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A PUBLICATION OF THE ALFA ROMEO OWNERS CLUB OF SOUTHERN CALIFORNIA

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New Meeting Location Details On Inside Cover

FEATURING THE COLUMNS "TO BE ANNOUNCED" BY JAY NEGRIN, "PASSING THOUGHTS" BY PAT BRADEN LOCAL AND INTERNATIONAL COMPETITION NEWS BY STU SCHALLER, ALFOONERY, TECHNICAL, THE CLASSIFIEDS, AND MUCH, MUCH MORE.....

the inside cover

general information

The ALFACIONADA is the monthly publication of the Alfa Romeo Owners Club of Southern California, a regional chapter of the Alfa Romeo Owners Club, Inc., a non-profit organization of Alfa Romeo enthusiasts. Publication is monthly and included as part of the membership fee paid to AROSC, Inc. General meetings are held on a monthly basis, in the Los Angeles area. General inquiries should be sent to AROSC, P. O. Box 3621, Granada Hills, CA 91394. Membership information can be found on page within the newsletter.

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general meeting location

General Meetings are held the last Friday of every month at the Veterans' Memorial Park, in Culver City. The Park is located on the southwest corner of Culver Blvd and Overland Ave, about a mile or so from the 405 and the 10 freeways. There are offramps from both the San Diego Fwy (I405) and the Santa Monica Fwy (110) respectively, for each those streets. Parking is available. Meetings start at 8:00, finish at 10:00.

For additional information, call Jay Negrin at 818-894-3549.

newsletter information

Correspondence regarding the ALFACIONADA should be sent to AROSC, P. O. Box 3621, Granada Hills, CA 91394.

Articles, photos, events, and classifieds submissions must be received by the end of the month prior to publication. Please include a SASE for the return of any submitted material.

Classified advertisements are free to members and \$10 for non-members. Commercial advertising rates are as follows:

Size	Half Year	Full Year
1/8 page	\$ 60	\$100
1/4 page	\$120	\$200
1/2 page	\$240	\$400
Full page	\$480	\$600

the disclaimer

AROSC is not responsible for the safety or practicality of modifications performed by individual members and described in these pages. We suggest you consult a knowledgeable mechanic before modifying your automobile.

to be announced
Jay Negrin

Concours

Hello out there. This is that crazy bearded guy in the driver's seat of the Alfetta coupe, again. May was a very busy month. We had a swap meet, the annual spring cleaning affair. This time it was held at AR Ricambi's in Glendale. I heard mostly positive comments on the event, which is good. More of my comments and observations on the swap meet can be read elsewhere in the issue. Sorry if you missed this one, but you can wait for November for our fall edition of spring cleaning. Only a week before the swap meet, Dan Ritter conducted our first ~~swap meet~~ swap meet of the year, held in conjunction with the Pomona spectator event. More on both of these, also elsewhere in the issue.

Two days before the swap meet, there was the scheduled monthly meeting, to be held at Glendale Federal Savings, in downtown Glendale. There was a bit of confusion about the exact date of that meeting (sorry). To avoid further confusion regarding the timing of the monthly meetings, we are going to break one promise and make another at the same time. The broken promise is the one of meeting at Glendale Federal Savings, in beautiful downtown Glendale. Our new promise to you is a new meeting place, but keeping the old time. The last Friday of the month is an easy one for many of you to remember, and we are going to stick to that schedule. It meant that we had to find a new place which would meet all the other criteria we had stipulated. A major point was that the location had to be more central. Is Culver City more central? About a mile or so from the San Diego or the Santa Monica Freeways. By the time you read this there should also have been a separate post card mailed to you specifying the date and address of the June, July, etc. meetings.

I am looking forward to a small breathing space in out otherwise crowded schedule of events. But it will be small, as the national convention is coming to a state near you, in the middle of June. I have had comments from many friends about the wisdom of going to Phoenix in the middle of summer. "Can you tell the difference between 100 x and 115x," one friend asks. Another tells me that the "dry heat" thing is a lot of (pardon) hot air. I'll figure it out, if and when I get there, and report back after the seizures subside. Seriously, there should be a lot of good stuff and important information available at the board meeting. I'll have the chance to meet many of the people who have been just so much black ink on the mast head of the Alfa Owner. I'll also have the chance to confront some of those who may have heard many nasty rumors that we out on the left coast are a different breed. Sorry, but I am not going to cut off my arm just to show anyone that I bleed 30 weight, instead of ATF. This will have to be done with words, and feelings conveyed via open channels of communication. All parties will have to open minded and honest for this to succeed, to demonstrate that dissent does not mean dishonor.

What I have heard, via the grape vine, is that there are those at the national level, who are Luddites in disguise. The tenor of conversation, as well as articles appearing in the Owner, indicates that there is a feeling of living a world where all is well. My feeling is that anyone wearing rose colored glasses should have taken them off years ago. Alfa/FIAT has left the American market, and at that only after several years of very low sales. Things are not as they were, and normal is not a word which should be applied to our situation, in any way, shape or form. If a passive approach to managing the club is taken, times will march past us, and we will deserve what ever the future dishes out to us. We must be aggressive, take advantage of what new technologies are out there so we can provide information to those who need it the most.

Unfortunately, those who need the information the most are those who probably don't know we are here, much less how to obtain the holy grail of Alfa wisdom. That is the reason why it the responsibility of each one of us, not just the members of the board, not just the newsletter personnel, but each and every member of the club, to go out, to find those people who don't know we are here, and recruit them to join our ranks. The original bond between all of us may be the marque itself, but the camaraderie that develops after participating in club events is what keeps us together.

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THE CHANGING FACE OF TIME

No, this isn't about the aging process that affects us all. That type of article would appear in another journal. And, no this isn't about the ravages of Mother Nature against our dearly beloved rolling bits of Italian sculpture. That could, and probably has, filled many chapters in various media. No, this is about the changes that have affected this club this year. Specifically, it is in regard to the many changes we have had looking for a suitable location for our monthly meetings.

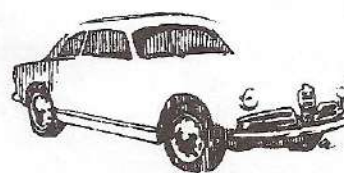
Last month I mentioned that we had found a location in Glendale, at the Glendale Federal Savings. We had booked a room there for Friday evenings. And a nice room it was, too. It was too bad that the Fridays booked weren't always the last Friday of the month, when most of the membership expected the meetings. May's meeting had the problem compounded by publishing the incorrect date in the newsletter. (Many more apologies for that slip-up!!) Also, several of us on the board had heard negative comments regarding Glendale as a meeting location. Not that Glendale is a bad place, it's just that it is hardly centrally located to the core of our membership.

