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THE ALFACIONADA

A PUBLICATION OF THE ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

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MUST BE
GOING.....

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

the inside cover

general information

The **ALFACIONADA** is the monthly publication of the Alfa Romeo Owners 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 a subscription is included as part of the membership fee paid to AROSC, Inc. Opinions expressed in the articles and columns in the Alfacionada are those of the authors and do not necessarily reflect those of the club. General meetings are held on a monthly basis, in the Los Angeles area (see meeting location below). General inquiries should be addressed to AROSC, P. O. Box 3621, Granada Hills, CA 91394. Membership information can be found on page 13.

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general meeting location

General Meetings are held the last Friday of every month at the Kaizuka Room, Veterans' Memorial Park, 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 Freeway (I10) respectively, for each of those streets. Parking is available. Meetings start promptly at 8:00, and 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.

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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.

one for the road

Jay Negrin

ONE FOR THE ROAD

Welcome to a New Year. I hope your celebration for same was a success. And now, we are all raring to go, into 1997, right? Oh, sorry, that's what I figured. Wait until the holiday wears off a little bit.

Now lets get down to what we have in common, other than that blasted New Year's hang-over. I am talking about driving. Driving those silly Italian sports cars. You know the ones. The ones that put a smile on your face. The ones that engender such a love/hate feeling. Love the car; hate to see it off the road, waiting for parts. But they are our Alfas, and we do cherish them.

Cherish is as far as I am willing to go. I do cherish my Alfetta, though. I also lavish it with as much praise as I feel worthy, and many new parts to keep myself satisfied that it is happy. And why do I put so much attention into a vehicle that is arguably "not worth it"? I find the answer simple. There aren't many other cars available that put that kind of a smile on my face. When all is right, the experience is simple wonderful. That is as it should be in my book. That is what those vehicles were put on this earth to do, and mine is fulfilling its mission quite admirably.

A couple of months ago, I wrote about my first venture onto the "big track" at Willow Springs. Feeling what the Alfetta could do at a reasonable pace, unfettered by speed limits, double yellow lines, stupid Sunday drivers, and other impediments made me realize what pleasure could be had in communicating with the car on a piece of pavement. It was in its element, what it was designed for, and it was letting me know, big time, that it was quite pleased to offer me the enjoyment I was seeking. Like I said, when things are right, it is good. Things were right and it was great.

But that was then, and this is now, the start of a new year. For many, especially here in Southern California, it will mean getting out the new calendar and seeing what holidays fall when. We take it for granted that "winterizing" means making sure the windshield wipers are fresh. The talk from the midwest and the east is of gasoline stabilizers, oil additives, fresh coolant, and putting the car up on blocks until the glaciers recede. I am curious as to how many local members think of those in the salt, snow and rust belt of our great nation. I have read a lot recently in the Digest of how not to drive a Spider in the snow or ice. (Dire consequences have been reported in several instances.)

I, for one, have no experience driving in those conditions. I can count my blessings that I do not have to deal with weather like that. I will count my blessings, not in a church or chapel. My temple for this type of worship is the road itself. My tires have good tread, and the

windshield wipers are fair. If it rains, I will bundle myself against the cold. (I gotta get that heater working soon.) But I will be driving. That is what the car is meant to do, and this is Southern California, where the roads are usually clear enough to aid in the conspiracy. So if you are feeling a little blue some overcast day, engage yourself in some right foot therapy. Enjoy the road, the sounds of elegant machinery at full song, and whoever you have brought along for company. Savor the hot drink at the other end of your journey, and think of how the fond memories of such a day will live on, long after the fact.

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passing thoughts

Pat Braden

NO-TOOLS SPICA TUNEUP

I've thought about writing this column a lot. It will certainly offend those purists whose tool chest includes many of the special SPICA tools called for in Alfa's manuals. The more technical types will rush to assure you that the kind of shade-tree techniques I suggest here are wholly inappropriate for the high-precision capabilities of the SPICA system. Someone may even object that Braden obviously doesn't know a thing about the SPICA system.

I could avoid some of these objections by calling this a kind of seminar in which we explore the interrelationships of the various SPICA adjustments, but the real purpose of this column is to give the average Alfa enthusiast some degree of confidence in trying to correct a poorly-adjusted SPICA system. The SPICA system got off to a bad start in the US. Alfa (ARI) refused to give any information about it initially, prompting the AROC technical editor Joe Benson to write a series of articles in the Owner which fully revealed how SPICA works – and how to modify it. The wrath Joe incurred from ARI and some feckless decisions by the Owner editor of the time caused Joe to quit the club and refuse to write anything for it ever again. ARI's fear was that, if the Owner published information about modifying an emissions control device and the Feds noticed that ARI was contributing to the AROC, then Alfa's permission to sell in the US might be withdrawn. Real or not, that fear ruled ARI's attitude toward SPICA technical information, and they limited the information to a general description of the system and adjustments which relied on a set of special tools. As far as the pump itself was concerned, it was never to be opened but only replaced as a unit.

Over the years, we've become comfortable with SPICA, and aftermarket rebuilders such as Wes Ingram have allowed us to maintain our SPICA-fueled Alfas in running, original condition. I do need to say up front that, if your SPICA system is very poorly adjusted, or you think it's broken, then the most reasonable thing to do is to take it to someone who really knows how to fix it.

I also need to give some guidelines on when to keep your

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hands off the system. I wrote a book on Webers a few years ago, and the same basic caution applies to the SPICA pump as well as Weber carburetors: virtually all the damage done to either system is the result of owner stupidity. In a memorable phrase: "If it ain't broke, don't fix it."

It ain't broke if: You can start your car without playing footsie with the accelerator pedal. Most systems are set up to start with no pedal at all; some seem to start better with ¼ pedal. Jiggling or moving the pedal slowly to start the car indicates the system is a little sick.

Your car doesn't backfire on deceleration. The exhaust is invisible most of the time it idles smoothly at something around 1000 rpm. You get reasonable acceleration and gas mileage. Fiddling with the SPICA system to improve either is probably going to get you into more trouble than it's worth. On the other hand, it needs attention if: You can hardly start the car on cold mornings (it may start fine when warmed up). The car starts only after 5 minutes of cranking. It backfires on deceleration. Your exhaust is sooty black and you get about 10 mpg. Idle speed is very uneven or extremely low or high. You smell gasoline on the oil dipstick, the little tube from the cylinder head to the pump is broken, the car won't start at all and there's no fuel visible if you loosen an injector fitting and crank the engine. In virtually all of these cases, take the car to a reputable shop if you have any doubts about how to proceed.

