ball bearings?) bouncing

around inside the clutch housing. Crunchy! The gauges all worked and oil pressure was on the low side. Fluids were OK. It stalled several times as I backed it out, loaded to bear with spares in the trunk and tires & wheels inside. Then I realized the A/C was on! And working really well! And the self-leveling rear suspension was working under its weighty trunkload!

Skip was worried about the tank filter. In a pinch I knew from road trip experience (middle of Arizona at midnight, no revs over 1200, no place to go...bypass filter with hose, running on main filter only, until Glendale and Ricambi, at 80+ m.p.h. again!) I could bypass that. But would it shift?

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I took a little test ride around the block to check brakes, clutch, gearbox and was surprised to find it the most perfect shifting Alfetta series car I've ever driven, with a flawless 2nd gear synchromesh! Now I was stunned! I knew unless the engine blew-up we would make it to Los Angeles. But what about overheating? Stop & go traffic and that clutch noise?

Off we went with the security of knowing a trailer was only a phone call away... Once we got to the freeway I found that 3500 rpm seemed to be the limit in the high end and 4th gear was as high as I could go due to traffic & torque delivery. It seemed to be firing on only 3 cylinders. I turned the excellent radio on and motored on serenely through traffic, no overheating, just noisy driveline and oil pressure maxed out, at 22-27 P.S.I. I noticed my crazed friend in the chase vehicle making motions that some smoke was spewing forth on shifts up or down. We arrived in Los Angeles without incident.

The plan was to see just how far you could go and what you could do in a \$300.00 Alfetta making as few changes as possible! So that if you're reading this and without an Alfa (you deprived soul!), for \$435.00 (D.M.V. registration, etc, \$135.00) you could be Nuvolari!

I started with the oil leak: warmed up the engine, drained the oil, new drain plug copper washer, torque to 62 ft. lbs. (actually for ease of memory, I use 65 ft. lbs., same as the wheel

lug nuts...), remove oil filter. What's this? A Purolator brand oil filter. On tight as can be, but leaking oil at the base gasket! Inspection reveals poor design in this area: the metal base of the filter had contacted the engine mounting boss and the rubber sealing ring had fatigued and "rolled" over the edge. I use Fram PH3963 Extra Guard (fits Alfas & Toyota) filters on all my Alfas because they (and U.F.I. filters) fit without interfering with the alternator body, thereby hindering adjustment. The old style Fram PH7 will not fit Alfas with A/C.

This change of oil filter cured the big oil leak and oil pressure shot up to 55 P.S.I., where it should be! I also changed the spark plugs to my favorite street plugs, Bosch Platinums, and took it for a test drive. No oil leaks, but still running on 3 cylinders, unable to rev over 3500-4000 R.P.M.

Changed the tank filter, retorqued the cylinder head, cold to the now recommended 65 ft. lbs., put the original NGKBP6ES plugs back in and prego! She's a running on all 4 cylinders now! Maybe the head wasn't retorqued after reinstallation at the 500 mile mark. Maybe the tank filter was clogged restricting fuel delivery at higher R.P.M.s. Whatever, it runs great now. Cruises happily at 80 mph all day. Goes right to redline! It's burning a little olio, but wouldn't you after 13 years?

And now my favorite part of the story. I know the cam cover gasket is weeping. It can wait. And the clutch slave

cylinder is leaking. It can wait. And this awful "ball bearing" (big ones!) rattling-in-my-clutch noise is there under load and at idle. But it's not the driveshaft couplings (I've inspected them...) so it too can wait. But there's a rally on Friday night and the reputation of the good name of Alfa Romeo, not to mention of \$300.00 cars everywhere is at stake, at it will not wait. We aim to win. But there's one small problem: we've never done a rally. So it will be the ultimate gamble, an untested and rattling, but seemingly mechanically sound, revived sleeping elephant (hey, we're talking the Alfamatic's soft stock suspension with self-leveling here!) and novice driver (of heroic character of course: the speed of Nuvolari, the will of Fangio, you get the picture...) versus the world. It's win or we blow it up! Engines (and transmissions) are supposed to be rebuilt, right? Or they wouldn't give you instructions!