Informal surveys have placed most of our members in the 310 area code. That, if you are not aware, is the "west side", including the West LA, the South Bay, and Long Beach. We had been looking for some accomodation near the confluence of the San Diego and Santa Monica freeways. Until recently, nothing had been found that met our standards. Then, all of the work paid off. Charlie Thieriot found, and bargained for, a room at the Veterans' Memorial Park, in Culver City. The Park is located on the southwest corner of Culver Blvd and Overland Ave, about a mile or so from the 405 and the 10 freeways. There are offramps from both the San Diego Fwy (I405) and the Santa Monica Fwy (I10) respectively, for each those streets. Parking is available; there is an adjoining park where outdoor events may be held; it is in a nice part of

town; and it was available on the last Friday of every mber 22 If there are any more changes to our monthly meeting schedule, you may have to reach me by carrier pigeon at my new home in Antarctica.

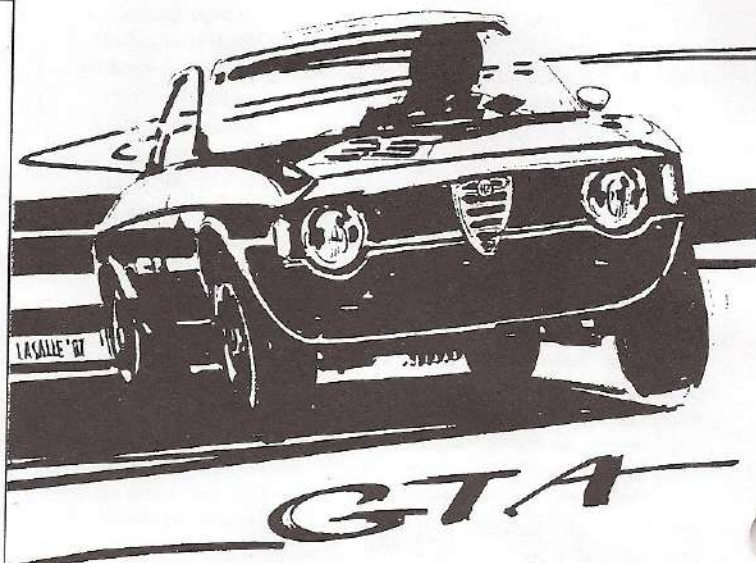
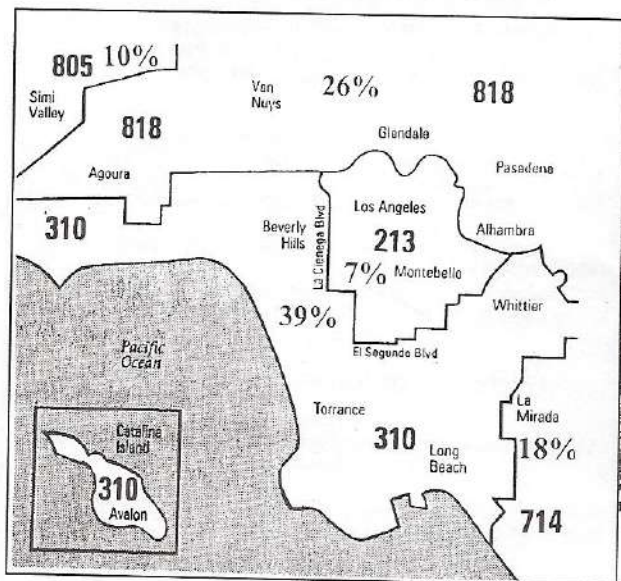
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Map of the general distribution of the AROSC membership by area code as of June 1, 1996



Yes, it's a Giulietta berlina, but no, it's not Dan Ritter! Photo taken at the Sestriere Rallye in Italy, 1957, and graciously loaned to the AROSC by Tony Ardiaensens, Corsa Research, Raapstraat 20, Antwerp, Belgium.

news & views

Stu Schaller

Back in May, I stated that I would no longer devote any part this column to political issues. Based on the nonsense that has gone on over the last two months, I was sorely tempted to go back on my word. I'm not going to do that. If any of you out there want to hear my views on recent events, feel free to call me.

Also in the May issue, Neil Dilsworth questioned what went wrong when his car stopped running. What I think happened, based on personal experience (but with carbureted, and not fuel-injected cars) is that a small piece of dirt broke loose from the gas tank, and temporarily clogged up a passage somewhere in the fuel delivery system. As soon as the dirt clot was flushed through the system, things returned to normal. If your gas tank hasn't been flushed in a long time, now might be a good time to do so.

Tony Adriaensens, who wrote the superb GTA book, arrived here on May 17th. Unfortunately, I wasn't advised of the change in the date of the general meeting from May 31st to the 24th; if I was told, I could have had him as a speaker, as he didn't leave to return to Belgium until the 27th. Based on his knowledge, I figured Tony would be at least 50 years old. It turned out that he is only 30, and only does this part time. His regular job is on the docks in Antwerp, Belgium. I've never met anyone with more enthusiasm, and who is more willing to spend his time and money to further everyone's knowledge. The GTA book was a labor of love. It cost over \$100,000 to produce, and after selling some 2300 copies, less than \$10,000 profit has been made. Tony is now devoting the same amount of time, energy, and money to books on Siata, the Fiat 8-V's, and the Alfa T33 race cars. I wish that there were more people like him. If you can help in any way with these projects, please let me know, and I'll forward what you have to him.

At the Villa d'Este Concours this year three 8c2900s showed up. One of them, a long chassis car bodied by Touring, took first overall.

Coys of Kensington, an auction house, is now offering reproductions of some 1930s racing posters. The one for the 1931 Monza GP prominently shows a 8c2300 Monza. The other two cover the 1935 Monaco GP and the 1938 German GP. The set of three is 110 pounds plus 5 pounds post, with single posters being offered at 44 pounds plus post, from Coys Archives, PO Box 96, Witney, Oxon, England.

Fortunately, the attractive Viotti coupe body which has been on the 3rd place car from Le Mans in 1933 since 1936, is going to be saved. The car is being rebodied by one of the best, Rod Jolley in England, to its original style. At least the car isn't going to be bastardized in to yet another Monza GP car; there are already as many Monza "replicars" as real

ones! Let's hope someone will now "re-restore" one of these abominations with the Viotti body.