The genius of the SPICA system is that it is very forgivable and a car can run very well even with a misadjusted system. The procedure I'll describe depends on the fact that one adjustment of a component in the system will correct for a misadjustment in another. The procedure I'll describe begins with a rough adjustment of the most critical settings (the pump gap and throttle plates) and then proceeds to refine the settings by testing. This approach has something legitimate to recommend it, because if it's followed, you will have tuned the car for the exact requirements of its individual needs, not to the generic factory setting.

Let's start by pretending the car won't start at all. We have to presume that the engine is mechanically sound (no bent rods or dropped valves) and the ignition timing is correct and the plugs are getting ample spark. Those may be large leaps of faith, but this article isn't an encyclopedia of Alfa fix-its, either. Be absolutely sure there's fuel in the tank. Pour in a gallon if there's any doubt.

Here's what to check on the fuel delivery system: You hear the fuel pump whir from beneath the car (amidships) when you turn the ignition on. If it doesn't, there's an electrical problem getting battery voltage to the pump. Fuel should gush out vigorously towards the engine if you remove the front rubber hose at the fuel injection pump. If it doesn't and the pump whirrs, the fuel filter(s) are clogged. That's right: there are two: one near the fuel tank and the other one in the engine compartment. You may also find small in-line filters in the rubber hoses near the SPICA pump. With cylinder #1 coming up on compression and the pointer at the "I" on the flywheel

pulley, the two timing marks should line up on the SPICA pump and its pulley. The mark on the SPICA pulley is almost impossible to see, so be very careful here.

If you loosen slightly one of the injector fittings and then crank the engine, fuel should weep from the fitting. Retighten the fitting. Be sure there's a little slack in the cable which runs from the firewall to the bellcrank on the intake manifold. If there isn't, readjust the cable so you can press the accelerator pedal slightly before the bellcrank begins to move. This assures that the idle position is set mechanically by the SPICA linkages rather than by the accelerator linkage. If all these things are OK and the car won't start, you're probably over your head, so quit now. We have to presume now that the engine will run. Remove the air cleaner from the engine. Record where all the hoses attached to the air cleaner go.

SOME DEFINITIONS

The short link and long link are two rods running from the bellcrank (a spool with a round springy-thingy wound around it) at the top of the intake manifold. If you can't figure out which link is which, put everything back together and get your car to a reputable repair shop. There are two fuel filters: one near the gas tank and another in the engine compartment. There are two fuel pumps: one beneath the engine, which electrical and another bolted to the engine on the intake side which is properly called the fuel injection pump (the SPICA unit). At the rear of the fuel injection pump is a lever which connects to the long link. One edge of the lever is cut away and a screw mounted on the pump itself points to the cut-out part of the lever. The screw should have a plastic nose-cone wired to it. If it doesn't, proceed anyway, but be a little more nervous about everything. The gap between the cut-out part of the lever and the screw is called the pump gap.

The fuel injection pump itself is divided into two parts. The front part is responsible for getting fuel up to the injectors; the rear part is for figuring out how much fuel to squirt. The front part, with the pulley on it, has four pipes running up to the fuel injectors on the intake manifold. The rear part of the pump has a bunch of things on top of it and a big bulge towards the end.

One of the things on the rear part snakes upward past a bulge (where it is bolted to the underside of the manifold) and then to another bulge which is held against the intake manifold by two small nuts. This is the thermostatic actuator.

Depending on whether you have a 1750 or a 2-liter, there are one or two "cans" on top of the rear section and both have wires connected to them. The front one on 2-liter cars is the threaded fuel cut-off solenoid which is also used to adjust overall fuel mixture. The rear one (on both 1750 and 2-liter cars) is the cold-start solenoid.

On all models, there's a triangular plate held on with three screws. On some cars, there's a lever attached to the shaft sticking out of the plate; on others, there's just the shaft. Beneath the plate is the barometric capsule (you r



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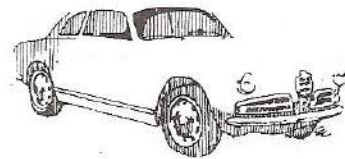
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eally don't need to know). If there's a lever, it should be in the "N" position, regardless. On 1750 models only, there's an adjusting screw with a locknut. This is for adjusting overall fuel mixture.

GETTING DOWN TO WORK

Use a needle-nose pliers carefully to wedge the upper end of the short link running from the bellcrank to the throttle shafts. When it's free, pull up on the short length lightly to be sure that the throttle plates are closing completely, then see where the end of the link falls in relation to the pivot ball it snaps around. Adjust the short link (it screws on) if necessary so you can feel the plates as they just close. They should stay just closed when the link is reattached to the ball on the bellcrank.

Don't worry right now if the front two and rear two sets don't close simultaneously, and don't try to cheat by making the link too short: just closed is the proper adjustment. Reattach the link. Use a mirror and flashlight to check that all four of the throttle plates are closed. If they are not, very carefully adjust the joint between the two throttle shafts to get parallel operation so the front two and rear two throttle plates shut at the same time. Readjust the short link again so the throttle plates just close. Clean the area around the thermostatic actuator at the injection pump. The unit is attached to the pump with two small machine screws. Use a magnetic screwdriver to remove the screws and their lock washers, then very carefully lift the end up so it just clears the pump, being careful not to kink the small hollow tube. Use a mirror to examine the end of the actuator. If you cannot see a shaft protruding about 1/16 in. from the body of the actuator, then the actuator has failed and must be replaced before proceeding. A Shankle Sure-Start is an acceptable (and less expensive) replacement. Peer into the hole where you removed the actuator: see the slotted screw? Keep it in mind. If you can't see a screw, peer some more with a flashlight. If you still can't see the screw, it may be covered with a protective cap. You can remove this cap by carefully piercing it with a sharp punch (dead center) and then prying carefully to work the seal free. If the projecting shaft at the tip of the actuator seems OK, replace the actuator into the injection pump and then tighten the screws so it seats against the pump. Be careful: you can snap the screws off very easily and if you do, the pump probably will have to come off the engine (you don't want to know how hard that is).

Remove the connector to the rear-most solenoid (the only one on 1750s) and touch a 12-volt lead to the terminal momentarily. You should be able to hear a click. If you can't, keep going, but don't get your hopes up. If there's no click, it's plunger is sticking and might be freed by flushing the pump's insides with a solvent like diesel fuel (then changing the engine oil and filter).

Start the engine and let it warm up as best you can. Notice if the idle speed drops as the engine warms up. If it doesn't idle, try to get it to run as slowly as possible.

With the engine completely warmed up, carefully remove the long link at the bellcrank. If you press downward on it

the engine will stall. Hold it lightly so it can move freely, then peer down where it attaches to the injection pump. The lower end of this link is attached to a lever. There's a flat notch on the lever with a mating reference screw: the distance between the face of the notch and the tip of the reference screw is supposed to be 0.019 in. This is a little less than the depth of the notch itself. If you have a slender feeler gauge, fine; otherwise, fake it. This is known as setting the pump gap.

