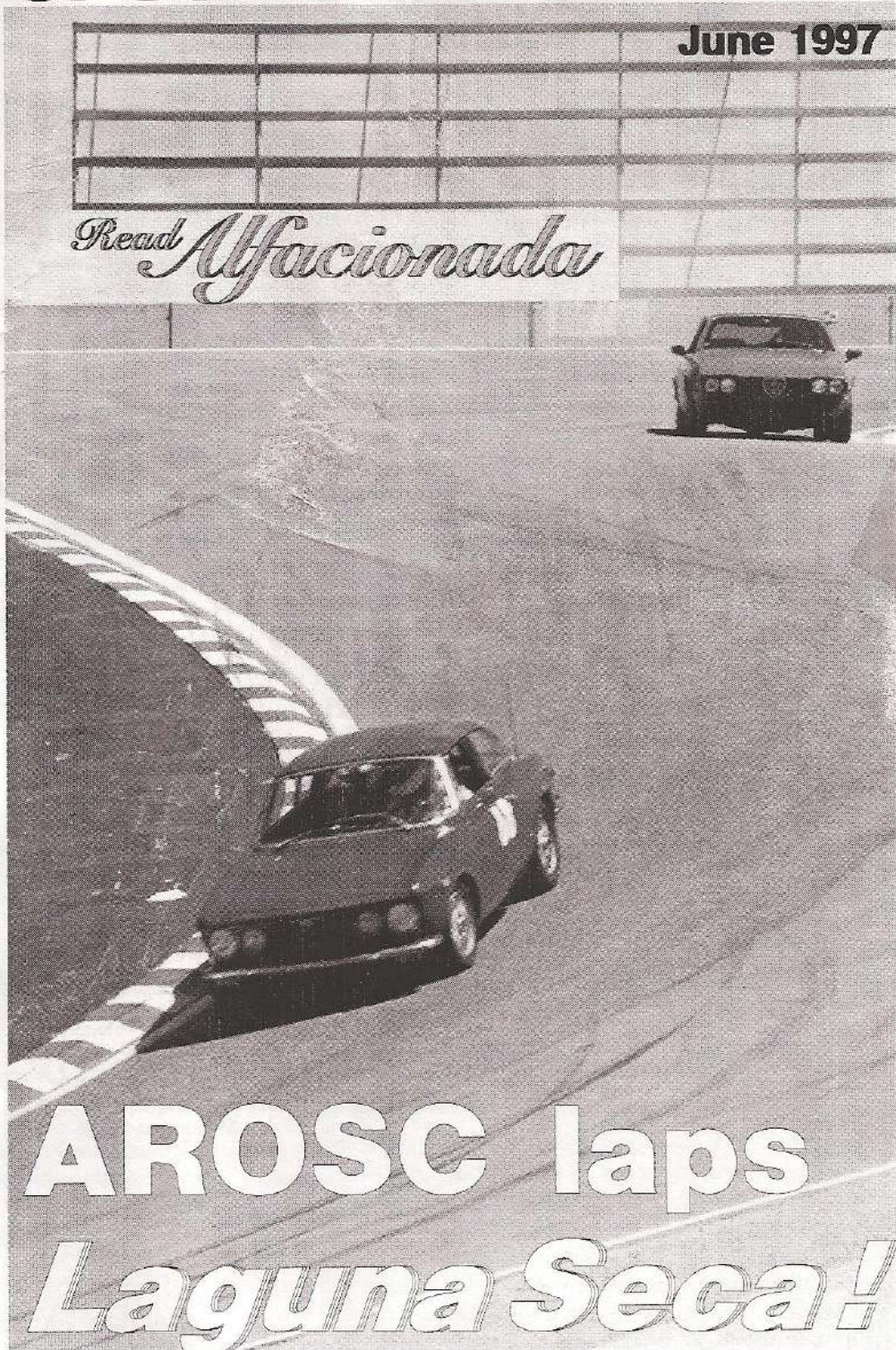


Afficionada

Newsletter of the
**Alfa Romeo Owners
of Southern California**

June 1997

Read Afficionada



**AROOSC laps
*Laguna Seca!***

*In this issue: Pomona Concours, Tech Articles, Swap Meet,
"One for the Road", What's coming in AROOSC, and more . . .*

Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Kaizuki Room at Veterans' Memorial Park in Culver City. In November the meeting will be held on the last Friday if there are two Fridays after Thanksgiving, otherwise it will be on the Friday prior to Thanksgiving. A holiday party is held in December in lieu of the General Meeting that month.

Numerous special meetings and events are also held throughout the year. Check the Calendar information on the outside back cover for an overview of the year and review *Alfacionada* for details of events planned for the near future.

AROSC Mailing Address

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91394

Membership Information

See the inside back cover of *Alfacionada*.

Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive before the 20th of the month to permit publication in the next month's issue.

General Information

Alfacionada is the monthly publication of the *Alfa Romeo Owners of Southern California*, a Chapter of the *Alfa Romeo Owners, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscriptions to this newsletter are included as part of the annual AROSC membership fees.

Classified Advertising

Classified (non-commercial) ads are available as a free service to members and for a nominal charge of \$10.00 per insertion to non-members. Ad content must be *Alfa*-related.

Commercial Advertising Rates

Full page \$500 per year
1/2 page \$275 per year
1/4 page \$150 per year
Business card \$100 per year

This Month's Cover

David Burgoon (*GTV*) and Paul Blankenship (*Alfetta GT*) at play on Laguna Seca during this year's AROSC Time Trial weekend of April 26th and 27th.

AROSC Board of Directors - 1997

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AROSC and the authors and editors of this newsletter assume no liability for the accuracy or legality of any technical information appearing herein. They are also not responsible for the safety or practicality of modifications performed by individuals or companies and described in these pages. You should always check with your mechanic before performing any work or modifying your car in any way.

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What's Coming?

Near-term events for AROSC Alfisti

- June 19-22 AROC National Convention, Columbus, Ohio
- June 27 AROSC General Meeting at 8:00 pm in Culver City. Details on page 2.
- June 29 Picnic and Tech Session at Veteran's Memorial Park in Culver City. Details on this page in this issue of *Alfacionada*.
- July 4 SMSCC First Friday rally. 7:00 pm, B of A at Sepulveda & Devonshire in Mission Hills. Call Jay Negrin for details.
- July 8 AROSC Board of Directors meeting. Call a Director for time & place details.
- July 25 AROSC General Meeting at 8:00 pm in Culver City. Details on page 2.
- July 26 Tour of the Nethercutt Collection in Sylmar. Details elsewhere in this issue of *Alfacionada*.
- August 1 SMSCC First Friday rally. 7:00 pm, B of A at Sepulveda & Devonshire in Mission Hills. Call Jay Negrin for details.
- August 12 AROSC Board of Directors meeting. Call a Director for time & place details.
- August 29 AROSC General Meeting at 8:00 pm in Culver City. Details on page 2.

AROSC Previews

What to expect at our coming events

AROSC General Meeting - 28 June

Along with the usual meeting activities such as tech questions, "For Sale" announcements, etc. we will have a slide show by Dave Mericle of his trip last month to the Mille Miglia and to the Alfa factory and museum.. Come on down to the general meeting and see what you've been missing in the way of club activities. As always, the meeting time and location are on page 2 of *Alfacionada*.

AROSC Picnic and Tech Session - 29 June

What a combination! Only AROSC would combine a picnic with a live demo by Charlie Thieriot of how to rework your bottom end (of your Alfa's engine). You can come for the food and socializing, or you can come to learn more about the guts of your Alfa's engine, or you can do it all.

Bring your family and friends and join us at Veterans Memorial Park in Culver City (That's outdoors at the same location where we meet indoors for each month's General Meeting.) Fun starts at 10:00 am. See elsewhere in this issue of *Alfacionada* for more information.

Tour of the Nethercutt Collection - 26 July

Come with us to a special tour of a special collection of automobiles and other items. Attendance is limited to only 45 people and the museum enforces a dress code, so you'll want to contact Paul Blankenship as early as possible to make sure you'll be able to get in.

Errors and Omissions

No, *Alfacionada* has not turned into a publication by and for lawyers. This is just the place where your neophyte Editor confesses his sins and does penance for mistakes in previous issues.

In the May issue, the photograph of an Alfa 1750 GS on pages 8 and 9 identified the car as belonging to Jim Ibold. The correct owner of that car is Dean Butler. I also failed to credit the photo to Ned Parker, the Editor of the newsletter of the Ohio Valley Chapter, who generously sent me that photo for use in *Alfacionada*. Again, *Mea Culpa, Mea Culpa*.