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passing thoughts
Pat Braden

Pat Braden, Dave Miracle, Jay Negrin, and several other of our members were attending the national convention in Pheonix, Arizona, at the time of the newsletter publication. Consequently, Pat did not have time to write his usual column.

letters to the editor

letters to the editor

Letters to the ALFACIONADA are encouraged. Send correspondence to: Editor, AROSC, P. O. P. O. Box 3621, Granada Hills, CA. Discourse is good.

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the history of the marque

Stu Schaller

CHAPTER THREE

The first Alfa to use a twin overhead cam system of valve actuation was the Grand Prix car of 1914. Built specifically for the 4.5 litre racing formula set down in that year, a single car was made. Using a modified 40/60 horsepower chassis, the displacement of the 4 cylinder motor was 4490cc, and initial horsepower was 88, at 2950 R.P.M.

Because of the war, the car did not compete in any events. It was stored away until 1919, when it took 3rd overall at the Parma-Berceto race.

The car was constantly being modified, and in 1921, the horsepower was improved to 102, at 3000 R.P.M. At the G.P. of Brescia that year, Camapri had lead the race from the 11th to the 24th lap, but was forced to retire, due to a damaged radiator.

Although the Grand Prix car of 1914 was not a success, with its modern valve train, it set forth a pattern which continues until this day, and established what is considered an Alfa tradition; cars with twin overhead cam motors.

CHAPTER FOUR

From the beginning, up through 1920, all Alfas (with the exception of the 1914 G.P. car) had been 4 cylinder automobiles. In an attempt to break into the luxury car market, Alfa built a car with a 6 cylinder inline motor. First produced in 1921, the G1 model had a side valve engine of 6330cc, producing the same 70 horsepower as the type 40/60, but with more torque.

With a wheelbase of 3.4 meters, only slightly longer than the 40/60, all the G1's were bodied as limousines or touring torpedoes. With a price near double of other Alfas, the G1 was not very successful, only 52 cars having been built in 1921 and 1922. A G2 model was scheduled for production in 1923, but none were ever constructed. Two type G1's did compete in the 1920 Garda cup, with special coachwork, and finished 1st and 2nd in their class.

Although 6 cylinder cars, the Alfa RL's had more in common with their 4 cylinder ancestors than with the only previous 6 cylinder model, the G1. The RL's were produced in many different versions during the period of 1922 through 1927, and in a variety of body styles. Different wheelbases and engine displacements also existed throughout the production run. All the RL's used an inline 6 cylinder side valve motor, with a single cam-in-block, driving the valve train through a pushrod and rocker system.

The first through fifth series RL Normales and RL Sports were produced from 1921 through 1925. The Normales had a wheelbase of 3.44 meters, and a 2916cc motor with

single carb, producing 56 horsepower. 1315 of these were built. The Sports had a wheelbase of 3.14 meters, a 2994cc motor, and dual carbs producing 71 horsepower. 537 of these were made.

For the sixth and seventh series of single carb cars the model name was changed to RL Turismo, and the 2994cc motor was used, boosting horsepower to 61. 387 of these were made in the period of late 1925 through 1927.

The RL Super Sports, produced in 1925 through 1927, had the same wheelbase and displacement as the RL Sports, but with a slightly higher compression ratio, they produced 83 horsepower. The Super Sports versions also used different gear ratios than the Sports version, giving them a top speed of around 85 M.P.H. 392 of these cars were built.

Special versions of the RL, built strictly for racing, and called RLTF (RL Targa Florio), were made in 1923 and 1924. 6 cars were built with 2994cc motors, 2 cars with 3154cc motors, and 2 with 3620cc motors; all having dual carbs. Horsepower ratings for the 3 versions was 88, 95 and 125, giving top speeds of 95, 105 and 115 respectively.

The type RM's, produced in three versions from 1923 through 1926, was essentially nothing more than a 4 cylinder, 2 litre version of the RL. The RM Normale, produced in 1923 through 1925, had a 2.9 meter wheelbase, and a single carb 1944cc motor, producing 40 horsepower. 131 of these were made.

The RM Sport, produced in 1924 and 1925, used the same chassis as the RM Normale. It had a 1996cc motor with a single carb, producing 45 horsepower. 129 were built.

The RM Unificato, built in 1925 and 1926 was basically an improved version of the RM Sport. It used the 1996cc motor with a single carb, developing 48 horsepower, and a slightly longer wheelbase; 3.22 meters. 240 of this version were made.

The last of the Merosi Alfas was the type GPR, also known as the P1. Built in 1923 for the 2 litre grand prix formula of the time, with a 6 cylinder, twin overhead cam motor displacing 1990cc and 2 carbs, it initially produced 80 horsepower. The car was entered for the Grand Prix of Europe, on September 9th. When the test driver, Ugo Sivocci was killed on a test run at Monza, the car was withdrawn.

The P1 was constantly being modified, and 2 additional cars were built. Under the direction of the new head designer of competition vehicles, Vittorio Jano, at least one car had a supercharger added, and eventually produced around 120 horsepower. As far as I can determine, the P1's never were raced. After a series of personality conflicts with Jano and Nicola Romeo, Merosi finally left the company in April of 1926, with a legacy of having designed some great automobiles.

international competition
Stu Schaller

The first round of the Group Two Italian Touring Car series was held at Mugello, and was won by Giovanardi's Nordauto Alfa. BMW's finished 2nd and 3rd. In the 2nd and 3rd rounds, Audis dominated, but a number of Alfas finished in the top ten. Currently, Giovanardi is second in drivers points.

In the French Group Two series, the first round was held at Nogaro. The Alfas in this series are all 2 years old or older. As such, the Alfas aren't all that competitive. Opels finished 1st and 2nd, with a BMW 3rd. The same holds true for the Belgian series.

I haven't seen any results in regard to the Spanish series as yet. The whole series has been an on again, off again proposition, and I'm not sure if this series does in fact still exist.

The Nordauto Alfa Team was also supposed to compete in the Group Two German series, but decided at the last moment not to. The first two rounds were totally dominated by Audis.

Alfa is not running in the British series this year, and so far, Bielia's Audi has won 4 of 6 races, with the other 2 going to Winkelhock's BMW.

It looks like the North American Touring Car series might turn out to be a total farce. There was supposed to be a non-points race on May 11th, but was changed to a practice session, as only 5 cars showed up.