If the clearance is significantly different from 0.019 in., you must get the correct gap by screwing in or out the slotted screw you noted when the thermostatic actuator was removed from the injection pump. The procedure for doing this is the most difficult part of the whole exercise. The shaft protruding from the thermostatic actuator bears on this screw and controls the pump gap as well as the engine's idle speed. Turning the screw clockwise causes the gap to increase: counterclockwise decreases the gap. To adjust the screw, keep the long link disconnected, turn the engine off, carefully remove the actuator and give the screw a half to a full turn in the likely direction, then seat the actuator firmly by pressing it home with a long screwdriver on its mounting flange. Glance at the gap and estimate whether you need more or less gap. Make another adjustment if required. If it's still not right, keep the actuator pressed home with the screwdriver and have someone start the car to assure that the engine stays at operating temperature. Let it idle for a minute, then shut the engine off and continue the adjustment. Keep adjusting with a warm engine until you're satisfied. This is the most critical part of the operation. If there's any hope of success, the engine should now be able to idle. It won't rev, of course, because the long link's still disconnected. The main mixture adjustment remains to be made, but the engine should idle smoothly near normal speed. Use a needle-nose pliers to pinch off each of the four rubber hoses running from atop the manifold to the intake runners. Pinching off each hose should cause the engine speed to drop a little. If it does not, then there is either a leak in one or more of the hoses (probably a crack near either end at the nipple) or the throttle plates are not closing fully.

A properly tuned SPICA system at idle breathes through the four rubber hoses, not the main throats. With the engine at idle, place the palm of your hand over each intake throat to seal it off. If there is a drop in engine speed when you seal the intake, then that throttle plate is being held open. Re-inspect the closing of the throttle plates and try shortening the short link a little to see if you can improve the adjustment. You can also tell if the throttles are not closing fully because the car will backfire on deceleration. Hold the top joint of the long link against its ball on the throttle bellcrank. Check the pump gap: it should now be about twice as wide, or 0.045 in if you have a feeler gauge. Adjust the long link to get the pump gap, then snap the top joint on its ball.

With pump gap now adjusted to your satisfaction, the throttle plates closing well, and both the short and long links set, you're ready to adjust the fuel mixture. If you have a 1750, the fuel mixture adjustment is a screw on the top of the injection pump which is held tight with a

locknut. You turn the screw clockwise to richen the mixture and counterclockwise to lean it. Hang on for a moment while we address the 2-liter types. What follows now is only for 2-liter engines. Shut the engine off. Peer closely at the threaded solenoid which is towards the center of the injection pump. This is the fuel cut-off solenoid. There's a wire attached to its top which loops under the pump and into a metal housing. Remove the wire from its terminal. There's a castellated lock nut around the solenoid which requires a special tool to remove. Don't try to chisel the lock nut off with a screwdriver: you'll only mess it up. You can use a brass drift to try to loosen the lock nut. It may work. If it doesn't...the proper tool for removing this lock nut has six protrusions on it which fit into the slots in the head of the lock nut. If the last guy to fiddle with this had the proper tool, you'll never get it off unless you make something which resembles the tool. Be patient.

Get the largest vise grip you have and adjust it so its jaws clamp snugly around the lock nut. There's not a lot of room to work in, and be careful not to mess up the threads on the solenoid itself, or disfigure the lock nut into the solenoid. You want a snug fit but not a crushing one. Try to loosen the lock nut by pulling the vise grip counterclockwise. OK, it didn't work, but it was worth a try. Put the vise grip away before you succumb to the temptation to try to turn the solenoid itself with the vise grip: you'll never be able to loosen it that way and you might crush the solenoid itself.

Get a 2-inch or 2 ¼ inch muffler clamp and grind the threaded ends of the clamp into screwdriver tips. The tips must be ground in-line, so they fit into the slots on the castellated lock nut. Crush together the ends of the clamp in a vise so they just fit around the solenoid and engage the slots in the lock nut. Fit the muffler clamp in place so

its ends engage the slots in the lock nut, then tighten a hose clamp around the muffler clamp so it's securely held around the solenoid. Using a pliers or vise grip, carefully rotate the muffler clamp so it unscrews the lock ring. Only a slight rotation of the lock nut is necessary to free the solenoid. If the engine was running fairly well before loosening the solenoid lock nut, then you're almost through. For the moment, we'll pretend it was running rough as a cob, but you got the pump gap to satisfaction. Notice the position of the terminal on the top of the solenoid. This will be the pointer which lets you keep track of the turns you make from here out. Keeping track of the number of turns, unscrew the solenoid so it can be removed from the pump.

At this time, you can clean up the castellated lock nut and assure that it threads easily along the entire body of the solenoid. Now, seat it lightly and screw it in 10 ½ turns. Seat the castellated lock nut against the pump body but do not tighten it. If you're working on a 1750, loosen the mixture adjusting lock nut on the top of the fuel injection pump. Now, for both 1750 and 2 liter models, start the engine and when it's fully warm, insert a wedge into the throttle mechanism at the firewall so the engine runs steadily between 2000 and 3000 rpm. For a 2-liter, turning the fuel cut-off solenoid in, or clockwise, leans the mixture while turning it out counterclockwise richens the mixture. The opposite is true for the 1750 mixture screw: clockwise richens and counterclockwise leans.

Adjust the mixture richness in one direction until the engine speed begins to slow. Turning the adjustment in the opposite direction will cause the engine to speed up, and continued turning will cause it to begin to slow down. Adjust the mixture so the engine runs at its highest speed. If the engine won't behave as described, then recheck all the adjustments you've made so far, including throttle plate seating and pump gap.

Now for a little philosophy. You'll note that there is really only a single critical SPICA adjustment: the pump gap on a hot engine with the long link disconnected. Everything else can be adjusted to compensate for variations in other adjustments. We've left the cold-start solenoid alone. That's clearly not appropriate for northern winter temperatures. Adjusting that solenoid, however, requires a very thin wrench. Fortunately, the cold-start solenoid most often creates problems, not from misadjustment, which is unlikely, but by sticking: listening for a click will indicate that it is not seized.

As suggested before we began, there are several "essential" SPICA tools. I've not given any information about a dummy actuator: you use your own thermostatic actuator to set the pump gap. I've not mentioned the special tool used to set the throttle stops: you do that empirically by testing at idle for closed throttles. And, the actual mixture adjustment is made using engine speed as an indicator, so that tends to compensate for any minor misadjustments.

