

Alfa Romeo

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



September 1997

In This Issue: "Spiders Can Be Cool", "This Alfa's For You?", "The Concours Is Coming", "Don't Look Now", "Alfatography", & more ..

AROSC Previews

What to expect at coming events

AROSC General Meeting - 26 September

Come on down to the general meeting and see what you've been missing in the way of club activities. Along with the usual period for tech questions, "For Sale" announcements, etc., we'll have a very special program. Automotive journalist Don Fuller, whose busy schedule has kept him from making it to our August meeting, will be present at the September meeting in the flesh. As always, the meeting time and location are located on the top of page 2 of *Alfacionada*.

AROSC Wine Tour '97 - 27 & 28 September

Join us for all or part of a fun weekend in Temecula. Caravan down with other Alfisti, or meet us there. Enjoy breakfast, wine tasting, a picnic lunch, wine tasting, dinner, wine tasting, partying, and . . .

If you want the whole Enchilada, you can join the caravan down Friday night after the General Meeting and stay at the Fallbrook Country Inn. Next comes breakfast Saturday, a Winery Tour and Tasting at Filsinger Winery, a Picnic lunch at Mt. Palomar Winery, and more.

For additional information, call Paul and Mary Blankenship at (818) 883-0266.

The AROSC Fall Concours - 5 October

Coming to Eldorado Park in Long Beach is the Fall AROSC Concours, the last concours event to count for 1997 competition points. Whether you have a classic *Alfa* or a more modern model, whether you are a Concours novice or expert, whether you plan to compete or just drool over the cars, please feel free to join us at this event.

Bring a picnic lunch and make it a real family outing! For additional information, see page 8 of this issue of *Alfacionada*.

AROSC Time Trial at "Streets of Willow Springs" - 25 & 26 October

Join us for "the most fun you can have with your clothes on". Also called, "The best bargain in high-speed instruction you will find anywhere". For over 25 years AROSC has run what many consider the best Time Trial program in the country. Come out to the "Streets of Willow Springs" and find out why.

Whether you come as a participant or as a spectator, it'll be a great weekend for you. For additional information, call Steve Hamilton at (310) 214-5110.

Alfa-Porsche Challenge - 26 October

Plan now to attend a very special vintage sports car racing event at Willow Springs Raceway, (not the same as "Streets of Willow Springs") held once each year. *Alfa* won last year; will history repeat this year?

AROSC Fall Swap Meet - 16 November

In Conjunction with Best of France and Italy Car Show

Fall is one of the busiest seasons for local *Alfisti*, with a very full schedule of events nearly every weekend. For our annual Fall swap meet, we've decided to try something new. Last year was the first year for the Best of France and Italy Under 3 Litre Car Show at Woodley Park in Van Nuys, and it turned out to be such a success — and to draw so many *Alfas* — that AROSC has decided to give you another reason to attend this year's bash: it will also be the location for the Fall swap meet.

Those who attended last year remember the *Alfa* contingent was by far the biggest, with as many as 30 *Alfas* out of about 100 cars in the show and many more in the parking lot, far outnumbering all other marques (of which there were quite a few, including some genuine rarities not soon forgotten). This even really draws a crowd, so what better place to look for those must-haves and to sell those must-dumps?

Best of France and Italy (and man, they're not kidding!) is an open event for all owners and admirers of Italian and French cars that includes a non-judged car show in the tradition of the British "meets". If last year is any indication, there will be some remarkable cars on the large grassy area where the event is held. Surrounding the cars are picnic tables, trees, restrooms, and parts and espresso vendors. It's the perfect place for a Sunday picnic! And when your hamper is empty, you can fill it up with car parts!

The event, publicized throughout Southern California, gets going around 9 am. There is a modest entry fee for cars participating in the show, and off-street parking is free. Since the AROSC swap meet is one of the club's most popular activities, and judging by the turnout in the first year of the Woodley Park event, this will be THE place to be on Sunday morning, November 16. See you there!

One for the Road

Why we live in the right place for an Alfa enthusiast

by Jay Negrin - AROSC President

These are the time which try mens' souls. (I know; that line has been used before, but I like it.) These are the Summer Doldrums. The times when many of us have left our usual digs and climes to venture out on vacation. Sometimes far away from what we know, to see, hear, and otherwise experience what is new to us. The bottom line is that a sizeable minority, or perhaps even majority, of the club is not at home.