In the International Group One series, Alfa qualified 1st through in rounds one and two, and then had massive tire problems. The teams must choose what compound they want to run on the Thursday before the races. Alfa chose a very soft compound, as they expected temperatures to be in the 40s. When the temperature turned out to be in the 60s, the tires went off less than half way through each round. In 1st months report, I said I that there wasn't a 9th Alfa entered in rounds one and two. Giudici did, in fact, run a privateer car, but it wasn't mentioned in the early results I saw, as it wasn't in the top 10 in either round.

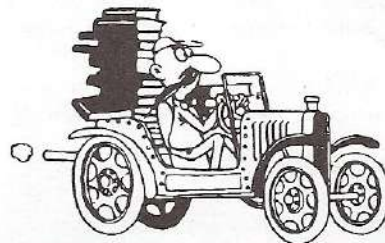
In the 3rd and 4th rounds of the series, held on May 12th at the Nurburgring, Alfa fortunes were even worse than in the first two rounds. Nannini qualified 2nd, and Fisichella 6th, then both cars were excluded from the races for having illegal fuel. This made Danner, in 7th, Alfa's quickest qualifier. In the first race, Danner finished 9th, with Tarquini 10th. No other Alfas were in the top ten. In the second race, which was held in the rain, Tarquini finished 5th, Larini 7th, Watt 9th, and Danner 10th. The first race was won by Van Ommen's Mercedes, and the second by Reuter's Opel.

After four rounds, Mercedes leads, and Opel is only 3 points behind. Alfa is last, 50 points behind. In the driver's championship, Reuter is 1st (Opel), Magnussen 2nd (Mercedes), and Schneider, last year's champion, is 3rd (Mercedes). Tarquini tops the list of Alfa drivers, in 10th place.

In Formula 3, there are now some cars running with the Alfa Romeo version of what is really the Fiat motor. So far, they have only appeared in the Italian and German series. An Alfa powered car has already won a round of the Italian series.

On the way to the race at Minneapolis, Tom Zat's race transporter was sideswiped, and was destroyed. Fortunately, the race car had only minor damage, and both of Tom's drivers only suffered minor injuries.

Hyashi, a noted Japanese collector, now owns six P3s(!), including Nuvolari's 1935 German GP winner. Three of the six showed up at a test day in April at Silverstone in England, and are now on their way here, to compete at the Monterey historic races. In the races, a week later, as is the usual case in the pre-war GP class, the ERAs dominated, but this time, a Maserati 4CM won. Rodney Felton's P3 finished 4th.



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technical

Does your Milano have a sloppy, rattley shift? I dealt with mine a couple of times. The first time I merely tightened a nut and my shifter became abnormally tight and soon loosened again only to start rattling. The second time I found that it required a slight change to the hardware, but this is a very simple nuts and bolts operation and is easily changed back. So all of you concourse purists who worry about judges who go around with \$1.98 X-ray vision glasses needn't worry.

The shift linkage is a bit cheesy on the Milano. I don't mean the part of the linkage back at the transaxle. I mean the joint between the actual shifter you hold onto and the rod going back to the transaxle. To get at this part of the linkage one needs to go under the car over the catalytic converter, drop the couple of exhaust supports, and pull the heat shield out from under the car directly over the catalytic converter. Did I mention to let the car cool down? The Milanos have huge catalytic converters which have a cool-down half-life of about eight years.

The rod going back to the transaxle has an eye like a needle. In that eye, is a bushing which is supposed to be packed with grease and supposed to have o-rings on either side. The shift handle looks like a tuning fork. It goes across either side of the bushing and has a ~M6 bolt through it. The handle bolts to the bushing and the bushing turns in the eye of the shaft. If you pull out this bolt which goes through the bushing, inspect the threads. If they are flattened, stripped, or marred in any way, this is a good indication that the bushing is frozen, and the fork, bushing are turning on the bolt and not the eye turning on the bushing. Your bushing may be operating fine. In this case you need only repack it while you are there and replace the bolt and nut as will be described.

To remove a frozen bushing, one needs to fashion a puller out of a long bolt and matching nut and a socket. You need to find a 12-point socket that has an inside diameter that is slightly larger than the inside diameter of the eye or outside diameter of the bushing. You place the nut side of the socket over one side of the eye. Then you run the long bolt through the bushing and the out of the drive side of the socket. You might need a washer so that the bolt head does not pull through the 3/8" square drive hole of the socket. Then you start a torquin' and a torquin'. The bushing should be pushed into the 12 point side of the socket. Then you simply clean up the bushing, lightly repack as upon inspection you will see that the bushing has helical flutes for grease, and replace the o-rings. Then replace the existing bolt with a slightly longer one and use two normal nuts. Torque the first one down relatively tight and then torque the second one down against that. Make sure that you are using flat washers

on both sides of the fork. The first nut tightens the fork against both sides of the bushing. The second nut keeps the first nut tight because the shifter vibrates, and that is probably what caused the nut to become loose and later this whole problem in the first place.

When properly operating, the bolt and it's associated hardware, the bushing, and the fork part of the lever will be in effect one piece of metal. That is to say that they will not move relative to each other. The only part of this linkage that will move is the bushing in the eye. You may find your shifter tight after you use this method. However, this will loosen up, but if you follow this procedure, you will find that the shifter no longer rattles regardless of any vibrations caused by your tires, donuts, or 10" sub-woofers. You may even find that the shift is much more crisp. And we all know that is vitally important for a DeDion based Alfa Romeo.

Daniel R. Przybylski
danp@scs.philips.com

Member-at-Large & Editor, Overheard Cams
Alfa Romeo Association

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See Jay Negrin at the General Meetings
or call 818-894-3549

CONCOURS

Dan Ritter

CONCOURS D'ELEGANCE MAY 19, 1996

Greetings Alfisti!

Our first Concours was very well attended and with quite a variety of models which made for a splendid time for entrants, judges and admirer's alike. Actually this was a first for AROSC to link-up with the Ferrari Club, Le Cercle and VARA in a multifaceted extravaganza of vintage racing, Concours and even an air-show! The Pomona Fairgrounds are situated directly underneath an air field which was hosting an air show during that weekend. The cars were lined up on the drag strip next to the race track which gave us an excellent view of the vintage racing as well as the magnificent automobiles on exhibit.

The Alfa Romeo exhibition was quite an eclectic collection of cars. The oldest was John Kravchak's '53 Pinnarina 1900 and the most recent was a 3.0 Milano. The quality of all the cars were exceptional and the overall turn out of 15 Alfa's swarmed over the paucity of the other marques. One could say that this is a satisfying victory in the great battle of apathy and indifference which has been the monkey we would hope to shake from our backs. A salute to all the participants who made this happen. Another high five must go to our judges, Warren Caswell and Carl Tronco and of course Dr. & Madam Stoehr whose efforts we cannot thank enough!