Since these settings are fairly gross, I'll now give you a technique for fine-tuning the thermostatic actuator setting for the actual needs of your engine. When properly

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adjusted, the thermostatic actuator should give a decently fast idle on a cold engine and a steady, proper idle speed (provided the ignition timing is correct) when warm. If you do not have a fast idle with a cold engine, you should turn the screw under the thermostatic actuator $\frac{1}{2}$ turn clockwise and then notice how it starts the next morning. Continue turning in $\frac{1}{2}$ turn increments each morning until the initial cold idle is between 2000 and 1500 rpm and then drops to the correct idle speed as the engine warms up. Clearly, it's the warm idle speed which is more critical, but if you don't get a fast idle on a cold engine, then the screw isn't properly adjusted, no matter what the pump gap is or how far the thermostatic actuator shaft extends. Continue adjusting the screw over successive mornings until you have a recognizable fast idle cold and a steady idle at the proper speed – about 850 rpm is my preference – when warm. Then, re-adjust the main mixture after blocking the throttle partially open as described above. The adjustment to the main mixture should be very minor.

Reattach the air filter and re-check all connections and fittings. That's it. From now on, keep your hands off the thing (except for changing the little oil filter on the front of the pump).

technically speaking

by various guest writers

THE AFTERMARKET: A REASONABLE GUIDE TO PURCHASES

Alfa Romeos are, for the most part, comprised of exceptionally high quality parts. Occasional transgressions occur, however they are rare. It is with this fundamental premise in mind that one should examine the prospective purchase of nonfactory Alfa parts. Yes, many aftermarket parts are well conceived in design and execution. Unfortunately, notable exceptions exist and they cost money and time to correct once purchased and installed. This article is a general guide to help discern which products will truly improve your Alfa: it will work in most but not all instances.

First, have a solid plan in mind before you begin the journey down modification lane. Start with a specific goal in mind rather than merely flipping through parts catalogs. Ask yourself what factory part or design is failing to meet your performance expectations. If the factory part is easily accessed, examine it and if at all possible discern or educate yourself as to its alleged shortcomings. If the part is difficult to access, check to see if a source of new or used Alfa parts is in your area so you can look at the part. It is amazing how many people want to replace a part that they have never even looked over. How will you ever know if an aftermarket part is better if you have failed to compare it to the factory part?

Next is where your Alfa Club affiliation pays off. Ask a technical advisor or other club members if they have any

advice or what their experience has been with the part you are considering. You may find out that Alfa has redesigned the part at issue. For example, Alfa has reconfigured V6 cam belt tensioners and head gaskets. You may also learn of a different approach to solving your perceived problem such as double clutching second gear or placing less belt tension on V6 water pump belts. Ironically the aftermarket has failed to economically address some of Alfas most common maladies.

If at this point, you come to the conclusion that you desire an aftermarket part, use your club again to see if you can look at the part and ask others about their experiences. This is an area where the Alfa Digest and the internet fail to replace the great need for Alfa clubs. Parts are tangible items, all the talk in the world and all the pictures in the world are unable to compare to seeing the part in the flesh. Have you ever seen a great Alfa for the first time that you had previously only read about or viewed photos of? Enough said.

If it is at all possible, examine the part at issue and ask yourself a simple yet powerful question that is at the very heart of this article: "Is this part better than the latest factory part?". Truly if we drove Fords from the mid-seventies this would be an easy process. Our Alfas have remained high quality over the years and as such we must have the attitude that talk is cheap; design and performance are where the action is.

Next contact the parts distributor or your Alfa mechanic. Remember Alfa parts distributors are busy business persons who must support themselves off of a small segment of the automotive market. Prior to picking up the phone, have specific questions in mind. For example, an often forgotten question is to ask if the installation process is challenging or unique. Other questions should inquire as to if any special tools are needed and if the part generates any additional maintenance or adjustment issues. Never forget to ask if the distributor knows of examples of the part being used in your proposed application. You have a right to know if you are going to be part of the research and development process. Do not expect aftermarket distributors or Alfa mechanics to be engine designers. The factory and race teams pay big bucks for design work. If your supplier or mechanic has enhanced knowledge, be respectful of their time. Mechanics and engine designers make a living off of charging hourly for services. We want to keep the best and brightest people associated with our marque. Let them make a living.

Remember a fundamental issue prior to your purchase: very rarely do automotive parts work alone. Parts usually affect the performance of other components. Be sure to think about what the part does and ask if it will overstress other parts. In short, will those wider rims and sticky tires accelerate front wheel bearing wear on your GTV6? Are you willing to accept the additional safety responsibility of paying closer attention to higher wear parts?

Perhaps it is best to highlight a few highs and lows from the aftermarket by way of illustration. Alfa has almost always included high performance exhaust systems on

thier cars. Yes over the years some cast manifolds have been better than others, but the issue is if the aftermarket header is better. Look inside the aftermarket header: is it nice and smooth like the factory manifold or does it suffer from blobs of welding material which can be a ripe area for building up carbon and restricting flow? A fancy chrome exterior will do little to help a botched inside. Does the header have flanges in strange places? For example, if the radical cams in your GTV6 rattle the motor around a bit at idle and work the header connection a tad loose, will hot exhaust blow an expensive hole in your motor mount before you get home? If the header or exhaust hangs lower than stock under the car, you may be replacing it soon. Likewise, headers rubbing or clunking against steering boxes and the like are simply unacceptable problems that will lead to more money and time.

You wanted the header for the ten horsepower it promised? Ask what the horsepower gains are at different rpm levels. For example, if a header produces an additional two horsepower at 4,500 rpm with the additional ten horsepower not realized until 7,000 rpm, is that a good fit with your driving needs? Also, how does the header affect torque? Alfa four cylinder engines need all the torque they can get. Does the header sacrifice low and mid rpm torque for high rpm gains? Will that work well in your street car, or will it add to driveability problems? Many excellent aftermarket headers exist: know what you are getting. Alfas are frequently softly sprung and suffer from excessive body roll when cornering. If you are not adverse to a firmer ride, aftermarket performance springs will produce wonderful results. However some brands of springs will sag over time so use your Alfa club and check around to find the good ones for your application. You do not want to be reajusting headlights after the rear springs sag on your GTV6.

Superb aftermarket shock adsorbers exist for Alfas. Decide what type fits your needs and enjoy. As for the adjustable shocks, be sure to inquire as to settings prior to installation. Adjustment generally requires taking one end of the shock loose.

Alfa has produced numerous performance camshafts over the years. For example, retrofitting the 2.5 liter V6 with 164S cams has proven to be a successful modification. Prior to selecting an aftermarket cam, if at all possible go for a ride with a club member who has the cams installed. Ask if the idle is acceptable. Do the cams produce power at the rpm range that you will use? Have the cams been durable? Are you able to tell if the cams make the car feel different from yours? Remember a different exhaust note may not mean the car performs better- be objective. Many intake and exhaust valves made by Alfa are truly wonderful. Be sure the oversize valves you desire are as good as Alfas. Many Alfa exhaust valves are sodium filled and very well designed. Do not forget that a high performance valve job can work wonders on stock valves.