Enter the secret weapon. While the car and its driver (me!) and passenger, "partner-in-lunatic-ventures-involving-things-Italian-that-go-fast", A.R.O.S.C. Membership Director, Kristin D. Gurney, were new to the game, our navigator was a ringer, Jay Negrin, A.R.O.S.C. member, Cagiva rider and Beretta driver, is an ace rally guy. Jay's a member of the Santa Monica Sports Car Club, a fringe group of rallyisti, who on the first Friday of each month host a S.C.C.A. sanctioned rally, at street legal speeds on public roads. Jay would be our navigator. He would interpret the rally

instructions, call for readings off the odometer and speedo, clock our progress by watch & stopwatch and make calculations using pen & paper! No calculators, for we were in the "S.O.P." class. Yes, we were to be literally flying by the "Seat Of our Pants"! How apt!

Rally prep involved washing the car (for image), cleaning the windows inside and out (thanks, "crystal clean", Kristin) and stocking up on Snickers (my "official" sponsor: don't leave for the unknown without them!) and canned beverages. Oh, and new flashlight batteries.

Arriving at the scene at the start, we smelled gas, strongly, a bit much for an over-rich condition. Two minutes before the start I discovered a leaking fuel hose about three inches long between the main fuel filter and the injection pump inlet! I had left all tools at home on purpose as the was the "ultimate gamble."

Quickly I decided it wasn't much of fire risk and I wouldn't run out of fuel unless it broke apart; we would run spewing fuel vapor (benzina!) in our wake as the badge of Italy! That or spewing flames for better "night vision!"

The opening of the rally gives you the opportunity to check the accuracy of your speedometer and odometer, exactly. These rally guys are into this accuracy thing big time: there were two vehicles in the expert class with computers that cost \$1,000.00 each. Hell, we

could have brought two more cars with us for the attempt on that budget!

People complain about Alfa instruments, especially the Veglia make. Alfettaisti take heart: our speedo and odometer were off only 1% or 5 mph on a car with 195/70 HRIY tires, after 95,000+ miles! Case forever closed.

This was a navigational (time/speed/distance) rally, the object of which is to follow the rally course at the assigned legal speeds and to arrive at each checkpoint on time, neither early nor late. Your score is based on how early or late you arrive at each checkpoint.

During the course of this exciting event in the dark at one of the checkpoints, a worker was heard to exclaim "I smell gas." To which a fellow worker replied, "It's an Italian car. It's supposed to smell like gas!" Hey, eat our "vapori benzina" and dust!

Often the soft suspension had the sports sedan practically on its door handles while cornering "exuberantly" at legal speeds. This means if the speed limit is 55 mph and the corner says 25 mph, it is completely within the spirit of the rally and the Alfa to corner at 55! so we did!

At the end of the rally, thanks to our \$300.00 Alfetta, the rally ace Jay in the passenger seat, extra-set-of-eyes Kristin in the back seat an the ever-humble "ghost of Nuvolari" at the helm,

we took first place in our class, besting 15 other non-Italian cars (hah!), and came in third overall, beat only by, guess who, those two vehicles with the \$1,000 computers! Our error in points: 70. The next finisher was 500 points+!

So rallying was a real kick! The victory and trophy (1st place S.O.P.!) even sweeter considering this Alfetta had been collecting dust in a backyard in Anaheim.

They are out there! Rescue and revive them! You too can wave the flag of victory from the window of a formerly fallen Alfa. Even if it is, "mountaintop white"!

P.S. In the future, we fix the "rattling noise"!



Classified

Ads

1974 GTV. Original paint/body, Le Mans Blue/pigskin, excellent condition, new motor, modified Wes Ingram fuel injection and intake butterflies, Marelli Plex, Ansa exhaust, new upholstery, completely rebuilt race suspension, new tires, many, many new parts, price is negotiable. Jerry. (213) 734-5852. Oct93.

1987 Quadrifoglio. Shankle cams and headers. Adjustable upper control arms, high output voltage regulator. Shop manual, other goodies. No hard top. 33,000. Will sell to Alfa enthusiast for \$6,500. Dr. B. G. Stewart. (805) 325-7229. Oct93.

1981 GTV6. Red with black leather, 68k miles, original owner, always garaged, excellent condition, premium pull-out stereo/CD changer alarm, car cover. \$3,000/OBO. Greg. (714) 786-9456. Oct93.

1991 164S. Black/tan leather, every option, polished Momo 16" wheels with new Yokos, still under warranty. \$20,000. (310) 657-8512. Oct93.

1989 3.0 Milano. Recaros, original owner, black, 24,000 miles, very nice. \$10,500. (310) 657-8512. Oct93.

1974 GTV. Restored, painted Ferrari Red, stripped to bare metal, electric sunroof, interior completely redone to factory original: seats, rugs, headliner, door panels, trunkliner and dash recovered. New motor mounts, door & trunk seals, shift and gas filler boots, exhaust, windshield, brake calipers, engine seals, head gasket, many other parts too numerous to list. \$8,000. Call Jay Levey. Home: (818) 222-4740 or Office: (818) 586-7680. Oct93.