The cover of the April issue featured a photo of Alan Ward driving the GTV of Phyllis Gaylard. The May issue cover was a photo of Juan Manuel Fangio in his first World Championship car, the Alfa Romeo Type 159 (the original model *Alfetta*) in an exhibition drive at the Monterey Historics.

One For The Road

Some thoughts on pride in being part of AROC

by Jay Negrin - AROSC President

What a proud group we are, this *Alfa Romeo Club of Southern California*. We may even get arrogant, at the thought of having so many months out of the year for great top-down motoring. Yeah, I kinda like that myself.

What really brought this to the fore, though, was seeing so many participants at the latest *Alfa Club* concours, held in conjunction with the Pomona VARA spectator event. Over twenty of us represented the marque at our inaugural show for 1997. Even if it was a bit overcast in the morning, there was enough sunshine a bit later in the day to see those cars really sparkle.

Oh, there were some other brands of cars there as well, invited as part of the larger car show. Don't get me wrong, they were pretty, and in some cases just strange, but my eyes were drawn to the *Alfas*. Say you weren't surprised.

Dan Ritter, the event organizer, will tell you more about the event and the cars somewhere else. I want to talk a bit about the owners. These stalwarts who braved the wilds of Los Angeles traffic, who sacrificed their Sunday mornings so that others could drool their way down the line up of truly wonderful vehicles.

Oh, the cars were neat enough, and any and all *Alfas* which showed up were looked upon favorably. What caught my attention was that there were so many "daily drivers" which were entered, either just to show, or to be judged as part of the concours.

This goes back to that attitude of pride. Pride of ownership. Pride in what you drive. One of the participants told me he entered the concours just to have an excuse to clean his car. I always thought that his car was clean, but Sunday morning, there he was, polishing the INSIDE of his trunk lid. That isn't just pride, that's dedication. I for one was glad to see it.

This is the same pride that I saw at the Woodley Park show last October. There were nearly thirty *Alfas* which had crawled out of the woodwork. We, the *Alfisti*, outnumbered all other marques on display. We numbered nearly one third of all cars entered. Most of the cars were daily drivers

which people just gussied up a bit to show, and to show off, to the assembled throng.

The thing that Woodley Park and Pomona had in common that I am commenting on and highlighting is that there were faces in the *Alfa* crowd which were new to me. To me, this is simply wonderful. Every time we have an event lately, it seems as though I am meeting new people who have either been less active within the club, or are new members. I know that I have talked to a lot of new and prospective members lately, and I welcome each and every one of you to our organization. (Although I should be careful how I use that word!)

To me, this all points to a resurgence — well, alright, a small up-welling — of marque recognition and membership participation. This is a trend I want to encourage. I want to meet more of you in person, especially in low key, non-competitive environments.

There we can talk about all kinds of things that we may have in common, not just fine Italian automotive workmanship.

Speaking of which, could I entice anyone out there within the sound of my voice to attend the annual *Alfa Club* BBQ, picnic and impromptu car show? This year it will be on the last Sunday in June, which makes it the 29th. You will hear about in detail elsewhere in these pages, and also from the podium at the monthly meetings. Briefly, it will be held at the Culver Memorial Park, on the north side, along Culver Blvd. We figure to be meeting around 10 AM, or so.

That gives you time to visit Omega Motorsports, almost literally around the corner, and rummage through Rex's garage sale. Rex Chalmers has been in business fixing and racing *Alfas* for a long time, so he likely has some gems in and among the rest of the stuff he is trying to "share". Visit him on your way to the picnic, and come prepared to show the rest of us what bargains were to be had.

The BBQ may cost a couple of bucks a head for the food, but the bench racing, war stories, camaraderie, and general good times can't be duplicated at any price. Free and priceless, both at the same time. Who could ask for anything more? I look forward to seeing you there!

Every time we have an event lately, it seems as though I am meeting new people who have either been less active within the club, or are new members.

GTV6 Hose Replacement

How to avoid unnecessary work on a routine but important task

by Dan Murphy - courtesy of I Saluti, AROC
Saint Louis Chapter

While attending the St. Louis Alfa Club's annual Spring Fling in Washington, Missouri, my '85 Alfa GTV6 sprung a pinhole leak in one of the two small hoses that run from each head to the thermostat body. These hoses are buried under the cam-belt drive covers and are difficult to reach.

It looked like too big a job to do on the spot so we loaded up with several gallons of water in jugs and headed for our home in Belleville, about 70 miles away. After adding almost a gallon of water intermittently, we made it home without incident and no overheating.

I recommend that everybody check these hoses and replace them if they look doubtful or have a lot of age/miles on them.

Since I needed to drive to work Monday, I tore into the repair as soon as arriving home. A bit of history. I was advised by the previous owner that he had "all" hoses and belts replaced prior to selling the car. He had receipts to prove it. Needless to say these little hoses were missed.

I went to a lot of unnecessary work. After looking in the shop manual it appeared that to remove the offending hoses you need to unbolt the whole thermostat assembly from the water pump. To get at the assembly base bolts you need to take off both the right and left cam-belt covers and remove the three bolts that hold the assembly top (which includes the thermostat element).

All of this I did. Removing the right cover is difficult and requires the removal of the alternator/water pump belt. When I removed the three bolts that hold on the thermostat top, I found that the thermostat body is in three pieces, not two, and the center piece (apparently what is referred to as a "spacer" in the manual) is what the two hoses are connected to. No need to remove the base assembly and the right cover.

The correct procedure is to disconnect the battery and remove the five electrical connections running to the

thermostat body. Then drain down the coolant level below the thermostat assembly. Remove the left cam-belt cover so you can get at the hose clamps.

Next, remove the three bolts holding the thermostat cover and remove the cover. Gently lift up in the spacer separating it from the base. Loosen the hose clamps and remove and replace the 1" hoses, using the old ones as patterns for length (I put in new U.S. clamps). Replace the two paper gaskets, and bolt the thermostat assembly back together. I used 1" heater hose which I found at my third auto parts store on a Sunday afternoon.

Not a common item. I had to make new gaskets out of gasket material. I think I could do this job again in an hour or less if I had to. I recommend that everybody check these hoses and replace them if they look doubtful or have a lot of age/miles on them.

One final note. The thermostat in the GTV6 is special and you will never find one outside of a dealer or specialized Alfa shop. It would be a good idea to carry one onboard, especially on a trip out of town. Also check that the one they give you is correct. I had to make two trips to my friendly Alfa-Ferrari-Lotus dealer in San Antonio the last time I needed one. Spider units won't work!

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Fritz Taggart - A Personal Farewell

AROSC loses one of its early members to cancer

Text and photos by Tom Suter

Most of the time any material which I personally contribute to *Alfacionada* deals with subjects which some people might oversimplify into the category of "happy". This is a label with which I am comfortable, as one of the principal reasons we participate in an organization such as AROSC is because we wish to enhance our enjoyment of life in general, and *Alfa Romeo* automobiles in specific.

The tone of this article will be different, as is obvious from the title above, yet in a sense it is also a "happy" article, because it is about a man whom I consider it a pleasure to have known, and it is also about that man's approach to enjoying his *Alfas* and sharing that enjoyment with others.

Fritz Taggart was one of the first people I met when I joined AROSC in 1965. Over the subsequent years his dry wit, enthusiasm for life, and thorough, methodical approach to anything he did gave me great respect for his abilities and liking for him personally, and as an *Alfa* enthusiast.

Fritz was born in Lake Geneva, Wisconsin some 67 years ago and grew up there until he entered the Navy during the Korean War. During his military service he was assigned to work as a photographer and discovered a real love for the camera. After his discharge from the Navy, Fritz decided to make photography his career, rather than going into his father's lumber business. Using the G.I. Bill for assistance, he went to Art Center in Los Angeles to study and graduated four years later.

Working as a commercial photographer, the talent and care which Fritz brought to his work earned him the respect of



Fritz Taggart at Riverside Raceway with his trademark camera visible on the roll-bar.



Alan Ward, Fritz Taggart, and Phyllis Gaylard at the Santa Barbara SCCA races in 1969

peers and customers alike. His assignments covered almost anything you can imagine, but he was particularly noted for his work with home interiors. His work appeared frequently in *Architectural Digest* and many other well-known publications. He was also a regular contributor to the Magazine section of the L.A. Times Sunday edition.