One last note, the price of an aftermarket part does not seem to have much to do with anything, you and only you

must decide if the part will live up to your Alfa's exacting standards. Oh yes, save those old parts, you never know when they may come in useful....

Bill Elder

Ed. Note: Elder has a '81 GTV6 and '86 Spider, both of which are highly modified and used on both street and track. Elder is a proponent of well selected aftermarket parts.

Article courtesy of the Overheard Cams, the newsletter of the Alfa Romeo Association

TAKE ONE MILANO, ADD A LITTLE ZAGATO

This is a little upgrade for those of you with De Dion equipped cars. A few factory supplied parts used only on the 3.0 SZ (see Figure 1). The factory was looking to maximize the cornering ability of the SZ. Along with the powerful 3.0 liter engine and larger Pirellis, it paid off. The 3.0 SZ can pull 1.3 G's.

If you too would like to firm up the motion of your De Dion suspension, you should make this upgrade. These parts will take care of that spongy old rubber bushing. They are very reasonably priced but are a special order. Jon or Ruth Ann at Alfa Parts in Berkeley can get them for you. Call and give them the following part numbers:

605-52102
605-52378
608-00730

It will take a few weeks to get them because they are coming from Europe. (Yes, I know, most Alfa parts come from Europe. But these are different -- they aren't regular U.S. distribution parts.)

Also, here's another modification for you. When they built the SZ, they didn't want to sacrifice ride quality, yet steel spherical joints are not nearly as smooth and forgiving over bumps as standard issue rubber (see Figure 2). If you race, time trial, or autocross, you were probably ready to change over last week. If you are ready to try it, the parts are inexpensive, but the labor is the sore point. It's no half hour presto chango. It's a three hour, creative press work type of job.

Next, we'll take a look at the modifications we can do to the front suspension. (Larry Dickman, Jr. runs Alfa Parts Exchange in Hayward California. - Ed.)

Larry Dickman, Jr.

Article courtesy of the Overheard Cams, the newsletter of the Alfa Romeo Association

COOLING OFF

Many years ago, more than I would like to admit, I did some work in a radiator shop in the LA area. Even though it was a while ago, I remember some things about this internship quite well. There have been several inquiries recently, via the Alfa Digest and from club members, regarding cooling systems, radiators in specific, so I thought that a brief review of radiator repair/service options would be in order. Remember also, that just because a car is overheating does not mean that the radiator is the culprit. There are other mechanical maladies which can afflict a motor which will over-burden the cooling system, and cause an over-heating condition. There are several diagnostic tools, which I will NOT attempt to cover, that will help determine if the problem is motor-related. I would expect a competent radiator shop to have a flow meter, to measure the amount of water that can flow through the radiator. The value obtained can be compared to a new unit to help determine if a reduction in flow may be responsible for the diminished capacity of the cooling system. Assuming that it is determined that the radiator is the source of your car's malaise, then I offer the following to describe your potential courses of action.

0.5. I have heard of some people using the auto parts store-type of in-car flushing devices with some success. I have not had any experience with them, so cannot speak with any authority on that subject. If you try one of these, you are strictly on your own. Best of luck.

1. You can "boil out" a radiator, then follow with a backflush. Of course this is not done in the car. Many radiator shops will not mind if, and perhaps even suggest that, you remove the radiator from the car yourself. If things aren't too bad, a hot-tanking and forced back-flush will dislodge enough of the bad stuff clogging the tubes. If this is the case, pay the man, re-install the radiator, make sure that all of the hoses and bel with a hug and a kiss, you are back on the road.

2. If things don't work out so well, after the boiling out and backflushing, one of the tanks, (top or side, depending) is unsoldered, and small rods are sent down each of the tubes to clear the crud (a fine technical term here) out of them. Once clean, the tank(s) are soldered back on and radiator pressure tested for leaks. Pay the man more money than for a simple backflushing, re-install everything as above, hug and a kiss, and you're back on the road.

3. If things are worse, and the metal in the radiator is in VERY bad shape, the rods, used for cleaning in #2, can poke through and make holes in the tubes. This is NOT GOOD, and could mean that the whole core has to be replaced. The only thing remaining from your old radiator are the tanks, sides or top/bottom, depending on design. Most problems, short of really distorted tanks can be handled with this sort of a fix. Expect to pay even more money if you have to go this far, but this should still be a lot cheaper than a new radiator. I had a "hot rod" radiator made for my 1971 Ford (sorry) Capri. I went

from a two-row design to a three-row core. It cost me \$150 or so, but that was about 13-14 years ago.

3.1 A cheaper way out than a new core is a "rebuild". In this scenario, your old funky core is replaced with a used core that is in good shape, such as from someone's bone yard. If you are on a budget, and the radiator shop can give you some sort of a guarantee, this may not be as bad as it sounds.

3.2 Most of the "connections" in a brass/copper radiator are soldered. Some coolants really seemed to eat through some of the solders used by various factories. I found out the hard way on my FIAT 124 coupe. All the brass was fine, but all the solder was little more than corroded lead and tin. No wonder it seemed to e header tubes back in place, using good materials. Luckily, I used to work there, and knew the guys :)

4. If things are really weird, having gone from bad to worse, and remember these are Alfas after all, a REALLY GOOD radiator shop could custom fabricate a new brass radiator for you. From new tanks, make up the core from virtually scratch. Money is - well, if you have to ask. . . But there are guys out there that can do that stuff. There are companies, though, such as Eskimo, who make kits, pre-fab tanks, and semi-generic cores, that the radiator shop then assembles. These "kits" are much more price friendly, if you can get one to fit the car you are interested in.

5. If your radiator is aluminum, and not copper/brass, then all of the above is utterly useless. Most factory aluminum radiators I have seen have pressed on plastic (yup!!) side tanks. Repair is not much of an option. The bottom line is that many hundreds of dollars may be a fair (?) price if you are looking at someone's list price book on a new, factory original piece. BUT!!! you may not want to, or need to, go this route. A good radiator shop can answer questions in detail for you. As I mentioned above, some shops may cut a bit better deal if you bring the radiator into them, rather than having them deal with the R&R themselves. The more unique the car, the more they would rather you do the work anyway, probably.

This is probably more than most of you wanted to know about radiator repair. But this service or repair is a fact of life, and may well be needed by your car sooner or later. Sooner comes up if you do not maintain the cooling system well. Later is a better scenario, and can be accomplished with regular changes of coolant appropriate to the engine. Every two years is usually the time interval recommended for coolant changes. I hope that there is end.....