1987 Spider Veloce. Midnight blue metallic, pristine condition, under 20,000 miles, xtras, Clarion removable 4 speaker stereo, roll bar, headers, tonneau, Daytona wheels. \$10,000. Joe Niederst. (805) 642-4272 (eve), (805) 982-7027. Oct93.

1966 Giulia GTA. Right hand drive, held speed record at Bonneville (131.96 mph in 1970), very original, Autodelta suspension. Straight but needs restoration, California car, engine apart but can assemble. Charlie Thieriot. (310) 476-8812. Aug93.

1975 1600 Junior Spyder (Rare). Call for details and condition between day hours Pacific Time, 10:30 AM to 4:00 PM (310) 377-5487 or evenings, (310) 530-6879. \$4,500. Al Gebhard. Aug93.

1978 Spider. Red/black, full leather interior, Quadrifoglio seats, red Wilton wool carpeting, professionally rebuilt engine, Sperry big valve head with Sperry cams, '74 exhaust manifold, Stayfast top, 7"x15" Panasports (plus set of original "Turbina" mags), Yokohama 008s (needs new ones), Ward and Deane suspension, everything is in excellent, as new condition, no dings, no oil leaks! Covered headlights, see to appreciate. \$8,500. Gene. (909) 625-6509 (work) or (909) 625-2876 (home). Aug93.

1971 GTV. Plum/tan, straight body, good interior, average paint, (car was originally dark green), all else is original, nothing missing, original 1750 engine runs very well, great driver as-is or fine restoration car. \$3,500 firm. For this price I will include a new factory center console shroud and an impossible to find new factory dash. (It really is new. Unfortunately, it has one small scratch, but is otherwise perfect). I will not sell this separately! Also includes new, in the box, taillight assemblies, front turn signal assemblies and cloisonne rear quarter panel badges. Also other misc. parts and manuals. Gene. (909) 625-6509 (work) or (909) 625-2876 (home). Aug93.

1974 GTV. 3K miles on rebuilt engine and trans, electr. sunroof, plum/beige, alloys, rebuilt injection

pump, solid mechanical, straight body, \$6500. Ken. (310) 822-5044 home, (310) 814-2712 work. Los Angeles area. Aug93.

1962 Giulia Sprint (101). Good to very good condition, original car, never restored, 1,000 miles on rebuilt engine, trans and master cylinder, needs a good home, after 25 year ownership. \$7,500 obo. Bob. (310) 596-8221. Aug93.

1973 GTV 2000. Original owner, beautiful inside and out, drives like a dream, carefully serviced with the same mechanic for 18 years, all records, very low mileage, piper yellow (original color) with black interior. \$8,000 obo. Call Holly at (818) 981-5496. Aug93.

1969 Duetto Spider. White, no rust, one owner CA car, runs perfectly, spotless! (310) 391-0411. Jul93.

1977 Spider. Silver/tan, super nice throughout, zero miles on rebuilt engine, x-tras! (310) 391-0411. Jul93

1974 GTV. Pine green/black, GTA alloys w/Yokos, Ward & Deane springs, bars, Konis, 25K on motor w/Webers, cams, etc. Was a club car years ago, could be again. \$4,900. (310) 391-0411. Jul93.

1974 GTV. Silver/tan, A/C alloys, clean throughout, just serviced. \$3,900. (310) 391-0411. Jul93.

1974 GTV 2000. Beige/black, new suspension with Shankle sway bars and springs, Spax adjustable shocks, 14" Campagnolos with 2 sets of fresh BFG Comp TA4R-1s, new interior with GTV6 seats, carpet and dash, great street or time trial car. \$4,500 obo. Bill Peltola. (805) 254-2222. Jul93

1984 GTV6. Red/black, straight body, never hit, runs strong and fast. \$3,500 obo. Ian. (714) 455-0472 days, (714) 455-587-1891 eves. Jul93.

1962 Tipo 102 Spyder. Blue/black, very complete collectable cast iron 2000, runs and drives, good

13

condition. \$10,000 obo. Jan. (714) 455-0472 days, (714) 455-587-1891 eves. Jul93.

1974 GTV. New paint, no rust, never wrecked, Shankle suspension, Marelli plex, mags and Pirelli tires. \$5,700 obo. (619) 747-6853. Jul93.