For many years after meeting Fritz, I would play a game with myself each Sunday morning by opening the Times and attempting to identify which home interior photos Fritz had taken, without looking at the photo credits. It was a game which was easy to win because his photographs always stood out for the quality of the lighting and composition.

Fritz brought the same qualities to his *Alfa* ownership. In addition to driving one *Alfa* as a street car, he raced his *Giulietta Spider Veloce* in SCCA competition, strictly for the joy of driving. His attention to detail and methodical approach showed up here as well. Although he raced on a modest budget, I do not recall a single race in which he was a DNF — and Fritz did almost all of his own work.

One of his trademarks in SCCA racing was the Super 8 movie camera which Fritz mounted on a support of his roll bar and controlled with a switch on the gearshift. As you might expect, the camera alignment and lens field of view were done *right* and the results were some genuinely great footage which we enjoyed at several AROSC meetings over the years.

Fritz contributed to the club in other ways as well. Since his studio had some suitably large open space, he offered its use to AROSC for club tech sessions on subjects such as engine and transmission rebuilding. The kitchen facilities at Fritz's studio, normally used for magazine photo sessions on cuisine, resulted in some AROSC "classes" on Italian cooking being held there as well.

With a dry wit and an occasional communication problem due to his partial deafness, Fritz could sometimes appear cold to a casual observer, but all of us in AROSC had the chance to see a different person. I remember his humorous recounting during an August heatwave of the nightmare which he had just overcome in shooting an article which required a photo of a large bowl containing over a dozen flavors of ice cream, which insisted upon melting. His description of the travails encountered was delivered like a true raconteur and had all of us roaring with laughter.

After the arrival of his second daughter, Fritz stopped racing and became less active in the *Alfa* club than before, but over the years he continued to be a friend to everyone in AROSC who knew him. Although its use has become a cliché — the phrase, "He was a real gentleman", is one which seems to me to be particularly applicable to Fritz.

Last fall, Fritz was diagnosed as having cancer of the colon. He was given chemotherapy, which appeared to work very well until recently. However, a short time ago the treatment became ineffective and he declined rapidly, dying on May 19th. At his request, he was buried last month in his home town of Lake Geneva, Wisconsin.

Fritz left behind his wife of 35 years, Paula, and two daughters — 28 year-old Jennifer and 25 year-old Laurel. He also left behind a group of friends in AROSC who consider themselves fortunate to have been his friends. **Ciao Fritz, it was great to have known you!**



Fritz Taggart at Willow Springs Raceway in 1969, driving his Giulietta Spider Veloce

AROSC BONANZA PICNIC and TECH SESSION

Sunday, June 29th

Veterans Memorial Park
Barbecue Area
4117 Overland
(Overland and Culver Blvds.)
Culver City
Hours: 10:00am to 5:00pm

Bring your families, softballs and bats, and don't forget a picnic lunch and a flock of *Alfa Romeo* stories to swap!

We will have a tech session on basic engine rebuilding, courtesy of Charlie Thieriot, and AROSC will provide the charcoal and barbecues if you want to grill anything.

The barbecue area is very close to the parking lot, so if it's anything like last year, an informal car show will be part of the fun. Last year we had about 35 people and nearly as many cars!

Before coming to the picnic, you might want to stop by Rex Chalmers' Omega Motorsports shop for an amazing sale of *Alfa* parts beginning at 9:00 am. Omega is at 3822 Clarington Ave. in Culver City, about 5 minutes from the park.

So clean up your car and plan to make a great *Alfa Romeo* day of it!

AROSC Laps Laguna Seca

An Alfa weekend at one of the country's legendary tracks.

Text and Photos by Randall Higa

How many of us get a chance to drive on one of the most famous race tracks in contemporary road racing? Unless you have the backing of an obscenely well-financed CART racing team or own a hysterically desirable/unique/bizarre old sports or racing car, your chances of piloting your standard *Alfa Romeo* (those with a production run of more than 500 and/or not bodied by Zagato), Toyota, or Mazda around Laguna Seca are quite small indeed.

Laguna Seca has been the site of many spectacular road



Laguna Seca has something for everyone

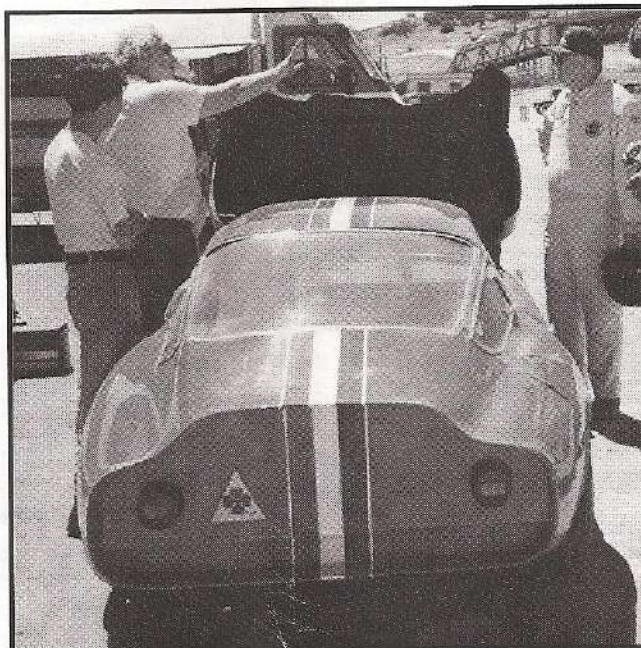
aces, including the unforgettable (some *Alfisti* would consider it to be forgettable) final 1971 Trans Am race where *Alfa Romeo* lost the manufacturer's championship to the BRE Datsun team.

For the past several years, the *Alfa Romeo Owners of Southern California* has been fortunate, tenacious, and lucky to have the opportunity to run a weekend at Laguna Seca. Although AROSC didn't get the track in 1996, we were back in fine form in 1997. As expected the event was a sell-out (over 130 entries), with several people on the waiting list.

However, due to the top-notch AROSC Time Trial Directors



Tom Kubiniec and David Burgoon relive their day at AROSC's Laguna Seca event



Jerry Rosenstock tells Alan Ward how the TZ-1 just flies up the hill

and volunteers, the event went without a major glitch and everyone got plenty of quality track time. The Directors put in a colossal amount of work to make the weekend a success and are to be commended for their tremendous efforts. Special thanks to John Cote, Charlie Thieriot, Phyllis Gaylard, Paul Blankenship, and Brad Gray for doing their noteworthy "behind the scenes" work.

Before the weekend, I frankly did not look forward to driving Laguna Seca again. It can be a tricky and wicked track to drive. The memory of spinning in Turn 10 was still a little too fresh in my mind. The track is unforgiving, with lots of hard barriers and blind uphill. If my engine were melting, I wouldn't know because I would be too afraid to look down at my gauges for fear of blowing a turn and spinning into a wall.

O K , O K , e n o u g h w h i n i n g a n d sniveling. It was time to shut the hell up and drive . . . Once on the track I found that, with a little bit of respect, Laguna Seca is not only navigable, it is true bliss. Nothing beats the feeling of blindly cranking the steering wheel to the left and accelerating down the famous Corkscrew turn . . .

Brad Gray gets extra special mention for the fabulous dinner event on Saturday night. Brad enlisted the help of a number of folks, including Kerry Winslow, proprietor of the Carmel Motoring Company. (an automobilia store with neat stuff a real car person cannot live without), who hosted the evening's event and ran interference with the Del Monte Shopping Center's stuffy policies. The catered dinner was outstanding and the selection of wines was superb.

After dinner, yours truly did a slide show of the last AROSC Willow Springs Time Trial and Race (which turned out to be primarily self-narrated by the audience as a result of consuming the above-mentioned wine). We also had a video of past AROSC events including some exciting racing moments (highlighted by Cathy Hamilton screaming obscenities after being passed by husband Steve), and an AROSC trivia quiz.

Doug Bender was the winner of the trivia quiz and won an authentic Indy 500 brick that was donated by the Carmel Motoring Company. Doug won the quiz by correctly identifying early photos of various AROSC members cars, including the famous wrought iron grillwork on the front of the Dunestang.

Saturday's and Sunday's races were both handily won by Tilo Steurer in a brutally fast yellow Porsche 938 S4. After spinning in Turn 2 on the first lap of Saturday's qualifying race, Tilo soon recaptured the lead, but only by blasting by the sound meter (located to the south of the uphill straight)

registering a thunderous 111 db. Since the sound level limit was only 92 db, he was given the standard stern warning and was to be banned from the track if he did it again.