A Rivederla

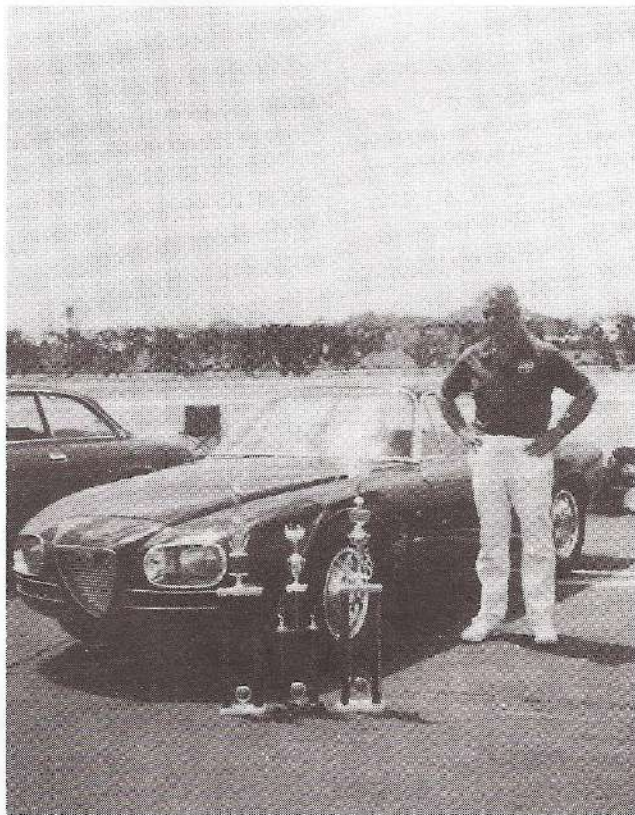
Dan Ritter
Event Coordinator

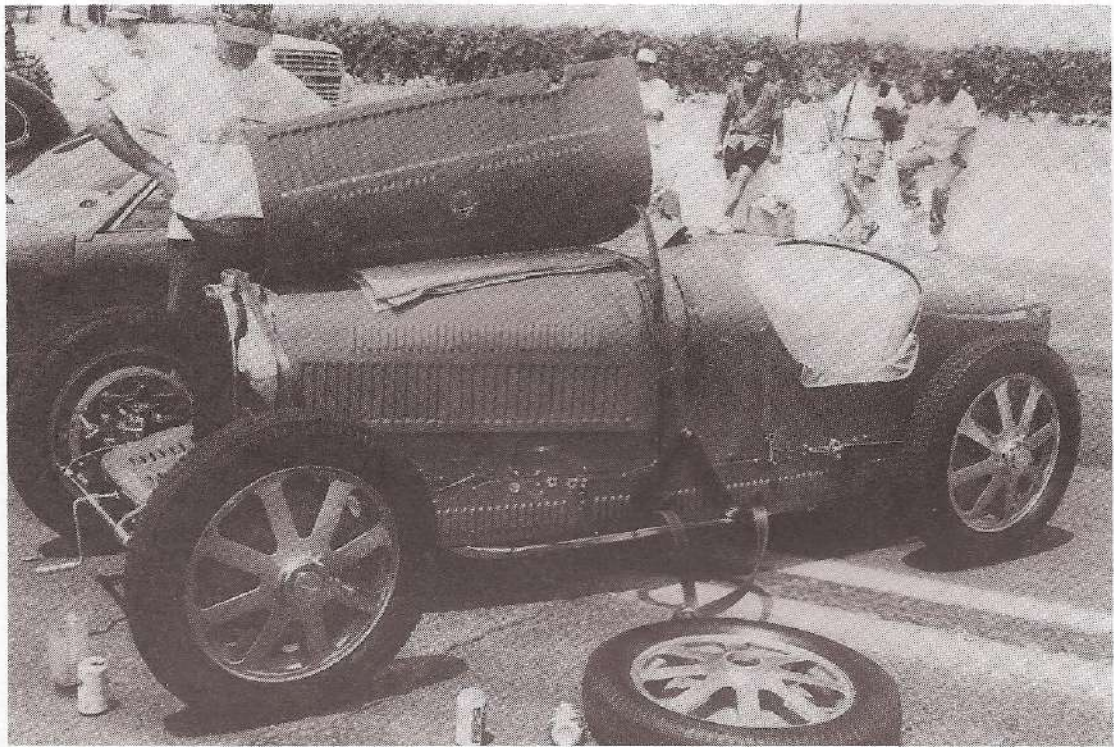
Concours Results:

Best of Show..... Al Cortes, '62 2600Z
Peoples Choice..... Al Cortes, '62 2600Z

Categories:

Coupe & Sedan & Cabriolet	Roadster
1st Place.....Al Cortes, 2600Z	1st
Place..... Carl Tronco, '78 Spider	
2nd Place...Ron Avery, '71GTV	2nd
Place..... Randy Harris, '63 Giulietta Spider	
3rd Place....Larry Grossman, '74 GTV	3rd
Place..... Dave Falk, '74 Spider	







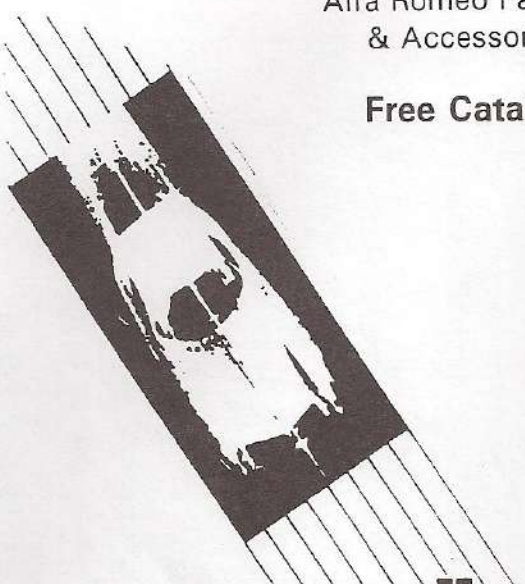
the pomona spectator event
Jay Negrin

On the weekend of May 18th and 18th, there was a vintage car race and auto show at the Pomona Fairplex. There were a fair number of Alfa racing that weekend, with varying degrees of success. Some were representing the local chapter, while others were not so familiar, having traveled some distance to compete in Southern California. Most of the cars were meticulously turned out, showing those who attended some beautiful examples of the marque. Sorry, I was visiting with some friends, the Robins, who race a Giulia Spider, so I did not get any of the results of competition. I did, however, get some pictures of some of those who competed that weekend, and they should speak as well of the degree of professionalism present better than any words can.