Jay Negrin



Driven to be Different

election results & meeting news

The big club news is that we had elections, and many of the officers, who were running for re-election, were, in fact, re-elected. There were also some write-in candidates who made their plea before the membership, before ballots were cast. They had their say in person, or by proxy, at the November general meeting. As a result we have elected several "new" members to the board. They may be new members on our board of directors, but they are hardly new members. They have already demonstrated their commitment to the club, by word and deed. At the time of this writing, all is provisional, so I will not have names and positions for you, just yet. We will have that information by the time the January meeting rolls around.

Speaking of the January meeting. This is the Annual Meeting, where the main club business will center around the installation of the new board of directors and the announcement of the year-end competition awards for 1996. The main focus of attention will be the guest speaker, though. We usually have a special speaker, and this year is no exception. A noted celebrity in the field of automotive endeavors has been promised, but the name is not available to me right now.

With the dawn of a new year, with new faces to help with the tasks and chores of running a club, promises to have a quality list of events for all eager Southern California Alfisti. There will be some reprises, as well as some new events. The major emphasis will be on providing activities that will appeal to all, from the hard core track competitor, to low-key picnics in the park. With the continued increase in club activity, I sincerely hope to see many new faces at most of our organized events.

Elections results will appear in the next issue - Ed.

editorial section

FROM THE EDITOR

This is my last issue as editor of the Alfacionada. I have enjoyed the position the last couple years and will miss many of the people who helped me in the effort. It was my goal to produce a newsletter more informational and entertaining (or "journalistic" as Pat Braden has termed it) than the usual three to four page stapled handout. From the feedback I have received I think we were largely successful (I will especially miss doing the April Fool's Issue.....Papal involvement included.....).

I think it is important to recognize the efforts of those who have donated their time despite their hectic schedules.

They include Pat Braden, who graciously contributed his "Passing Thoughts" column to the Alfacionada in addition to "Note Brevi" for the Alfa Owner, revising his Giulia book, holding a full time job, and raising a family (special thanks to his wife Cheryl for putting up with the lot of us.....).

Also a special thanks needs to be extended to Stu Schaller who at times contributed over half the content of the newsletter in the form of international and marque related news, historical articles, and commentary. Stu had been a fixture of this chapter for over two decades and will be missed by many of us, myself included. I may not have agreed with all his opinions but I respected the fact he was willing to put them in print, something many of his severest critics were unable or unwilling to do.

Special thanks also to Jay Negrin who has blossomed into an excellent club president and columnist; Randall Higa for his contributions regarding time trial results and hilarious board meeting minutes most of you will never get to see (for a reason); Jack Haggerty of the Alfa Romeo Association for letting me pillage his technical material; and Steve Smith of SOS Printing and the San Diego chapter for doing an excellent job in publishing the nasty thing.

LETTERS TO THE EDITOR

With the loss of ARDONA, we've heard a lot about the future of the club. Now I too am wondering how long before member support dwindles to nothing. Here's why:

In the September issue of "Alfacionada," you (Jay Negrin) wrote a letter to the editor recommending the "Under Three Liter Car" club show and swap meet. The response to your letter from the editor was "The current policy of the Board of Directors does not permit the direct support of events promoted by other organizations...Consequently, direct support of such activities as the PS Vintage Races ... and the Monterey Historics is not likely."

Point 1: For the past six years, I've purchased Monterey Historic race tickets and corral passes through the club. Hmmm. (This was in cooperation with the Alfa Romeo Association, a separate organization from the Alfa Romeo Owners Club - Ed.)

Point 2: Unfortunately, the Alfa club CAN'T compete with either the Monterey Historics or the Palm Springs Vintage races. Think about it for a minute - try holding a time trial the third weekend in August.

AROSC hosts some great events, but so do other groups. Why doesn't the club work with other enthusiast groups to EXPAND its reach? There's nothing to lose and everything to gain by participating in non-AROSC events. The enthusiasm, spirit and support for Alfas, their owners and the club can only increase from this type of exposure.

I applaud the editor of Alfacionada for printing your letter as well as the calendar of other local car events. Most Alfisti don't just love Alfas, they love cars. But if the Board can't acknowledge the rest of the world, then maybe the club is doomed.

Sincerely,

Rob Poetsch
RPOETSCH@AOL.COM

Goodbye members of the AROSC. It's with some sadness that I say this, but it has gotten to the point that I can no longer condone, much less be involved in what is going on with the club.

This newsletter will no longer have the information as to what is going on in international racing, nor is it likely that there will be any historical information presented. Then again, maybe someone will actually step forward for the club, and write something.

The majority of the Board of Directors have decided they do not like the tone of newsletter has taken; they want "Happy News." Gary has been booted out as editor, and will be replaced with Tom Suter and Phylis Gaylard, acting as co-editor. No longer will any criticism of the club be allowed.

I hope the majority of the Board of Directors realize what has been done. Maybe it doesn't matter because the majority of the club member have allowed it to happen.

Stu Schaller



classifieds

southern california

I'm now reproducing some of the Alfa wall posters that go back as far as the 1920's. The posters range in size from 18 inches by 2 feet to as large as 3 feet by 4 feet. Depending on the particular poster and it's size and age, these reproductions will range from \$60 to \$250. The originals of these posters range from \$1500 to \$12,000!

I will also be reproducing these posters on T-shirts. Prices are either \$20 or \$25 each, again depending on the original's age, and will be done in very limited numbers. Never any more than 100 pieces of any particular shirt will ever be produced.

I also have engine main bearing for 106 series Alfa: 1 set 10 over and 1 set 20 over, best offer.

Stu Schaller, 8821 Lindley, Northridge, Ca 91325
Phone 818-772-1333 Fax 818-831-2199

1963 Giulietta Spider Restored with red exterior and black interior. Call for more info. \$18K OBO
Peter Boclanfoso 714-523-3729

1976 Alfetta Club Race Car & Trailer Light weight, roll cage, new race preped engine. Resale Red.

1974 GTV Parts New old stock front bumper, wheels and more.
Jerry Lomas 213-734-5852

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.

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 (orig. \$500), asking \$75.
Dwight (818)445-3435.