He didn't and he won the race anyway. After the race, second place finisher Paul Ellis, Dunestang pilot, was overheard saying, "OK, let's go off-road and start the REAL race!"

Speaking of off-roading, Paul Blankenship was observed exiting Turn 9 a wee bit too fast during the race. He missed

the subsequent straight and proceeded onto the dirt where he began executing a few graceful spins on one side of the track and then the other. Luckily, there was no harm done; just a bit of dust strewn into the air and a displaced lizard or two.

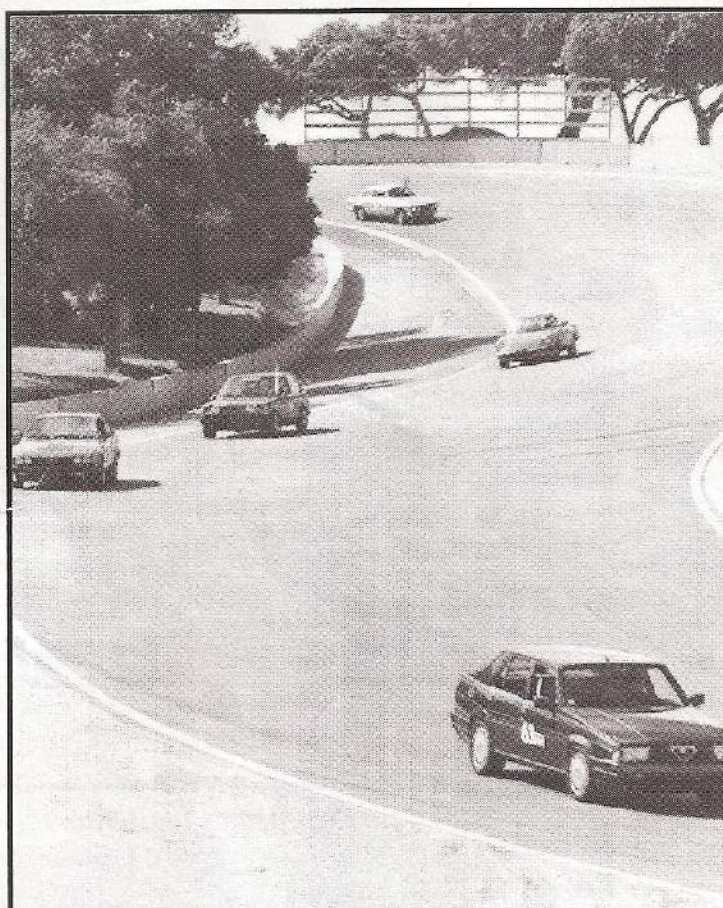
There was apparently no truth to the rumor that the Monday edition of the Salinas Star had a photo of Paul in mid-spin with the caption, "Paul Blankenship has left the track". To be fair, Paul did upset Yours Truly in the Time Trials Class D by less than a lousy half-second to collect a first place win.

David Burgoon brought honor and distinction to the *Alfa Romeo* marque in his racing debut. He had entered in the Time Trial class, but sent in his application too late and was given the option of not run-

ning or entering in the race class. He not only captured Class P but kept his cool as he fought a thrilling see-saw battle with Tom Kubinec in an RX7.

It was certainly great to see a larger than usual collection of *Alfas* running on track. Of particular note was Jerry Rodenstock's traffic-stopping rare *TZ-1*. Despite its rarity Jerry still wrung it out and turned some respectable lap times; even with the vintage tires.

After driving his son's car in the Introductory Class for several events, Quenten Manchester finally drove in the



Alfas at Laguna Seca. Do things come any better?

Time Trial Class with his newly acquired stone-stock GTV. He didn't waste time learning the car nor the track and appeared to be having a ball. The GTV was a very nice example of the marque and does prove that there are still some nice clean ones still out there for the taking (and racing!).

As noted above, Laguna Seca has strict noise limitations. The track built a small booth that is 50 feet from the track on the south side of the uphill straight after turn 5. The first noise violation resulted in a warning and the second kept that car off the track for good. Several cars got their first warnings which caused many "creative" exhaust system designs.



Paul Blankenship's Alfetta GT at speed (with two nomex-suited mascots on the front bumper as co-pilots)



Gene Michal's Giulietta Sprint shows that an Alfa in its fourth decade is still young at heart.

Many of these were concocted out of beer cans, flexible exhaust tubing, hose clamps and exceptional ingenuity. One system was seen with dual beer cans with the outlets directed away from the pesky sound booth.

An *E for effort* should be awarded to Dick Lind, driver of the early black Camaro with the whopper motor. He picked up the car at 7:00 PM Friday in LA, where a renowned shop reworked his suspension and mounted new wheels and tires. He drove all night to Monterey, and found out very early that the car could not be turned without rubbing the tires on the sway bar or fenders.

Saturday he learned the location of all the parts stores in town, buying (in separate trips) wheel spacers, longer studs, nuts, etc., in an attempt to space the tires clear of the suspension, all without success.

Saturday night, his son, a pilot, flew home on a local commercial flight, picked up the old wheels & tires from home, and with a friend, rented a small plane and flew them back to Monterey, arriving about 4 AM. His friend flew the rented plane back to LA, and Sunday, they tried again. They discovered that the new wheel offset requirements were different and the old wheels won't work.

So they mounted the old narrow tires on the new wheels, and Dick managed a few laps of the timed runs. BUT, the remounts were not well balanced, and he couldn't drive over 55 mph because of the excessive vibration. The renowned shop probably had an ear-full when Dick got back to LA with the car.

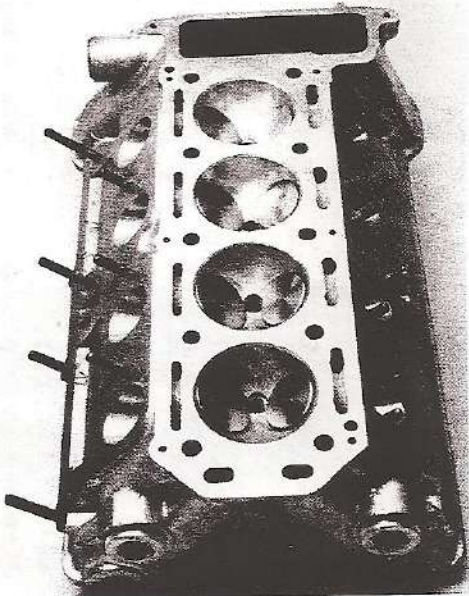
Thanks again to all who made the weekend a success. See y'all at an upcoming AROSC event!



Charlie Thieriot gets a reaction from Brad Gray. Dare we ask what was said?

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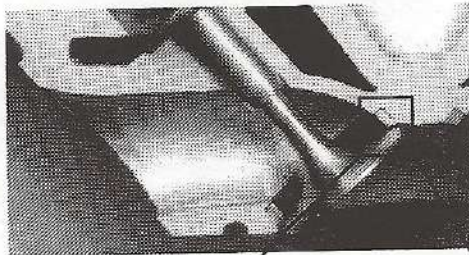
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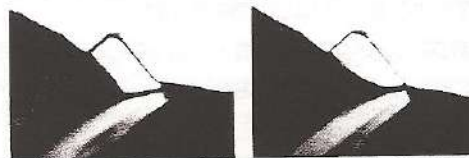
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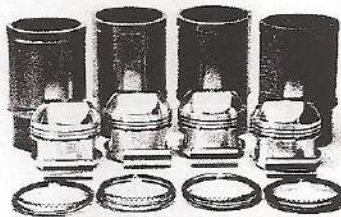
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AROSC Time Trial Results