I admit that I fell into that category last month. My nephew was getting married, so I flew back to visit, and party, with the family. "Back" in this case means to Saginaw Michigan. This is middle America in every sense of the word. In addition to the red, white and blue bunting that was hung on so many houses (including my brother-in-law's) there were American flags flying from at least one third of the garages in town.

I am not exaggerating on this, trust me. And the country-western music. Without putting it down as an art form, let me just say that those who enjoy this form of the vocal arts will have a lot to choose from.

What I meant to get to in this column, though was the sincere lack of European cars in this midwest city. I was sort of expecting something like it to happen, so I started counting European cars the moment I was on the road. Being a passenger has some advantages, especially in a strange environment.

For the eight days I was back in Michigan (with a side trip to Indiana) I counted scant more than a dozen cars from "that" side of the pond. There were (are we surprised?) NO Italian cars, NO French cars, and NO English cars. That leaves Germany and Sweden to represent the whole continent. I counted two VW's, a Mercedes, and a couple of Porsches and three Audis. The Swedes I noticed were two each Volvos and SAABs.

What I guess I am pointing at here is that we, in Southern California, are blessed with what it takes to enjoy sports cars. Fair weather a majority of the time. I think I have heard quoted that we have an average of 270 clear days a year. Plenty of time to hop in the old roadster and take it for a spin. So what if the top is in disrepair or if the heater doesn't work. Air conditioning is by 2/70 (it used to be 2/55, remember).

What we also have in Southern California, though, that makes the whole thing work is an open, liberal, attitude about cars, in general. We accept that cars are social as well as fashion statements. Cars are accepted as more than mere appliances. Even to those who drive as a necessary evil accept that the mailroom worker in the Celica might want more than a merely efficient sedan to get him to and from work.

For that matter, the successful businessperson wants more than just a sedan for transport to her high-rise office. That office may be outrageously decorated, but she cannot take it with her to show off her success to clients or potential business conquests.

We have over 300 members in our chapter of the *Alfa Romeo Owners' Club*. I would wager that there may be over 400 reasons for you to have purchased your cars. I would not try to speak for any one of you, except for myself. I know that, for me, it speaks of individuality. My decision to own and drive an *Alfa Romeo* also speaks to my appreciation for finely crafted and designed pieces of machinery.

And yet, in spite of my appreciation and desire to drive a car such as the *Alfa*, I have to admit that these objects of our desire are not perfect. That is part of their charm and mystique. I love my *Alfetta* both in spite of and because of what it is. And with that, I will go outside now, and find out what flavor of charm is oozing out of the car, puddling on my driveway, this time.

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Alfatography

The Art of Photographing an Alfa Romeo

by Fred Russell - courtesy of Iniezione, AROC Northwest Chapter

The NWARC calendar idea is a great excuse to get out the camera, wash the car, and dust off your artistic talents. The photo needs to be one of the best shots ever taken of one of the greatest cars ever produced. Now, how does someone actually achieve this? There are numerous variables that play into a good quality photo; *subject matter, composition, lighting, exposure, and sharpness.*

FIRST: *Subject matter* is taken care of. The lines and style of an Alfa Romeo exude the meaning of art. Any side of an Alfa Romeo is appealing. I would recommend that you always shoot from an angle and not straight at the side, front, or back. Many great shots are directed at the front right or front left, however, a variety of shots are required for the calendar. Try shooting from a back corner, or up high, or up close and go for a detail photo. Standing still is not the only option since an Alfa at speed has a good look too!

SECOND: *Composition* is very subjective. Lots of images impress us but we don't analyze why. Some rules you can follow are to avoid centering the image side-to-side and up-and-down in the frame. Leave a little more room in front of the car than in back.

Consider the foreground. The area in front of the subject shouldn't have anything distracting. Litter, the neighbors dog, any large or bright colored objects, even a bright splash of sunlight all need to be removed. This also holds true for the background. People often don't notice crazy Aunt Gertrude bending over in her garden or the rusty tow truck driving past until someone else spots them in the photo. Then it's too late.

This doesn't mean the foreground and background should be empty. They should either add to, or compliment the subject. (Alfa + tow truck = Bad . . . Alfa + crazy Aunt Gertrude = Very Bad). (Alfa + ferry boat, winery, mountains, cityscape, racetrack, backroad, or picnic = Good . . . Alfa + AROC mem-

bers = Very Cool).

As you look through the camera, quickly assess your composition. Look at the four corners of the photo, the foreground, background, spacing, and the angle of the car. Think about what jumps out at you in the picture. If the jump is not the Alfa Romeo, think carefully before depressing the shutter button.