1973 Spider Straight, runs well, new transmission, good cond. Needs good home.
Maurizo (310) 595 - 7281

1972 Berlina New springs, shocks, complete front end/exhaust. Needs engine and some bodywork. Many extra parts. \$800 OBO.
Tony (310) 492 - 9811

1987 Milano Verde 112K miles, anthracite gray, recent transmission overhaul, Euro-grill, sunroof. Car is in pristine condition. \$7000
Dan R. Her (818) 997-2330 (X146) or (310) 374-3153

Alfa Parts.
14 x7 GTA Campy wheels (4) - \$500, Replica sliding block (castings), bolt-on - \$2000, Touring replica steering wheel for 1900 - 2500 - \$2000
Al Cortes (310) 970 - 0127

Alfa Parts. GTA grill (new) \$150, Giulia Super front and rear seats recovered in red w/ black carpet set \$500, 105 series spare tire well excellent for rust repair \$50, Ingram Dyno-Graph (new) \$150, Giulia TI or Super front and rear bumpers (used/good cond.) \$125 each, front springs \$100, 105 series 1600 head w Sperry valve job (new springs) \$450.
Fred 714-893-3727

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 Xcint. \$1200.
Ines Ucci (818) 797-1278

Wanted - Fuel Injection Mixture Wrench for '74 GTV.
Randy 310-450-9755 (days) 310-471-6048 (nights)

Please note - Northern California ads are courtesy of the Alfa Romeo Association in whom AROSC has a reciprocal relationship (they will reappear next month). Remember, Classifieds are free to our members. \$10 for non-members. Mail your ad to: AROSC, P. O. Box 3621, Granada Hills, CA 91394

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alfa romeo owners of southern california
 - membership application -

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 Member of another AROC chapter wishing to add AROSC affiliation.....\$22
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 CHECK ENCLOSED IN THE AMOUNT OF \$ _____ FOR _____

local competition

Randall Higa

NOVEMBER 9 & 10, 1996
WILLOW SPRINGS TIME TRIAL AND RACE

Gotta love our Alfa Romeo Time Trial and Race events...What other venue can have an Alfa GTV6, a Porsche RS America, a Lola C sports racer, a Dunstang (dune buggy with Ford V8) run in the same race? What other club would need to black flag a race because of loose dog on the track? What other club would consider this to be all perfectly normal?

In Sunday's final race, Robert Roig pulled ahead of the horde with a sizable lead in his quick Porsche RS America. It looked as though the only real racing action would be at the back of the pack where cars seemed to be more closely matched. About halfway into the race, Glenn Bjorkman in the sports racer seemed to be gradually closing on the RS. Was Robert beginning to sandbag to make the race more interesting? Was he bored going fast? Was he trying to talk to his stock broker on his cellular phone?

As if to make the race all the more exciting, the RS spun off the inside of the track at the exit of turn 4. Glenn in the sports racer took the opportunity to pick up the lead before the Porsche regained its composure and got back on the track. Robert Roig was now, for the first time, NOT in the lead. With new determination, he set his sights on Mr. Bjorkman. However, just when the RS was within spitting distance of the RS, the CSR retired into the pits. Robert Roig then motored to win overall and first place in the new M+ class.

A little ways back in the pack, a battle took place with a pair of 240Zs piloted by Erik Messley and Mike DeAngelis (good to see you guys back again!) and Kit Simmons in his white BMW M3. With just a few laps to go, a colossal cloud of dust filled the air on the outside of turn 9 with slightly brown BMW M3 skidding sideways in the thick of it. Without missing a beat, Kit got back on the track but pulled into the hot pits and asked the track worker, "Are there any rocks between the rim and tire?"

The track worker replied, "yup. Lots of them."

Kit admitted defeat and mumbled, "well, I guess I'm done for the day..." Once he started off again, the dirt that had been trapped in his wheels (by centrifugal force), fell onto the ground leaving two long trails of desert topsoil; enough to plant a medium-sized cactus garden. The grinding sound of the dirt falling between the brake rotors and calipers was especially spine tingling. Other bad luck was experienced by Paul Ellis who was forced to slow down in the Dunestang when he found that oil pressure in his newly rebuilt engine went down as RPM went up. Richard Thompson did an admirable job of upholding the Alfa marque by speeding by two RX7s and garnering second place in class O.

In Alfa Romeo time trial class B, Phyllis Gaylard beat Rube Erickson with a fast 1:44.692 in her maroon GTV. Class C had not only the most number of Alfas but also had the fastest. Mike McGinnis trounced the Class C competition by more than two seconds with an awe-inspiring 1:40.814 in his amazingly fast GTV6. Luckily for yours truly, Paul Blankenship and the mighty Class D Alfetta (with nomex-clad teddy bears) were not present for the timed runs because he was selflessly toiling and laboring over the nasty and unpleasant details of the upcoming wine tour (you guessed it; he was wine tasting). Consequently, the "say-no-to-polka-dots" slightly two-tone blue GTV with a 1:46.939 was the victor in Class D.

The Class MM crown and top time of the day in time trials was attributed to Steve Hamilton with a 1:28.087 in the same Lola T49 C sports racer piloted by Glenn Bjorkman. Brian Carroll triumphed in Class in M in a thundering Viper GTS with a 1:36.437. Class N had a full field with 9 cars lead by the Mustang of Robert Whitely with a sizzling 1:36.057 beating out the Toyota Supra of John Page by less than a tenth of a second. The only Lotus (an Espirit) piloted by Victor Chan took top honors in Class O with a 1:38.278 by beating a field of seven cars, including the amazing Thunderbird of George Kranen. Daryl DeArman in an RX7 took Class P with a 1:45.159 beating another field of seven cars. The inspirational Fred Hamilton again piloted the classy Buick Regal to victory in Class Q with a 1:59.378. Denise Stillman was the only Ferrari driver who had the perseverance to stay for the entire weekend and captured the Ferrari Class in her 328 with a 1:48.678.

Accolades to George Kranen for planning another exceptional dinner event. The theme for the evening was middle eastern with a buffet of tasty exotic foods and desserts. Although we couldn't do our usual outdoor pool-side dinner due to cooler weather, the temperature in the dining room was elevated by a very flashy belly dancer. Like I said, ya gotta love our Alfa Romeo Time Trial and Race events...

RACE RESULTS

Class	Position	Car
M+	1	Porsche RS America
M+	2	Lola T49 C Sports Racer
M	1	Dunestang
N	1	Datsun 240Z
N	2	Datsun 240Z
N	3	Datsun 240Z
N	4	BMW M3
O	1	Mazda RX7
O	2	Alfa Romeo GTV6
P	1	Mazda RX7
P	2	Mazda RX7
P	3	Cathy Hamilton



CONCOURS
Dan Ritter

OCT 6 CONCOURS RESULTS

Greetings Alfisti!

I beg your indulgence for not writing sooner as that I been on a secret assignment and out of touch with reality. Enough of that, let's get on with the reporting of the last Concour event that was held last Oct 6th at El Dorado Park. This venue is a perfect sight for this kind of event, with beautiful trees, picnic tables, ample parking and a most interesting nature walk in an accessible location. The Alfa member responsible for obtaining this site was none other that Tony Gallatta who I along with the participants wish to thank him for taking the time and the effort to research this for the club. Well done Tony!

Thanks also go out to our judges, Warren Caswell and Carl Tronco who have gave their time to our concour program this year.