Laguna Seca Raceway - April 26-27, 1997

CLASS A	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	13	Ward, Alan	GTV 2000	1:52.282	1:52.991	1:52.962	1:53.130	1:53.703	1:52.282
2	3	Gaylard, Phyllis	GTV 2000	1:59.328	1:59.843	1:59.732	2:00.559	1:59.545	1:59.328
CLASS B.	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	116	Rosenstock, Jerry	TZ-1 Alfa	2:00.451	2:01.702	2:00.451			
CLASS C	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	50	Brown, Alex	GTV 2000	1:53.458	1:59.960	1:54.860	1:54.120	1:53.458	
2	28	Harris, Randy	Duetto	1:55.006	1:57.400	1:56.115	1:56.194	1:55.006	1:55.600
3	61	Manchester, Terry	GTV 2000	1:55.659	1:58.040	1:57.588	1:56.890	1:56.565	1:55.659
4	64	McGinnis, Mike	GTV-6	1:56.675	1:56.745	1:56.675			
5	96	Farmer, Dale	GTV-6	1:59.904	2:01.430	2:00.536	1:59.904	1:59.977	2:03.795
6	80	Story, Scott	GTV	2:02.209	2:03.751	2:02.209	2:09.049	2:02.584	
7	32	Chen, Herb	GTV-6	2:03.871	2:08.234	2:07.520	2:06.197	2:05.635	2:03.871
CLASS D	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	25	Blankenship, Paul	Alfetta GT	2:01.786	2:02.379	2:02.008	2:03.624	2:01.786	2:02.375
2	17	Higa, Randall	GTV 2000	2:02.330	2:06.639	2:04.691	2:04.687	2:02.972	2:02.330
3	67	Zambri, Nizam	Milano	2:10.957	2:12.808	2:10.957	2:14.139	2:12.616	
4	84	Russell, Art	GTV	2:12.368	2:14.757	5:41.704	2:14.375	2:12.368	
5	83	Bender, Douglas	GTV	2:12.620	2:14.062	2:12.620	2:14.574		
CLASS E	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	52	Smith, Steve	GT Jr.	2:07.006	2:07.795	2:08.609	2:17.544	2:08.180	2:07.006
2	63	Zambri, Zamani	Milano Gold	2:09.690	2:11.931	2:09.690	2:12.117	2:11.415	2:10.014
CLASS F	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	97	Manchester, Quent	GTV	2:14.056	2:14.056	2:16.194	2:17.312	2:31.420	2:52.412
CLASS G	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	92	Lambert, Alan	Spider	2:30.473	2:30.473				
CLASS MM	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	70	Murphy, Sheila	911-T, Porsche	1:57.669	2:06.735	2:06.374	2:01.899	1:59.436	1:57.669
2	65	Fultz, Gary	Corvette	1:58.330	2:00.984	2:01.846	2:06.816	2:00.666	1:58.330
3	72	Thomas, Jeffrey	911-T, Porsche	2:00.957	2:00.957				
CLASS M	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	55	Hayashi, Doug	NSX, Acura	1:42.190	1:42.190	1:48.056	1:50.510	1:50.261	
2	31	Schepergerdes, Bill	Corvette	1:48.466	1:52.636	1:53.068	1:49.900	1:48.466	1:49.193
3	21	Mello, Wayne	944 Turbo	1:48.882	1:50.772	1:49.986	1:50.848	1:49.756	1:48.882
4	47	Currier, David	Corvette	1:52.392	1:53.618	1:53.141	1:52.392	1:52.679	1:52.648
5	189	Cook, Perry	944, Porsche	1:53.472	1:54.205	1:53.472	1:56.571	1:54.235	
6	811	Page, John	Supra Turbo	1:54.063	1:54.298	1:55.652	1:55.384	1:54.063	
7	1	Irby, Sean	Corvette	1:55.078	1:56.439	1:55.078	2:04.026		
8	58	Carter, Bruce	930, Porsche	2:05.177	2:10.607	2:11.291	2:05.177		
9	77	Lind, Dick	Camaro	2:21.144	2:22.992	2:22.082	2:24.356	2:21.144	