On Sunday, while all of the racing was going on, there was another competition underway. This one involved stationary cars, where all of the action occurs before the competition gets underway. This was the first judged concours of the year for AROSC. Many thanks to Dan Ritter for organizing this event. We had a dozen cars show up, from classic models, to some of the more current. All were good examples of spit and polish. I was watching as those guys with the clipboards looked in the trunks, under the cars, and in the engine compartments. My hats are off to them, as they seemed to know what they were looking at. I am glad that I wasn't one of the judges, as I thought they all were worthy of winning something.

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Monterey Historic Races XXIII

August 16, 17, & 18

featuring the marque of BMW

ticket deadline for all events is 7/31/96!

Concours Italiano - Friday, August 16, 9 AM to 4:30 PM

Quail Lodge Resort, Carmel Valley, CA

featuring Carrozzeria Bertone (more than 400 cars and motorcycles)

spectator fee: \$30 per person, includes program.

no. Of people _____ amount \$ _____

parking: \$15 per car. Reserved area for alfa romeos only. _____

Monterey Historic Races, August 16, 17, & 18, track opens at 7 AM

Friday, august 16 only; \$30 per person, no. Of people _____ amount \$ _____

Saturday, august 17 only, \$30 per person _____

Sunday, august 18, only, \$30 per person _____

2 days, Saturday & Sunday, \$50 per person _____

3 days, Friday, Saturday, & Sunday, \$75 per person _____

1 corral pass per car, good for all days _____

ARA Hosted Cocktail Party, Friday, August 16

no. of people attending _____

ARA Dinner Party, Saturday, August 17

Carmel Mission Inn, \$30 per person includes tax & gratuity. Select from the following menu:

Roast sirloin no. Of people _____ total \$ _____

Chicken picatta no. Of people _____ total \$ _____

Steamed vegetable plate no. Of people _____ total \$ _____

Total amount enclosed check no. _____ total \$ _____

Carmel Mission Inn, 3665 Rio Street, Carmel, CA (800-348-9090) Deadline 7/15/96

Guaranteed room w/credit card. mention ARA block of rooms. Confirmation no. _____

name _____ phone/fax _____

address _____

please make check payable to Lynne Fitzsimmons, 30 Steuben Bay, Alameda, CA 94502. Be sure to include a self-addressed, stamped envelope. Tickets will be sent 7 to 10 days prior to the event dates.

Monterey Historics XXIII

5th Semi-Annual Monterey Invitational Moonlight Madness Concours de Elegance

Holy Camshafts! What's this doing here.....see what happens when *Mr. Editor* isn't paying attention.....

Well, the Monterey Historic Races at Laguna Seca are almost upon us - August 16, 17, & 18. That same weekend will also be the world's most famous concours at Pebble Beach, the Rick Cole & Christey's Classic Car Auctions, and the Concours Italiano. That one weekend will witness thousands of classic sports cars enthusiasts from around the world. Some will bring their cars - Alfas, Aston Martins, Bugattis, Ferraris, Lamborghinis, Bizzarinis, German things, and dozens of other marques. Others will bring just a common interest in exotic sports cars. As these few lines indicate, there isn't anything like the Historics at Monterey.

I have been going for over some fifteen years now and I have always found something different, something interesting, or exciting that has made the pilgrimage worthwhile. There is never a shortage of classic race or sports cars to glaze over - an open paddock, the numerous marque corrals, and large automotive vending area (i.e. Alfa Ricambi, Beverly Hills Auto accessories, Western Miniatures, Style Auto, to name but a few) The sharing of auto experiences with fellow Alfisti, some of which I only see there once a year. There really hasn't been one thing that stands out above the rest. When I look back, I look back at the collective whole - there just isn't anything like a weekend at the Historics. So if you have never attended, you need to make the effort to try to go at least once to see what all the talk is about.

So forget all that! For those who have shown the wisdom (and funding....) to attend, we once more will be holding the 5th Annual Moonlight Madness Concours de Elegance Friday night at the Days Inn following the Alfa Ricambi/ARA Cocktail Party. Start time is around 9 PM or whenever the judges are sufficiently bribed (or is that primed.....). Awards will be given in several categories including *Most Outrageous* (someone a couple years back placed several white powder brick like things marked 1 kilo in the back of their GTV), *Most Original*, *Least Original* (duct tape counts), *Cleanest*, *Dirtiest*, *Best Attempt to Influence an Official* (the six pack of Beck's in the front seat of the '84 GTV6 last time was greatly appreciated), *Most Miles Driven to the Event*, *Least Miles Driven to the Event* (the last winner drove a whopping 1/2 mile....), and any other weird things we can come up with at the last minute to off some of these nifty awards. Judging of course will be done by flashlight. **So for the less calibrated - anything goes.**

So make a point of attending and checking out (literally) the darker side of Alfas.....

5th Semi-Annual Monterey Invitational Moonlight Madness Concours de Elegance

Please fill out the following and place on your windshield when you park in the Alfa parking at the Days Inn at Monterey for the *ARA/Alfa Ricambi Social and Moonlight Madness Concours de Elegance on August 18th.*

NAME _____ MEMBERSHIP NO _____

ADDRESS (CITY/STATE/ZIP) _____

CAR _____ MODEL _____ YEAR _____

MILES DRIVEN TO EVENT _____ ODOMETER READING _____

FAVORITE 16th CENTURY PHILOSOPHER (FRENCH ONLY) _____

WHY MY CAR SHOULD WIN AN AWARD (make it good.....) _____

* This is the invitation.

more technical

SPICA PUMP LUBRICATION & REFORMULATED GAS

The following should be considered an advanced warning for all of you who drive SPICA FI equipped Alfas (1969 thru 1981). Recently I got a call from long time ARA member Jim Ashton. His son, Marc, also an ARA member and a club racer of some renown (holder of several national records in his turbocharged Jr. Z) is a private pilot. For the past few months he has been reading articles in various aviation magazines regarding the new "clean air" fuels mandated by the government. These are still optional in most of the country but are mandatory year round now in the Bay Area and other "bad air" regions of California and the nation. [The reason these articles are in aviation magazines is that many private pilots use automotive gas in their planes.]

To summarize, the law now requires that gasoline be "oxygenated" to make it burn cleaner, especially in older cars. This is done by adding one of three compounds to the gasoline: ETBE (ethyl-tertiary-butyl-ether), MTBE (methyl-tertiary-butyl-ether) or Ethanol (ethyl alcohol). Gas treated in this manner is called Reformulated Gasoline (RFG). The first two additives are no problem, but ethanol can have serious consequences in engines built before 1990 or so.