THIRD: *Lighting* can make a big difference. If you shot two identical photos of your Alfa but one was on a sunny day and one on a cloudy day, you'd love the details and strong colors from the cloudy day photo. The sunny day might flatten the color and the details often get lost in the dark shadows.

So how come you see so many sunny day pictures? Most of them are shot during what's known as the golden hours. You can get excellent lighting during the first couple hours of daylight and the last hour of daylight.



A great car, but notice how the distracting background draws your eye away from the subject.



The subject may not be as great, but notice that your eye is drawn to it by the way the photo is laid out.

Still, the very best is on an overcast day. The clouds work as a diffusing filter, thus creating light that doesn't cast shadows and seems to light objects from all sides. Rainy days offer great lighting and an opportunity to blend a true Northwest scene with your car.

Fourth: *Exposure* helps capture the full quality of the photograph. Poor exposure prevents the photo from being a showpiece. If you have a fully automatic camera, there's only a couple of tips. Read the owner's manual, if metering is programmable by subject, follow the steps provided. Some automatic cameras allow you to depress the shutter button half way and it will hold the exposure setting at that point.

If your camera will do this, fill most of the frame up with green grass that is being lit the same as the subject (i.e.: sunny / sunny or shadow / shadow). Depress the shutter button half way, and don't let go. Aim back at the subject image and finish depressing the button. It's important to perform that trick properly to make sure you capture the exposure setting from

the green grass. This trick works because the grass mimics the density of an 18% grayscale, which is what the meter is attempting to adjust to.

If your camera has manual settings . . . use the internal meter to determine the shutter speed. Take the meter reading using the same technique of the green grass, or walk up close enough that the car fills the entire frame. Determine your settings, then return to your location. Compose the image and shoot the photo using those settings. There's more room for error on a cloudy day which is one reason to consider it a great time to shoot an award winning photo.

FIFTH: Sharpness is the result of 5 main ingredients. The film needs to be a low grain type. The ISO number on the box signifies how grainy the film is. The lower the ISO number means a lower grain film. Lower is better! (ISO @ 100 is fine.) Focus is the next criteria. Simple as this may be, sometimes we don't quite focus the camera. This usually doesn't affect those with automatic cameras.

Focus also involves the depth of field. This only adjustable on manual cameras. The depth of field refers to the area that can be in focus. An example is at $f:1.7$ the depth may be 5 feet so the front of the car is in focus yet the back is more than 5 feet away and it will be slightly fuzzy. The other choice would be to use $f:22$ where the depth may be 40 feet so the entire car can be in focus. The bigger the f : stop, the bigger the depth of field.

If you follow these rules, you'll usually end up with a slow shutter speed. Though it's not required, I recommend using a tripod so the camera has a stable base to prevent movement. Avoid extending the center post on a tripod because it makes the base less stable. Try to avoid hand held photos if the shutter speed is less than 1/125th of a second. Sometimes, you have to change your f : stop back to $f:16$ or $f:11$.

One last photo technique is used only during moving / action photographs. Panning is the process of moving the camera in sync with the moving car. With practice, you will capture the cars motion perfectly while blurring the background and foreground. Manually, set your camera's f : stop so your shutter speed is around 1/125th of a second and practice shooting the cars as they pass by.

You also should have a large lens . . . 250mm or larger works best. It will require prefocusing and smooth motion. When you think you're a pro at this, try a shutter speed of 1/60th of a second. Though tougher, this provides more blur, thus enhances the action in the photo. (Pretty Cool!)

In summation, my recommendation is a shot between 6:30-7:30am on a sunny day, at a slight angle, using Kodachrome 64, at $f:22$ using a 35mm camera on a tripod. With practice, these techniques can be used to shoot pictures of flowers, barns, mountains and even loved ones, and they may be suitable for framing. In future issues, I may delve more deeply into other specifics of photographing *Alfa Romeos*, or whatever. Good Luck.

(Editor's Note: The Northwest Chapter is putting together an Alfa Calendar for next year. Their goal is for this to be a full-size, full-color, professional-quality product which will be available for sale in their area. The intention is to use only photos of Alfas taken by AROC members.

The preceding article was written to help guide members in some of the techniques which should be used to help produce the best possible pictures. We have reprinted it here as an aid to those who want to take good photographs of their own Alfas or to get some great shots at our Concours or Track events.

As a side note, Alfacionada is always interested in good shots of Alfas for publication here. Hint, hint . . .)