AROSC Time Trial Results

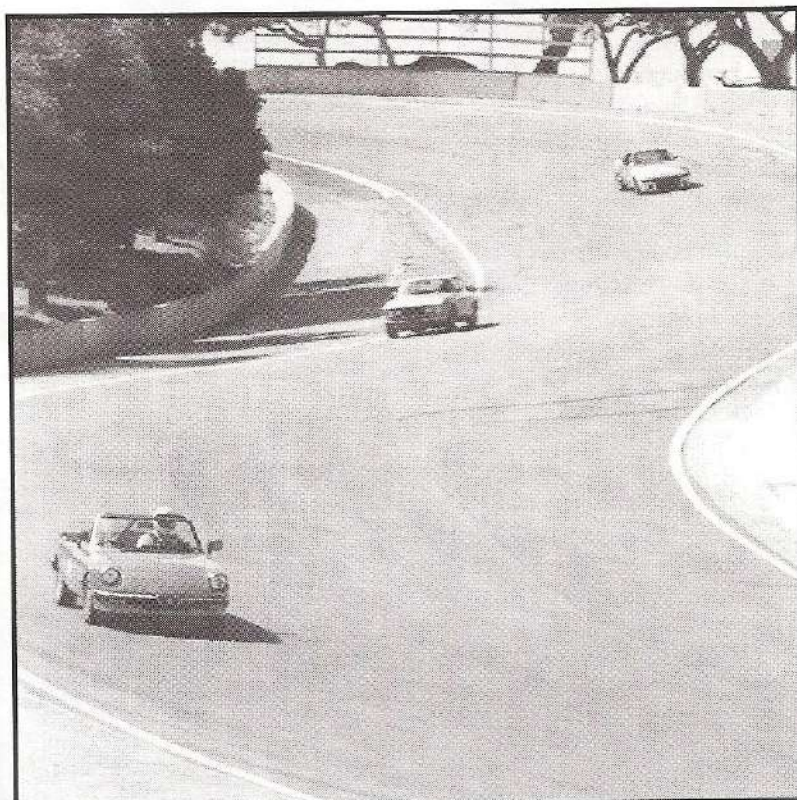
Laguna Seca Raceway - April 26-27, 1997

CLASS N	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	99	Krueger, Danny	RX-7, Mazda	1:48.039	1:48.500	1:48.170	1:48.266	1:48.039	1:49.539
2	29	Hammack, John	M3, BMW	1:48.635	1:49.594	1:49.206	1:49.468	1:49.539	1:48.635
3	95	Littrell, Jeff	RX-7, Mazda	1:48.924	1:49.242	1:48.924	1:56.854		
4	75	Ota, Doug	M3, BMW	1:49.350	1:50.232	1:49.719	1:49.350	1:49.450	1:49.398
5	74	Stern, Gary	Camero Z28	1:49.702	1:51.557	1:49.848	1:50.346	1:49.702	2:26.493
6	56	Padilla, Jose	RX-7, Mazda	1:49.971	1:49.971	2:07.403	1:54.225	1:53.077	1:51.784
7	431	Endress, Belinda	Camaro	1:50.860	1:50.977	1:50.860	2:09.793	1:51.294	
8	82	Schulten, Mark	NSX, Acura	1:52.884	1:54.614	1:53.939	1:53.823	1:53.324	1:52.884
9	7	Grigory, Steve	RX-7, Mazda	1:53.291	1:54.352	1:54.579	1:54.473	1:54.421	1:53.291
10	24	Africa, Ronald	Corolla, Toyota	1:53.469	1:58.206	1:54.385	1:53.469		
11	60	Inscore, Michael	Camero Z28	1:53.695	1:55.217	1:53.774	1:53.695	1:53.859	1:54.588
12	142	Knoke, Jim	944 Turbo	1:53.897	1:56.495	1:55.790	1:55.744	1:53.897	2:04.157
13	208	Marshall, Jonathan	944 Turbo	1:53.982	1:54.945	1:54.545	1:53.982	1:54.278	1:54.294
14	12	Culp, Tracy	928, Porsche	1:53.999	1:55.775	1:55.057	1:54.874	1:53.999	1:54.609
15	87	Ackert, Todd	240Z, Datsun	1:54.485	1:54.485	1:54.918	1:54.889	1:55.417	1:56.707
16	49	Africa, Roland	Corolla, Toyota	1:54.563	1:54.563	1:55.616			
17	150	Peterson, Ted	Firebird	1:56.109	1:56.811	1:57.347	1:57.944	1:56.109	1:57.452
18	10	Keller, John	M3, BMW	1:56.126	1:59.008	2:00.260	1:56.551	1:56.126	1:56.726
19	4	Stevenson, Clint	Esprit, Lotus	1:56.700	2:01.100	1:56.700	1:58.506	1:59.500	2:11.083
20	35	Cook, Peter	M3, BMW	1:57.321	1:57.569	1:58.189	1:59.196	1:57.947	1:57.321
21	143	Chin, Bill	Camaro	1:58.803	2:00.765	1:59.750	1:58.803	1:58.888	2:06.259
22	14	Arico, Nick	Firebird	2:00.957	2:01.926	2:00.957	2:02.148	2:02.715	2:01.672
23	8	Li, Walter	M3, BMW	2:01.258	2:04.165	2:02.117	2:05.742	2:07.869	2:01.258
24	66	Brockmiller, Tom	308 GTB	2:01.520	2:05.769	2:01.520			
25	34	Schamblin, Leo	RX-7, Mazda	2:01.880	2:05.185	2:04.868	2:03.923	2:01.880	2:06.077
26	735	Kelly, Tim	RX-7, Mazda	2:01.999	2:01.999	2:02.098			
CLASS O	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	39	Whitley, Robert	Mustang 5.0	1:50.906	1:53.907	1:52.101	1:51.404	1:51.430	1:50.906
2	113	Lee, Rick	Dwarf Ford	1:51.741	1:57.870	1:54.772	1:56.788	1:54.248	1:51.741
3	171	Saunders, Patrick	RX-7, Mazda	1:52.859	1:55.823	1:52.859	1:54.083	1:53.074	1:53.278
4	62	Laine, Brian	RX-7, Mazda	1:52.878	1:54.411	1:53.605	1:53.803	1:52.952	1:52.878
5	26	Krueger, David	325 iS, BMW	1:53.888	1:54.729	1:54.150	1:53.888	1:54.454	1:54.284
6	73	Baysinger, Scott	RX2 13B	1:54.930	1:56.857	1:56.354	1:55.230	1:54.954	1:54.930
7	45	Freeman, Don	308 GTB	1:56.215	1:59.541	1:57.366	1:56.960	1:56.709	1:56.215
8	46	Hedman, Ted	510, Datsun	1:56.631	1:58.895	1:58.047	1:57.091	1:56.892	1:56.631
9	33	Trejo, Arthur	308 GTSi	1:58.451	2:02.266	2:01.367	2:00.200	1:58.451	1:59.071
10	42	Frew, Brian	325i, BMW	1:58.616	1:59.339	1:58.616	1:59.800	1:59.861	
11	198	Turner, John	240Z Datsun	1:58.830	2:00.716	2:01.306	1:58.830	1:59.570	1:59.256
12	9	Kranen, George	T-Bird	1:59.703	1:59.703	2:01.223			
13	71	Radin, Jeff	MR2 Turbo	2:01.012	2:02.949	2:02.697	2:01.012	2:01.052	2:03.639
14	59	Galbreath, Rick	RX-7, Mazda	2:01.824	2:02.649	2:01.824	2:02.981	2:02.587	2:02.523
15	131	DeAnda, Cesar	911SC, Porsche	2:07.272	2:08.640	2:07.272	2:11.899	2:11.442	2:09.741
16	54	Lee, Allan	Dwarf Ford Sedan	2:15.438	2:18.640	2:17.835	2:15.438	2:16.112	
17	86	Recario, Rich	Miata, Mazda	2:17.383	2:20.398	2:18.168	2:18.959	2:17.383	

AROSC Time Trial Results

Laguna Seca Raceway - April 26-27, 1997

CLASS P	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	40	Gonzaga, Raymond	Starlet, Toyota	1:51.360	1:52.374	2:17.894	1:51.360	1:51.637	
2	184	Nelson, Greg	RX-7, Mazda	1:54.662	1:56.198	1:55.497	1:55.865	1:56.008	1:54.662
3	5	Jocson, Leo	Starlet, Toyota	1:54.756	1:58.257	1:54.756	2:00.216	1:58.783	1:58.259
4	375	Roe, Bob	914-6, Porsche	1:55.195	1:56.588	1:56.376	1:57.091	1:55.195	1:55.479
5	53	DeArman, Daryl	RX-7, Mazda	1:56.350	1:58.475	1:57.832	1:56.350	1:56.941	
6	76	Rodriguez, Carlos	RX-3, Mazda	1:58.162	2:00.088	1:59.365	2:00.786	2:01.488	1:58.162
7	51	Dahlen, Greg	VW Pick-up	1:59.292	2:02.252	2:01.306	2:00.980	1:59.292	2:00.165
8	88	Liang, Te-Ming	Civic, Honda	2:00.728	2:01.242	2:00.728	2:05.078	2:05.683	
9	177	Chung, Danny	Accord, Honda	2:05.426	2:12.335	2:09.204	2:05.426	2:15.776	
10	94	Arriola, Ramon	RX-7, Mazda	2:08.646	2:14.727	2:13.509	2:10.066	2:08.646	2:08.942
11	412	Gunderson, Eric	Autin Cooper S	2:11.233	2:11.294	2:11.233	2:12.548	2:12.266	2:11.759
12	421	Gunderson, Laurel	Autin Cooper S	2:16.305	2:21.418	2:21.651	2:18.630	2:18.554	2:16.305
CLASS Q	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	23	Chatters, John	Integra, Acura	2:02.271	2:07.225	2:04.234	2:03.625	2:03.609	2:02.271
2	41	Hernandez, Randy	Integra, Acura	2:03.380	2:04.536	2:04.779	2:04.652	2:03.629	2:03.380
3	81	Hamilton, Fred	Regal, Buick	2:28.455	2:31.729	2:31.305	2:28.455	2:28.887	



"Other than the capacity, it's really great for those quick trips to the store"

Great weather, great cars, good friends, and a great racetrack. What more can one ask for?

Electro-shock Therapy

Converting a Giulia Normale from a Mechanical to an Electric Fuel Pump.

by Jay Mackro - courtesy of Overheard Cams, Alfa Romeo Association

It's getting to be spring here in Iowa (it snowed yesterday, but the trees are in bud), so it's time to start getting the '63 *Giulia Spider Normale* ready to go back on the road. Last summer I promised myself that before the next sportscar season, I would replace the stock mechanical fuel pump with an electric one. I wanted to do this for two reasons:

(1) I drive the car only occasionally, and it seems pretty inefficient to have to crank the engine for the minute or so that the mechanical pump needs to re-fill the Webers. This operation is hard on the battery, and hard on the engine which is cranking with minimal oil pressure.

(2) I encountered vapor lock one hot day last summer while stuck in traffic at the Monterey Historics at Laguna Seca raceway. While a rational person would argue that I probably won't encounter these conditions again until this year's Historics; if I were rational, I wouldn't own a 33-year old *Alfa Romeo* in the first place!

I bought a low pressure electric pump from JC Whitney (hey, when you move to Iowa, one thing you give up is the ability to just pop over to *Alfa Parts*.) Their part number is 73DF895X for a 1.5 - 3.5 PSI, 25GPH model. The price was \$33.

The pump is square, and looks like a small audio transformer; it apparently has a transistor in it somewhere, as it is billed as "electronic", rather than "electric". My local American auto parts supplier carries a pump that appears identical, though it probably delivers the higher pressure and flow necessary for a 5-liter V8.

The first step in any project like this is to put the car up on jackstands, crawl on under, and figure out how to mount it a 1990's fuel pump in a 1960's car. What do you know, but there is an existing, unused bracket on the *Giulia* that works PERFECTLY!

I guess this must be the bracket used for the electric fuel pumps installed on *Veloces*. The hole centers on this bracket even matched those on my new pump. One conclusion from this exercise is that *Veloce* owners can bolt-on a modern replacement when their pumps give up the ghost.

Another tip - I used a pair of VW radiator mounting blocks, obtained from my local foreign auto parts dealer, to mount

the pump. I don't have the p/n, but these are 1" cubes of black rubber, with two 6mm studs on opposing sides. Mounting the pump with these dampens the pump's clicking from resonating through the *Alfa's* unibody.

One other coincidence I'd like to pass on - the *Giulia's* fuel line had a union in the vicinity of the electric fuel pump bracket (I guess so the same fuel line could be used for *Veloces* and *Normales*). The flare fittings on this union were good, old American 5/16".

Again, I have no idea if *Giuliettas* shared this same feature, but it sure made it easier to find the necessary plumbing bits here in the wilds of Iowa. (No, John Deere does not use metric flare fittings!).

The electrical part of the installation was fairly straightforward. Of course, the pump needed to be grounded, since I mounted it with rubber isolators. I ran a wire through the interior of the car, since the *Normale* harness didn't have a wire for an electric pump (gee, since they provided the bracket, and the union in the line, you would think *Alfa* would have run an extra wire as well!).