Alcohol can attack the seals and hoses used in fuel systems causing them to leak and ultimately fail. In Bosch injected Alfas this isn't too serious, although it might be a bit expensive since, at worst, you will "only" have to replace the plastic injector lines and gaskets with alcohol resistant ones. The real problems are with the SPICA injected cars. Remember a few years ago when the gummets forced a new cleaner burning diesel fuel onto an unsuspecting public and wound up trashing diesel injector pumps by the thousands? Guess what the SPICA pump is derived from.

The problem here is not so much with the hoses and seals (although they could be affected as well), but rather the pump itself. The four little plunger pistons in the pump run at INCREDIBLY tight tolerances, on the order of a few microns (+/- .0001"). This is because they have no piston rings or other sealing devices to contain the 350 PSI gasoline they are pumping up to the injectors; just the tightness of the gap. Obviously, this makes them susceptible to even the tiniest bit of wear in the bore.

In its previous life as a diesel injector pump, the fuel (being an oil) provided the lubrication for the bores. Even leaded gasoline was OK since tetra-ethyl lead is also a lubricant. The unleaded gas that we've known from the mid '70s until just recently is less certain. While it doesn't provide any lubrication, at least it's passive and isn't an actively

attacking anything. This new fuel changes that. Ethanol is a drying agent (it's the active ingredient in those "gas drying" additives you put in your tank in the winter) and has the potential to wipe the bores of the injector pump dry leading to greatly accelerated wear.

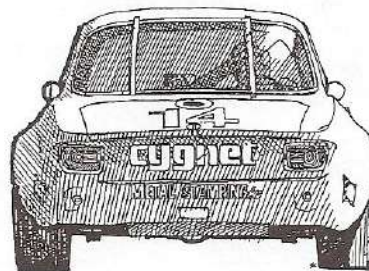
I don't mean to be alarmist since none of this has been substantiated, but the precedent has been set with the diesel fuel debacle. Jim was concerned enough to call Redline Oil and talk to Roy, one of their fuel chemists. Roy tried to reassure Jim that modern FI systems should have no problem with RFG, but Jim eventually got across to him that these are NOT modern FI systems. As this finally sunk in, Roy became a lot less reassuring.

Like most of the public, he assumed that all-mechanical FI was only used by a few oddball BMW's and Porsche's in the '60s and wasn't a big problem. He had no idea that there were hundreds of thousands of us running around out there with these high precision jewels under our hoods. This piqued his interest enough that Roy said he'd investigate further and maybe write report in the form of an article that we could print here and in other Alfa club publications.

In the mean time, is there anything we can do to help the situation? Well, yes, although it seems a bit strange. I talked to Bob Wandell at Import Doctors. Bob has been wary of unleaded fuel in SPICA pumps for some years now and he recommends mixing a light lubricant in the gas. His favorite is "Marvel Mystery Oil" which has the mixing ratios listed on the can. Mixing oil in the gas? I had to check that we were still talking about Alfas and not Saab 93's or something! Bob is a big fan of MMO and uses it for lots of special lubricating problems such as flushing out gummy SPICA pumps (see my column in the October, November and December issues last year). He likes it so much that I've started accusing him of getting kickbacks from the company...

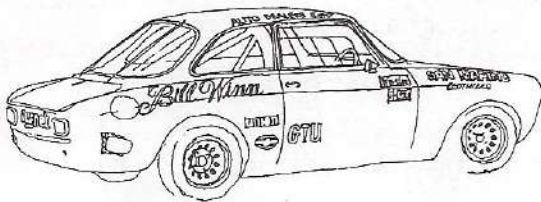
Anyway, it won't hurt, it will probably help and \$2.50 for a quart can (good for treating about 100 gallons of gas) certainly isn't a big hit with the price of gas the way it is. Once I get a more definitive answer from the experts, I'll pass it along.

Jack Hagerty
Technical Editor of the Overhead Cams
Alfa Romeo Association



calendar

- July 5 Santa Monica Sports Car Club Rally call 818-894-3549
- July 7 Group 1 International Touring Car race, Donington, England
- July 14 IMSA Sports Car Races, Sears Point, CA
- July 14 Formula 1, Great Britain
- July 21 Group 1 International Touring Car race, Spa, Belgium
- July 26 AROSC General Meeting** call 818-894-3549
- July 28 Formula 1, Germany
- Aug 2 Santa Monica Sports Car Club Rally call 818-894-3549
- Aug 4 AROSC Picnic** call 818-894-3549
- Aug 8 Group 1 German Touring Car race, Diepholtz
- Aug 11 Formula 1, Hungary
- Aug 25 IMSA Sports Car Races, Mosport, Canada
- Aug 25 Formula 1, Belgium
- Aug 30 AROSC General Meeting** call 818-894-3549
- Sep 6 Santa Monica Sports Car Club Rally call 818-894-3549
- Sep 8 Formula 1, Italy
- Sep 9 Group 1 International Touring Car race, Rio, Brazil
- Sep 15 Group 1 German Touring Car race, Nurburgring
- Sep 21 AROSC Time Trials** call 818-783-5747
- Sep 22 Formula 1, Portugal
- Sep 20 AROSC General Meeting** call 818-894-3549
- Sep 29 Group 1 International Touring Car race, Magny-Cours, France
- Oct 4 Santa Monica Sports Car Club Rally call 818-894-3549
- Oct 6 Newport Beach Concourse D'Elegance
- Oct 12-13 AROSC Drivers School** call 818-783-5747
- Oct 13 Group 1 German Touring Car race, Hockenheim
- Oct 25 AROSC General Meeting** call 818-894-3549
- Oct ? AROSC Concours (Location TBD)**
- Nov 1 Santa Monica Sports Car Club Rally call 818-894-3549
- Nov ? AROSC Swap Meet, Location TBA**
- Nov ? AROSC Wine Tour**
- Nov 9-10 AROSC Time Trials, Willow Springs** call 818-783-5747
- Nov 22 AROSC General Meeting** call 818-894-3549
- Dec ? AROSC Christmas Party**



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The back page

northern california

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Dick. 415-343-3135 evenings.