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Don't Look Now

"IT" Is Sneaking Up On Us

You've seen that little date in the corner of calendar, haven't you? Of course you have. But, have you really thought about it? Well, then now is the time to start. That date is the 13th of December.

The reason you should be thinking about it is that is the evening of our annual Christmas party. I just thought you wanted a little advance notice so you could mark your calendar. An evening of wine, food, great conversation, maybe other little party stuff for which the *Alfa* club is (in)famous.

Watch this space for more details. See y'all there.

This Alfa's For You ?

Is this factory Alfa - seen at the Convention - in your future?

Text and photos by Tom Suter

Members who attended the 1997 *Alfa Romeo Owners Club* National Convention in Columbus were treated to an *Alfa* factory model aimed at a significant part of today's market. It was driven to the convention by ARDONA's Don Black for display. Dare we speculate on the possibility of *Alfa's* return to the U.S. market?

Don not only had the car on display, he drove it around as his regular transportation and even ran it in the autocross. (Well, it's an *Alfa*, isn't it? Why do you act surprised?)

Personally, we consider the view below the most attractive angle for this car, but judgement calls about appearance are always a very personal matter. Accordingly, we've included some shots from other angles as well, so that you can form your own opinion.

Are BMW, Porsche, and the Japanese car makers having problems sleeping well at night with this beast looming on their horizon? Read on and decide for yourself.



For more photos and info on this prospective king of the U.S. highways, turn to page 14

The Concours is Coming, the Conc

Two if by Sea . . .

Text by Dan Ritter, Photo by Tom Suter

Greetings *Alfisti!*

The next Concours event will be held Sunday Oct. 5th at El Dorado Park in Long Beach. This should be another exciting show of vintage and current models. Please accept my personal invitation to bring your *Alfa*, picnic lunch and a guest for a day of exciting concours competition.

Participants should plan to arrive by 8:30am, as this section of the park is not reserved and is a first come - first serve basis. The number of participants is expected to be at least 16 to 20 cars which will need some extra time for staging. Judging will start promptly at 9am.

This is our final concours event for this year and this event will be of special interest for those who are looking for year-end points or overall points. Awards will be presented in the traditional style with the AROSC ribbons dated for this event..

I would like to extend a special invitation to owners that are new to concours competition. AROSC includes a novice class so if you are a first timer please consider entering your car. Cleaning and detailing will in any event will improve the resale value of your car, if nothing else, and For Sale signs posted on entrant's vehicles are not prohibited!

We could use two volunteers for judging these magnificent machines so if you could spare the time give me a ring.

Need help? Please call me (310) 374-3153 Home or (818) 997-2330x146 with your questions or comments.

How to get there?

From the intersection of the 405 Fwy and Studebaker Rd. take Studebaker Rd. North to Spring St. East on Spring to the El Dorado Park Nature Center. The entrance to the Nature Center is just past the San Gabriel River. There will be a sign to guide you in. There will be a \$5.00 parking fee and the entry fee will be \$10.00.

SEE YOU THERE



If you have a Sprint Speciale like this, you're we

Concours is Coming . . .



Come at the Concours. If you don't, we'd still love to see you there.

And We Were There !

What's been happening this summer besides the heat?

by Jay Negrin - AROSC President

What has been going on? This summer wasn't as quiet as you might have thought. Earlier on, the last Sunday of June to be exact, we held our Picnic in the Park. The park was Veteran's Memorial, in Culver City. There is a good reason that name sounds familiar. It's the same park where we hold our monthly meetings.

This would have given many of you the chance to see our meeting place in daylight. As it was, it was a good chance for some of us to meet in the shade of the park, have a bite to eat, talk cars (what else) and examine the rides people used to arrive. They ranged from classic *Giulia Veloce Spiders*, to *Alfettas* (well, OK, one *Alfetta*, mine) to some really clean later model *Spiders*.

No, I'm sorry, we didn't manage to have a visitor from Washington, DC as we did last year. However, we did manage to greet a new member from the east. Hal Taylor made his initial club appearance at the picnic. He is a gentleman I happened to meet through the *Alfa Digest*. He read the posting about this picnic we were having, and decided he would have to get involved. Glad to have you on board, Hal.

The other thing that the no-shows (and you know who you are!) missed, was a taste of my (humble though I am) killer turkey chili. It wasn't that spicy, knowing that not everyone likes chili that can take paint off the car at 50 paces. But it was tasty, and managed to garner some good comments from those who tried it.