A nice feature to add would be a switch that cuts power to the pump on impact, like the ones used on *Alfas* from the mid-70's onward. These use a magnet to complete the fuel pump circuit, and are designed to interrupt the circuit in an impact over a certain G-force.

Coming in August

Concours Italiano
at the Monterey Historics

See the flyer inserted in
this issue for tickets and
reservations.

Alfas Shine At Pomona

AROSC holds a Concours to remember

Text by Dan Ritter

Photos by Randall Higa & Jay Negrin

The Pomona Concours has certainly become an annual event that gets better with each year. This year's event was highlighted by no less than four parade laps around the track. Also, viewing the vintage races from our exhibition area was better.

Again as last year the sumptuous complimentary lunch that goes with entering your car made for bargain entertainment. The *Alfa Romeo* display was counted as no less than 19 entries. One could see the smiles amongst the *Alfisti* of this impressive showing of solidarity.

A divergence of models included two stunning *Duetto's* owned by Messrs. Allen and Mayring, a *2600 Zagato*, a host of *GTV's*, and a Callaway Turbocharged *GTV-6* which I believe to be a small production run of about 30 cars.

This car certainly drew much attention. Alexander Black is the original owner who took delivery of the car at ARI-Englewood Cliffs. This automobile is kept in pristine condition!

Judging an event like this takes courage and skill, and our team of Pat Braden and Dave Mericle were up to the task. The competition was close and the judges worked long and hard to arrive at an impartial and objective appraisal of each vehicle. In the end the scores reflected the owners' pride and careful preparation.

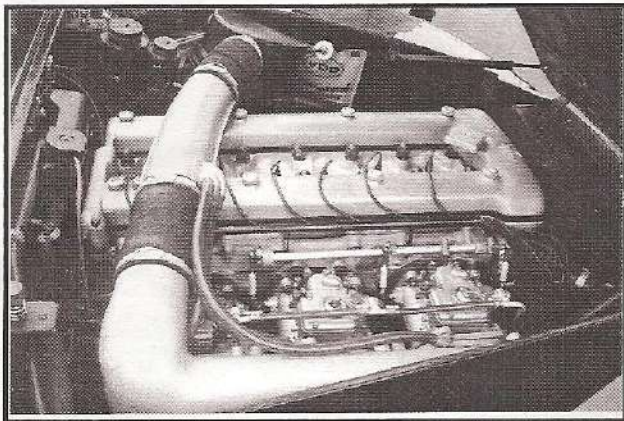


The Callaway Twin-Turbo was a real magnet for Alfa enthusiasts.

Make no mistake, the entrants are to be congratulated along this line. In fact the open class had a tie with the older car getting the nod by only two years.



Three generations of Alfas side-by-side: an Alfetta, a 2600 Zagato, and a Giulia GTV



A rare sight today, or any day - the engine of an Alfa 2600 Zagato.



Al Cortez relaxes after preparing his gorgeous 2600 Zagato for the judging.

The Results

Best of Show — Bud Duncan, 1973 *GTV*

Peoples Choice — Chris Mayring, 1969 *Duetto*

Closed Class

1st Place — Bud Duncan, 1973 *GTV*

2nd Place — Alexander Black, 1986 *Callaway Twin Turbo GTV-6*

3rd Place — Ray Gmeiner, 1995 *164 Quad.*

Open Class

1st Place — Al Evans, 1967 *Duetto*

2nd Place — Chris Mayring, 1969 *Duetto*

3rd Place — Adam Hattan, 1992 *Spider Veloce*

Don't miss our next exciting concours. This will be on October 5th at El Dorado Park in Long Beach. This event will be for points and we will need two people to volunteer to judge the cars. So, if you are interested please give me a call. I will have the entry forms for this event available in the Sept. issue of *Alfacionada*.

Along with this I am soliciting for a replacement to coordinate the concours program. I will be stepping down from this post next year and I would be willing to show you the ropes of this most honorable position! Please call me at (310) 374-3153



The Duetto is obvious, but can you spot the Giulietta and the other Alfas in this photo?



Was that umbrella standard equipment on the Giulietta?

Wiped Out In Washington

Repairing the windshield wiper motor on your 101 Spider

by Jack Chesley - *Courtesy of Alfantics, Capital Chapter AROC*

All right, I know I saw this thing somewhere! %*#?!

Oh, hi. The wiper on my '65 *Spider Veloce* didn't know when to stop, so I decided to try to fix the wiper motor parking switch. That way I won't have to turn it off at *just* the right time.

Naturally, I first looked for help in the indices for the *Alfa Owner* — all of them — but could not find more than a part number for the switch (Lucas Part #743080) which my contact at Motorhead, who handles British cars, said wasn't in his Lucas book!

Then I went ahead and pulled the wiper motor out of the car anyway. It's easy if you've already taken the lighter housing, switches and cables, and the radio out of the dash and you then slide the glove box left out of the way. (Don't forget to take off the wiper arms.)

The motor comes apart easily by removing the wires and two long screws in the end. I even found both brushes which popped out of their arms and fell on the floor when it came apart. I didn't see anything that looked like it might be a parking switch.

The motor end cap has a porous bronze bushing which I filled with electric motor oil and heated to re-saturate it. Then I cleaned the armature with electronic tuner cleaner and put everything back together.

Next, I looked at the other end where the cable is attached and took off the cover plate there. Inside I found part of a corroded brass disc that used to be the parking switch. Unfortunately, there was no clue as to the original shape.

A light dawned: I have a 'spare' motor (also not working) in a box in the basement. I dug it out, opened it up, and found . . . another corroded brass disc! This one, however, was mostly there and the original shape and size was obviously about a 2" circle with a wedge cut out of it.

I think I've seen that shape somewhere in reading 30 years

of *Alfa Owners*, 25 years of *Alfantics*, several years of *Giuliettalettas* or 4 years of collected newsletters from other chapters (or somewhere else?). It bugs me that I can't find it. Anyone want to volunteer to index the chapter's newsletter collection?

Anyway, I made two new brass pieces from some brass cabinet knob plates I found at Hechingers (they were thicker than the original pieces so I beveled the edges of the gap). Then I drilled out the rivets on both the old ones (I might as well have a WORKING spare, eh?) and installed the new pieces with 2-56 machine screws and nuts from Radio Shack which I filed flush and staked so they wouldn't vibrate loose.

The fiber insulator under the plate had a groove worn in it, so I flipped it over and re-used it. A piece of Teflon or Nylon sheet would probably work better and last forever. I cleaned out the old grease on the gears and cable and re-greased them.

Finally, I put everything back together, and ... it didn't work at all! Now I remember: Someone, somewhere, mentioned RUNNING a motor, briefly, as you tightened things up, to make sure everything lines up. Just the ticket.

I attached the wires BEFORE installing it in the car, carefully screwed on the cable housing nut, crossed my fingers and turned it on. The wipers flopped merrily back and forth before parking perfectly. Now I'm all set to go out in the rain . . . once I put the dashboard, front suspension, brakes,

exhaust and electrical system back together. Sigh!

If you find that your brushes are almost worn out (or that maybe you couldn't find them after you dropped them), you might try Mr. Buell at Buell's Carb, Ignition & Speedo Service in D.C. (291-4700).

He had at least one set (Lucas #743171 with the pivot arms rather than the bare brushes (#729367)) in stock when I talked to him. He didn't have the parking switch, nor did he know anyone who did. The brushes only protrude about 3/16" from the holder when new and wear slowly, so yours may be fine.

*I took an old set
of Bosch starter brushes
and cut them to size.
(Of course I save used-up
starter brushes - doesn't
everyone?)*

The ones in my spare motor only had 1/32" left, so they needed replacing. Since my schedule made it hard to get in to the shop to buy new brushes, I took an old set of Bosch starter brushes and cut them to size. (Of course I save used-up starter brushes — doesn't everyone?)

A strip of sandpaper wrapped around the commutator (grit side out) and some careful sanding will give you the proper contour for the contact end of the brush. It is important to use a copper-colored material (like a starter motor brush), rather than a black carbon brush, because of the current draw of the motor.

Who knows, maybe somewhere you'll find a new motor (#75213) or even a self parking switch (#?), but don't hold your breath. If you do find one, put it in the attic, then make a new piece and fix the old motor yourself. It's much more satisfying. Besides, it will give you something to talk about when people ask about this mysterious car that hasn't been seen running for years.

Darn, I wish I could remember where I saw that shape before!