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Don (510)743-4113

1959 GIULIETTA SPIDER VELOCE, 750 Completely restored in 1994-1995 for vintage racing. Has 1400cc, Aries pistons & linings in orig. eng. w/turned crank, all new bearing & valves. Hot cams! \$15,000.
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1959 GIULIETTA SPIDER NORMALE Completely restored in 1993. Red with tan interior. Some upgrades, including 5 speed. Looks & runs better than new! Call for details & to receive photos. \$14000
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1964 GIULIA SPYDER Much work done during 18 yrs ownership. Low mileage on engine rebuild. Rust free, California black plate. Red/Blk spyder. Offered at \$9,500.
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1967 GIULIA SPRINT GT VELOCE PARTING OUT. Hit hard in front. Rebuilt European 2 liter, hydraulic clutch, late ATE brakes, Shankle bars. Lots of new stuff. Call for information.
Matt (510) 548-7150

1969 GTV 20k on rebuilt 2000 engine. 14x6.5 Momo wheels, Koni shocks, new upholstery, very little rust, good 195x14 Michelins. Has certain features that make it classier than later models. \$3,850.
John (510) 459-3974 Fax: (510)549-0150

1971 BERLINA Rebuilt motor, transmission & brakes. All electrical in good working order. Body clean with one dent. Int. is excellent! \$3,500
Jere (415) 383-6703

1973 ALFA SPIDER One owner. Excellent cond. Low mi. on blue-printed engine. Weak 2nd gear synchro. New top. Excel. seats, dash, mats & int. Custom roll bar. Original red color. Some spares. Never wrecked! Must see. \$5,000 Firm!
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1974 SPIDER New paint, dash, windshield, seats, bumper. Lots of restoration done. Includes bra & car cover. European tail lights. 90k mi. \$4,500/obo.
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1974 SPIDER Red/black. 86k. \$1500 eng. work done recently. \$4000.
Rita 619-384-4579 after 5pm or weekends.

1978 ALFA SPIDER White. 87k mi. New black top. Gold Cromadora wheels. Low profile tires. New upholstery & carpeting. Very clean. Great condition. Asking \$4,200
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1981 GTV6 Red with black interior. 42k original miles. No rust. No accidents. Original paint, front Recaro seats. Many fixes. Includes many spare parts. Asking \$5,500.
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Perry 415-873-8625

1986 GTV 90K. Original owner. Like new, Honest! New clutch & brakes. All service records. Black with tan leather interior. Got married, no time for sports!
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PARTS FOR 1966-69 DUETTO HARDTOP Ready for restoration. \$400. Fuel tank for Weber equipped Duetto \$100. Must sell all items. Dave 510-797-5481

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southern california

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 - 5) Solex 44PHH carb rebuild kits
 - 6) 2600 brake master rebuild kit
 - 7) Nos 60's Alfa factory o/s mirror
 - 8) 2600 hubcap, vg condition
 - 9) 2600 sprint tail light lens
 - 10) Used disk & pressure plate for 1900, 102, 106, or 250 Ferrari; can be rebuilt.
 - 11) 1984-1996 102/2600 newsletters & registers
 - 12) 1900, Giulietta, 102 & 106 factory sales literature
- Stu Schaller 818-772-1333

PARTS FOR SALE 105 GTV RH door, perfect \$80. Exhaust manifolds \$60 per pair Giulia Ti complete front grill \$250, Super radio block-off plate \$75, Ti Carello driving lamps \$80, Zat Panhard rod - new in box \$225
Fred 714-893-3727

1976 ALFETTA CLUB RACE CAR & TRAILER Light weight, roll cage, new race prep'd engine. Resale Red.
1974 GTV PARTS New old stock front bumper, wheels and more.
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FREE TO A GOOD HOME Alfetta Sedan Shells (two).
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OLD 2000 SERIES ASHTRAY new and in original box. \$100
Gary 818-705-7734

1991 ALFA 164L 5 speed, white with charcoal gray leather interior, one owner from new, 54K miles. \$9500
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1974 GTV 2000 Completely restored: engine, transmission, front rear suspension and driveshaft overhauled. New exhaust system. Body stripped & repainted Alfa blue. New Beige upholstery. New windshield. Restoration by Alfa Only. All paperwork available. Best offer. See car at Alfa Only in Atwater/Glendale, (213) 662 - 3916.
Diane & Richard Hardy 307-733 - 7625.

Body parts for 750, 101, Duetto. 750 bumpers, gauges, misc. Race parts for Alfetta 2000 - Engine/body. '71 and '74 GTV, good body, perfect for race cars. Both: \$1100. 69 Berlina 1750, Little fender damage, rest Xclnt. \$1200.
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1986 GTV6 Black w/ black leather, sunroof, new P6's, 88K original mi. Exceptional mech. Cond. Good body/interior. \$4950.
TONNEAU COVER FOR LATE MODEL SPIDER. As new (originally \$500), asking \$75.
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Northern california (continued)

WANTED ALFA SPIDER FACTORY HARDTOP TO FIT '82 SPIDER. Prefer Quadrafoglio hardtop.
Sundar (415) 457-2918

WANTED MEMORABILIA COLLECTORS: Writer wants to hear from someone who has collection of orig. blk/wht press shots of Alfas, 1949-79. Will pay fee to be able to copy them.
Write Wyss, Box 55095, Riverside, CA 92517 909-275-9101

WANTED HISTORIAN NEEDS TO BUY TEMPORAY USE OF 50 BLACK & WHITE GLOSSY PRESS PHOTOS OF HISTORICAL ALFAS 1950-1970. Send 5 Xerox samples & price for 1 week loan of your originals to: PO Box 55095, Riverside, CA 92517

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**Remember, Classifieds are free to our members. \$10 for non-members. Mail your ad to: AROSC
P.O.Box 3621, Granada Hills, CA 91394**

July AROSC events

AROSC Board Meeting, Tuesday, July 9th

When the current levels of self abuse you are suffering just isn't enough.....For more information call Jay Negrin at 818-894-3549.

AROSC General Meeting, Friday, July 26th

Location and speaker to be determined. For more information call Jay Negrin at 818-894-3549.

AROSC PICNIC/BBQ - Sunday, August 4th

AROSC will be having a picnic and barbecue in the park. We have been wanting to do this for a while, but we have been looking for the right location. That location is the Veterans' Memorial Park in Culver City. If that sounds familiar, it is the same location of our monthly meetings. Consider this to be the AROSC celebration of summer, or something equally banal. Simply, we just want to have a party, and all AROSC members and other Alfisti are invited. We expect things to start mid to late morning, and go until people are too tired to continue. The club will be providing food and soft drinks. We are trying to organize a light sporting event for those so inclined, perhaps softball or volleyball. Bring equipment and ideas for group participation.

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