But wait, there's more. On the last Saturday in July, we, as a club, visited the Nethercutt Collection, in Sylmar. There have been several changes to the museum since the last time we were here, several years ago. First is the change in name, from The Merle Norman Museum, at San Sylmar (their name, not mine).

Most of articles inside are the same, but the folks at the Nethercutt are still digging out, figuratively) from The Earthquake in 1994. Many of the Lalique crystal hood ornaments have apparently not survived another of Mother Nature's surprise wake-up calls. The Nethercutt lost a good percentage of the hood ornaments due to the 1971 tremor, known as the Sylmar Quake. Sort of gives an idea as to what they have had to go through, twice, being that close to the epicenter of two major shakers.

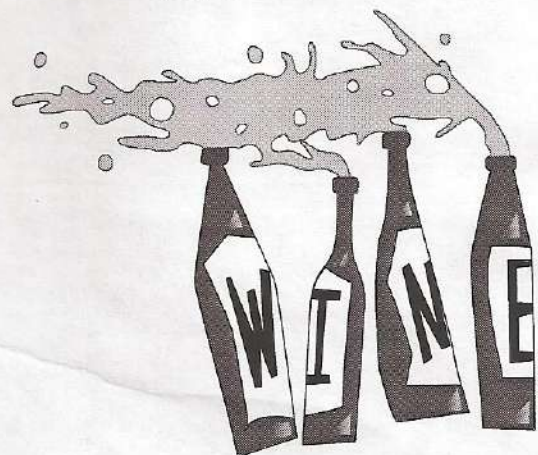
The Nethercutt has a wonderful collection of well restored old cars. The Rolls Royce collection in the downstairs waiting area may just seem ostentatious, as we have seen enough Rollers on the streets in and near Beverly Hills. The rest of the cars on display upstairs are all just as well maintained. Their likes include German, French, British, American, as well as Italian manufacturers. And they are all registered, and in running condition.

If the cars weren't enough, and they were quite impressive, really, there were the music reproduction pieces on the top floor. These aren't merely music boxes and player pianos, although there were some of those, to be sure. They have quite a collection of orchestrions, "music boxes" that were designed to take the place of bands or small orchestras. The orchestrions which have been refurbished following the 1994 earthquake were demonstrated, to the delight of the assembled tourers.

The real piece de resistance, though is the theatre pipe organ that was installed in the room. Very impressive piece of hardware, as only a pipe organ can be. What was most interesting, though, was the "software" that accompanied the musical instrument itself. They are using modern electronics (computers) to accurately reproduce subtle nuances in the playing of this mighty beast. One can listen to the computer playing the organ, just as if the original artist was sitting in the main chair. As I said, very impressive.

We will be visiting the Nethercutt Collection again, probably in another couple of years. It will not be the same, as they continue to add to their collection. And they don't have nearly enough space to display all of the cars that they own. This would mean, to this untrained observer, that they rotate items in and out of the display collection continually. I hope to see you there the next time we arrange a tour.

AROSC Wine Tour '97
September 27-28



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Spiders Can Be Cool

Installing An Electric Cooling Fan In A Spider

by Rich Hirsch - Courtesy of i Saluti, AROC St. Louis Chapter

This article describes replacing the inefficient engine-driven fan in a '67 *Duetto* with a thermostated electric fan. Although the car modified is a *Duetto*, it is similar enough to the modern *Spider* (or Bertone *GTV*), that most of the discussion applies. There is one exception, however, I used a "pusher" fan that mounts in front of the radiator. If you have an air conditioned car, you need to install a "puller" fan that mounts between the motor and radiator.

Why Do This?

Alfa installed an engine-driven fan on all of its *Spiders* through at least '88. There are a number of advantages to replacing this fan:

1. Increased horsepower. Shankle claims the standard belt-driven six-blade fan consumes 7 hp at 6000 rpm. During acceleration and at high speeds, the fan is unnecessary since air flow through the radiator is more than adequate. And when stopped in traffic on a hot day and cooling is most needed, the fan is not as effective as it could be. In comparison, an electric cooling fan drawing 7 amps at 12 volts consumes less than 100 watts, about 0.13 hp. As an indication that even *Alfa* thinks electric fans are a good idea, they're standard equipment on *Alfettas*, *GTV6s*, and *Milanos*.