Meetings? Yes, We've Had Meetings

by Jay Negrin

We have had several of them this year. One a month. The last Friday of every month. And what have we done at those monthly meetings? We've seen slide shows of European vacations. We've listened to famous automotive designers. We've heard equally famous automotive racers and race-car developers talk about their deeds and exploits. All this, and we have about half of the year left.

That means that there are plenty of chances left for you to get in on the fun, the excitement, and the learning which goes on each on every month at our monthly, general meetings. Oh yeah, I almost forgot. We also cover some club business. This is typically light stuff, and of topical interest.

I also cannot forget the raffle, where you to purchase tickets, the price of which varies depending on some arcane formula. Then if your number is picked, you are allowed to choose from the myriad of prizes on hand, some of which are actually automotive related.

I have been at every meeting this year, so don't try to pull one over on me. I know that most of you are not coming

to the meetings. I am aware that there are good reasons, especially those who live and/or work in areas not geographically advantageous. I am not putting you down, I am just mentioning that I know that it can be difficult for every one to make it to every meeting. For that I can only apologize, and mention that we cannot be all things to all members all of the time.

What I am trying to do, though, is mention that we do have a good time on that last Friday of the month. Whether it is Dick Guldstrand telling us about making his first trip as a neophyte road-racer to that little track in the Monterey Peninsula, Laguna Seca; or whether we are listening to Dave Gooley regale us with his exploits touring the automotive museums of Europe (and photos of same!), we are working hard to find things that tickle your fancy.

The only thing we cannot do on a regular basis is provide you with an advance notice of who will our guest on the night of the meeting. Journalists, photographers, and racers have schedules which seem last minute to us mere mortals. A firm commitment one week may turn in a sincere apology the next, as a call comes in from "the guy who pays the bills".

So, even if we cannot guarantee ahead of time who the speaker will be, or what the program will be, for any given meeting, we can guarantee that it will be automotive in focus, it will most likely be related to *Alfa Romeo*, and that it will most definitely be of interest to many of our members. With that as a small recap of our meetings this year, and standing as an open invitation to all members and friends of the marque, I hope to see you in Culver City for our next meeting.

Coming Next Month

An AROSC Tour of The Nethercutt Collection in Sylmar

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A Swap Meet on Mothers' Day?

Greater love hath no woman . . .

Text and photos by Jay Negrin

Yes, May 11th may have been Mothers' Day, but it was also the date of our Spring Cleaning Swap Meet, and good one it was at that. Jim Dennis, of Tustin Imports, was gracious enough to get us a good size chunk of a very large parking lot, so vendors and visitors alike had plenty of room to spread out. To no one's surprise, that is exactly what we did, too. All available room within the vendors arena was full.

Outside of the vendors area, were *Alfas* of all sizes shapes and colors. Some were non-traditional *Alfas*, such as the one that looked amazingly like an Aston Martin DB4 convertible. The owner, who was trying to get some break-in miles on a new motor, said to consider it as a British interpretation of a 2600.

Yeah, I like that. Another non-traditional *Alfa* was a GTO bodied Z-car. Stand back a good number of feet, and squint

a bit, and the effect was OK. Those aside, there was a good assortment of *Alfettas*, *Spiders*, *Berlinas*, and *GTVs*. Some were daily drivers, and some were obviously polished up a bit, so we could all admire them.

Then, there was the driver of the gold *Spider* with the luggage rack. When parked, the luggage rack was occupied with two dogs of undetermined lineage, Hockney and Rembrandt.

Well behaved, and kind of cute, those canines regarded that *Spider* as home. I wonder, if he ever sells that car, will he have to sell the dogs also, as part of a set or ensemble? Just curious.

One very interesting thing I noticed this year, as in years past. All who came with wares to sell, left with nearly as much as when they came. It seems as if they found stuff they could not live without, so traded (swapped, get it) their parts for someone else's.

Net change in parts volume equals near-zero. Net increase in personal spending money, probably the same. Is this a good reason for continuing to sponsor club swap meets and group garage sales? You be the judge.

Of course Tustin isn't exactly local to many of the Los Angeles area Club members. It took me about an hour to get there. Many kudos for those willing to get up early enough to either buy stuff, or to attempt to sell your parts to the rest of us.

I liked seeing and meeting a fair number of members who drove up from the San Diego area. It's always great to have interclub participation. Being halfway between the two cities certainly must have helped in that regard.

One person who found out about our event was not even a member of the club, as far as I know. He is the owner of *Wheels'n'Wings*, an automotive and aeromotive book store, specializing in books and collectibles dealing with anything motorized.

A choice of Joe Benson's *Alfa Buyers Guide* or a *Stradale* print was offered as a door prize by *Wheels'n'Wings*. The color *Stradale* print was taken home by a lucky *Alfisiti*.

This is just a short thank-you for that generous donation from *Wheels'n'Wings*. Also, anyone who makes it by their store in Orange should report back and tell us what other



"This came off of an Alfa driven by a little old lady fom Pasadena . . ."



"Hey Hockney, check out the fox in the Alfetta."

goodies they have lying in wait for *Alfa* enthusiasts. Wheels'n'Wings is located at 115 North Orange in the City of Orange, and can be reached on the telephone at (714) 538-0242.

Of course, those who could not make it this year were asking if there were any really neat or trick items. I'm sure there were. For instance, Jim Dennis had some crankshafts for sale, all pretty and newly machined, ready to install, if I am any judge. The racers had already looked at them, and pronounced them OK for street-only use, as they were 10 or 20 under. What do I know?

Seriously interested parties should have been there, micrometers in hand, to get their own answers. They will have another chance, though. That will be November 16th, at Woodley Park.

We will have a swap meet, held in conjunction with the car show at this Van Nuys event. If "it" hasn't been sold, bring it to the November event. I'll bet you can find a buyer who missed May, and, as we speak is looking for that something special currently hidden in the recesses of your garage or parts bin.

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Member of another AROC Chapter wishing to add AROSC affiliation **\$22.00**

Please fill in the following information and mail to:

**Alfa Romeo Owners Club - Membership for AROSC
2468 Gum Tree Lane, Fallbrook, CA 92028**

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Our 1997 Calendar

<p>January</p> <p>14 AROSC Board Mtg 25-6 Time Trial - Las Vegas. 31 AROSC Annual Meeting - 8pm, Culver City</p>	<p>February</p> <p>11 AROSC Board Mtg 28 General Mtg - 8pm, Culver City</p>	<p>March</p> <p>8-9 Time Trial - Willow Springs. 11 AROSC Board Mtg 28 General Mtg - 8pm, Culver City</p>	<p>April</p> <p>4 SMSCC Rally 6 Tour "In Search of the WildFlowers". 8 AROSC Board Mtg. 25 General Mtg - 8pm, Culver City 26-7 Time Trial - Laguna Seca.</p>
<p>May</p> <p>2 SMSSC Rally 11 Swap Meet-Tustin Alfa 13 AROSC Board Mtg. 18 Concours at Pomona VARA meet 30 General Mtg - 8pm, Culver City 31-1 Driving School - "Streets of Willow"</p>	<p>June</p> <p>6 SMSCC Rally 10 AROSC Board Mtg. 19-22 AROC National Convention - Columbus, Ohio 27 General Mtg. - 8pm, Culver City 29 Picnic & Tech Session - Culver City</p>	<p>July</p> <p>4 SMSCC Rally 8 AROSC Board Mtg. 25 General Meeting - 8pm, Culver City 26 Nethercutt Auto Museum Tour - 1pm, Sylmar</p>	<p>August</p> <p>1 SMSCC Rally 12 AROSC Board Mtg. 29 General Mtg. - 8pm, Culver City</p>
<p>September</p> <p>5 SMSCC Rally 9 AROSC Board Mtg. 20-1 Driving School - "Streets of Willow" 26 General Mtg. - 8pm, Culver City 27-8 Wine Tour to Temecula</p>	<p>October</p> <p>3 SMSCC Rally 5 Concours - location TBD 11 AROSC Board Mtg. ?? Time Trial 24 General Mtg. - 8pm, Culver City 26 Alfa-Porsche Challenge, Willow Springs</p>	<p>November</p> <p>7 SMSCC Rally 14 AROSC Board Mtg. 16 Swap Meet at "Under 3 Liter Meet" at Woodley Park 21 General Mtg, Elections, "White Turkey Auction" - 8pm, Culver City</p>	<p>December</p> <p>6-7 Time Trial - Willow Springs 13 Christmas Party ?? AROSC Board Mtg.</p>

Details Inside Aficionada