On with the results;

Best of Show. Al Cortes, '62 2600Z

Peoples Choice. Paul DeRosier, '72 Berlina

Categories:

Coupe & Sedan

1st Place-Paul DeRosier, '72 Berlina

2nd Place-Bonnie Schwartz, '87 Milano

3rd Place-Joel Hoffman, '84 GTV-6

Exhibit- John Kravchak, '53 1900 C

Roadster & Cabriolet

1st Place-Randy Harris '63 Spider

2nd Place-Dan Ritter '64 Spider

See you next April.



1996/1997 calender

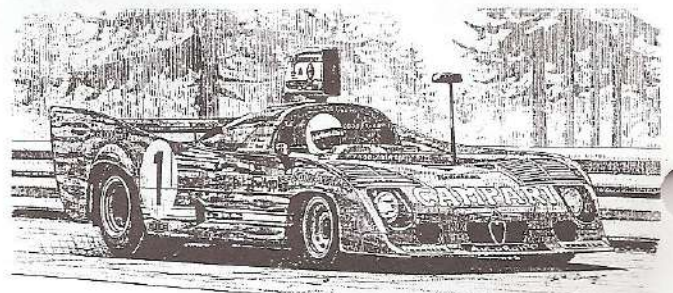
1996

- Dec 6 Santa Monica Sports Car club Rally,
Call 818-894-3549
- Dec 7 AROSC Christmas Party at Charlie
Thieriot's, 2500 Roscomere Road, Bel Air,
Call 310-476-8812
- Dec 8 AROSC Planning Meeting

1997

- Jan 9 AROSC Board of Directors Meeting
Barrett-Jackson Scottsdale, Auction,
Call 602-273-0791
- Jan 15-19
- Jan 25-26 AROSC Time Trials, Las Vegas, NV
- Jan 31 AROSC Annual Awards Meeting in the
Rotunda Room. Call 818-894-3549
- Feb 6 AROSC Board of Directors Meeting
- Feb 28 AROSC General Meeting
- Mar 2 CART race, Homestead, FL
- Mar 6 AROSC Board of Directors Meeting
- Mar 8-9 AROSC Time Trials, Willow Springs
- Mar 9 Formula 1 Grand Prix of Australia
- Mar 12-14 Sebring, Florida Historic Car Races
- Mar 28 AROSC General Meeting
- Mar 30 Formula 1 Grand Prix of Brazil
- Apr 3 AROSC Board of Directors Meeting
North American Touring Car series, and
Apr 13 Long Beach CART race, Long Beach
Formula 1 Grand Prix of Argentina
- Apr 13 AROSC Driver's School, Willow Springs
- Apr 19-20
- Apr 27 CART race, Nazareth, PA
- Apr 25 AROSC General Meeting
- Apr 27 Formula 1 Grand Prix of San Marino
- May 2 AROSC Board of Directors Meeting
- May ? AROSC Time Trials, Laguna Seca or
Buttonwillow
- May ? Pomona Historic Car Races
- May 1-4 Mille Miglia Retro, Brescia, Italy
- May ? California Mille, Call 415-292-2970
- May 3-5 Historic Monaco Grand Prix, Monaco, Call
Mr.Lindsay at 011-44-128-585-0333 in
England for information
- May 11 CART race, Rio, Brazil
- May 11 Formula 1 Grand Prix of Monaco
- May 24 CART race, Madison, IL
- May 25 Formula 1 Grand Prix of Spain
- May 30 AROSC General Meeting
- Jun 1 CART race, Milwaukee, WI
- Jun 6 AROSC Board of Directors Meeting
- Jun 8 North American Touring Car series and

- Jun 22 CART race, Detroit, MI
North American Touring Car series and
CART race, Portland, OR
- Jun 27 AROSC General Meeting
- Jul 3 AROSC Board of Directors Meeting
- Jul 13 North American Touring Car series and
CART race, Cleveland, OH
- Jun 15 Formula 1 Grand Prix of Montreal
- Jun 29 Formula 1 Grand Prix of France
- Jul 13 Formula 1 Grand Prix of Britain
- Jul 20 North American Touring Car series and
CART race, Toronto, Canada
- Jul 25 AROSC General Meeting
- Jul 27 CART race, Brooklyn, MI
- Jul 27 Formula 1 Grand Prix of Germany
- Aug ? Tustin Historic Car Races
- Aug 7 AROSC Board of Directors Meeting
- Aug 10 Formula 1 Grand Prix of Hungary
- Aug 17 CART race, Elkhart Lake
- Aug 22-24 Concours Italiano (De Tomaso), Historical
Automobile Races at Laguna Seca
(Porsche), and the Pebble Beach
Concours (Post War Astin Martin & Pre-
War Steam Cars) at the Pebble Beach
Lodge, Monterey, CA
- Aug 24 Formula 1 Grand Prix of Belgium
- Aug 29 AROSC General Meeting
- Aug 31 North American Touring Car series and
CART race, Vancouver, Canada
- Sep 4 AROSC Board of Directors Meeting
- Sep 7 North American Touring Car series and
CART race, Laguna Seca, CA
- Sep 7 Formula 1 Grand Prix of Italy
- Sep 20-21 AROSC Drivers School, Willow Springs
- Sep 21 Formula 1 Grand Prix of Austria
- Sep 26 AROSC General Meeting
- Sep 28 CART race, Fontana, CA
- Sep 28 Formula 1 Nurburgring Grand Prix
- Oct ? AROSC Time Trials, Buttonwillow
- Oct 2 AROSC Board of Directors Meeting
- Oct 12 Formula 1 Grand Prix of Japan
- Oct 26 Formula 1 Grand Prix of Portugal
- Oct 31 AROSC General Meeting
- Dec ? AROSC Christmas Party
- Dec 4 AROSC Board of Directors Meeting
- Dec 6-7 AROSC Time Trials, Willow Springs



Alfoonery



I GUESS THIS MEANS WE HAVE TO GIVE BACK THE CLUB COMPANY CAR....

january arosc events

AROSC General Meeting, January 31st

The AROSC Annual January meeting is almost here; January 31, the last Friday of the month, 1997. In the past years, individuals such as Dean Bachelor, Denise McClugage, T.C.Brown, Peter Brock, Pat Braden, Len Frank, and many others have entertained us as well as setting a few crankshafts straight.

This annual meeting will be no less! With extremely busy schedules, story deadlines, product introductions, and race preparations, speakers for our meetings are hard to tie down. But, on January 31st, we will have a surprise for you that you will not want to miss. Also for the January meeting only, we will be in the large Rotunda Room at the Veterans Memorial Park in Culver City (see inside cover for directions). So, mark your calender and enjoy a memorable evening of friends, awards, and the likes of speakers that you will only hear and mingle with at the yearly Alfa Club event.

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