1974 GTV. Red/black, must see to appreciate. Call for more information or photos. \$8,500 obo. Ask for Sergio. (805) 527-8125. Leave Message. Jul93

Parts For Sale: 3.0 Engine, 1989, 15,000 miles, \$3,000. 4.10 transaxle, 1986, low milage, \$1,000. 2.5 engine, 1986, test drive in car, runs perfectly, low milage, \$1,500. Jim. (310) 657-8512. Oct93.

Two Liter Engine. Omega Motorsports (Rex Chalmers) built, big valve Stage 5 Sperry head, balanced and blueprinted, "nest of snakes" custom headers, available with either Dell'orto carbs or Spica FI, new but has been sitting for a couple of years, 10:1 comp, great for time trials, street or vintage. \$3,000. Gene. (909) 625-6509 (work) or (909) 625-2876 (home). Aug93.

1985 Engine from Spider 2000. No fuel injection pump, only 19,000 miles. Gerry Willburn. (310) 5517 (day). (714) 828-3127 (eve). Aug93

1986 GTV6. Will trade my excellent tan leather interior for your excellent black leather interior. David. (310) 201-6563. Jul93.

European cams for 1750/2000. These are the desirable 10548 cams with the 10.1 mm lift and long duration, ideal upgrade for Spica injection or with Weber conversion. \$225. Weber intake manifold with linkage and support strut. \$125. Oil pan. \$50. Michael. (805) 967-8826. Jul93.

1987 Spider Veloce. Parting out, 53k miles, excellent engine, transmission, rear axle, body and interior parts available. Gerry. Phone or fax: (818) 997-7051. Jul93.

AROSC DRIVERS HANDBOOK. Only \$12.50 incl. S&H. The "How To" book on the So. Cal chapter's Time Trial Program. Includes great driving tips and useful track diagrams. Call or write JOHN GREEN, 14435 Valerio, #6, Van Nuys, CA 91405, (818) 994-2318.

CAMERA -CHEAP! New Olympus cameras with warranty. Infinity Jr. \$80, IS-1 \$360, Panorama 220 & Twin also available. Also VHS video cameras, \$325 (used-OK), VCR's from \$100 (used OK). Charlie Thieriot (310) 476-8812. Jun93.

Wanted Parts: 4.10 limited slip transaxle off Platinum Milano, also want a European front bumper for 1981-86 GTV6. Jim. (310) 657-8512. Oct93.

Wanted. Front bumper for Giulia Super, fair to good condition. Sergio (805) 527-8125. Leave message. Jul93

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sense of accomplishment. Good lunches and company. Call Tina (213) 666-4500 or Glenna (619) 728-4875.

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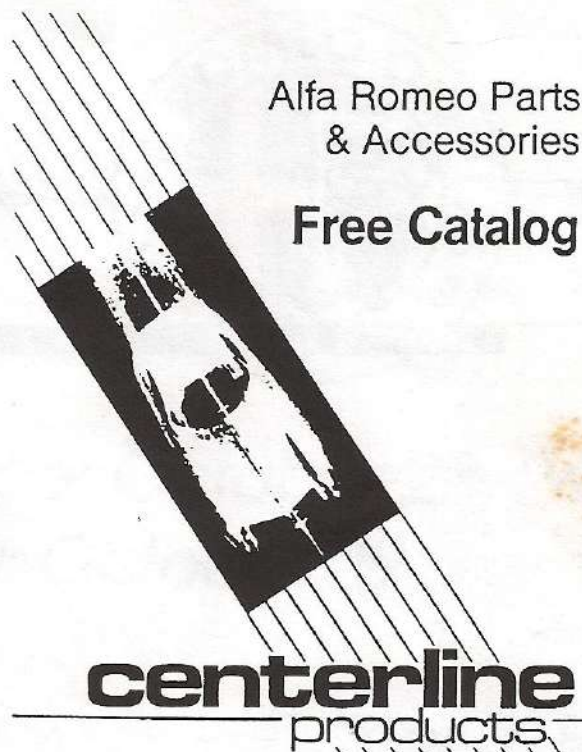
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CALENDAR

- Oct 29 General Meeting
8:00 PM Featured Speaker: Charlie Thieriot, "Tech Talk, Terrific Trivia, Time Trials and Trans Am Tribulations"
Los Angeles Department of Water and Power Auditorium, 111 Hope Street
- Oct 23 & 24 Time Trials & Race — Las Vegas
- Oct 29 General Meeting
- Nov 14 Swap Meet
Auto Specialty, 19801 South Vermont, Torrance
- Dec 4 & 5 Time Trials & Race — Willow Springs Raceway
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