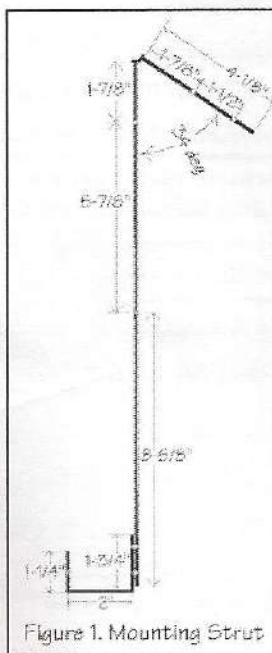
2. Decreased concern about fan blade breakage. As fan blades age, they become brittle. This along with sagging motor mounts can cause the fan to come apart violently. Blade fragments can act as shrapnel and perforate the radiator or dent sheet metal. 3. Easier access to the water pump and belts since the fan and shroud are removed.

Which Fan Should I use?

I used a 1050 cfm 7.5 amp pusher fan from JC Whitney (gasp). The fan is 11 1/2 inches tall and cost \$63 (#38DF0398U). Generally, any pusher fan that fits and is designed to provide enough cooling capacity for a 4-cylinder engine should work. (It's called a pusher fan because it mounts in front of the radiator and pushes air through the radiator.)

Mounting the Fan

Electric fans generally come with a kit that lets you attach the fan directly to the radiator using plastic spikes. Don't do it, you'll shorten the life of your radiator! Instead, attach the fan to the chassis using the available framing in front of the radiator. To do this I constructed two mounting struts from extruded aluminum channel. See Figure 1.



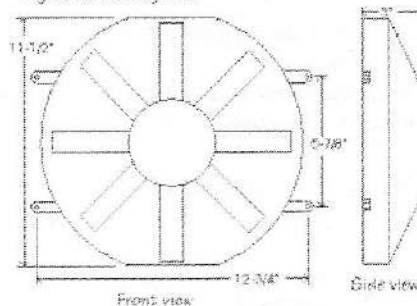
The top of each strut is attached to the bottom of the upper crossmember that is located directly in front of the top of the radiator. The bottom of each strut is attached to the lower crossmember located directly beneath the radiator (see Figures 2 and 3). If you can't find suitable extruded aluminum channel, you might try using aluminum angle. Even aluminum angle sold as shelving supports, available from building supply stores, should work.

Almost anything that is long enough, is relatively light, straight, and has rigidity should work. Depending on the fan's configuration and the car you're installing

it in, it may be easier to fabricate brackets that attach to the chassis on either side of the radiator. I used side brackets to install the electric cooling fan in my '78 *Spider*.

The fan is attached to the struts using four 10-32 3/4" flathead screws and rubber spacers that come with the fan. The spacers decrease vibration and allow adjusting the distance between the fan and the radiator. I used one spacer per screw to set the fan back 3/8" from the radiator. Adding spacers would decrease this distance. Mounting the fan too far from the radiator will result in less air flow through the radiator core and hence give less efficient cooling.

Figure 2. Cooling Fan



Installing the Thermal Switch

It is important that an electric cooling fan be turned on automatically when coolant temperature reaches a predetermined level. On cars that come from the factory with an electric fan (*Alfas* at least), the fan thermostat is mounted very close to the water outlet at the bottom of the radiator. This makes sense since you really want to control the temperature of the coolant as it enters the engine block. The temperature of the water entering the radiator is really unimportant. So, the fan thermostat should be mounted as close to the radiator's outlet as possible.

But surface-mounting the fan thermostat on the metal next to the outlet seems like a poor idea, since the radiator's skin temperature will only roughly reflect coolant temperature. It seems that the only method of accurately measuring coolant temperature is to cut the radiator and mount the fan thermostat so the thermal sensor is in direct contact with the coolant. A radiator

shop, when asked about adding a thermal switch fitting to the bottom tank of a radiator, said that it would not be difficult and cost about \$20. This seems to me to be the best way to go, to do it as the manufacturers do. Having said this, I did it differently.

To control the electric fan, I built a simple electronic control box mounted inside the car that uses a solid-state temperature sensor to determine coolant temperature. The control unit turns on a 20 amp relay that energizes the fan.

To mount the temperature sensor, I drilled a hole in the bottom of the radiator and soldered on a 1/4 inch compression fitting. The sensor fits into a 1/4 inch copper tube sealed at one end that is installed in the compression fitting. See Figure 4.

Whatever thermal sensor you decide to install, it's probably a good idea to mark the radiator for installation of the fan thermostat while the radiator is still in the car to make sure there aren't any clearance problems.

Setting the Fan Thermostat

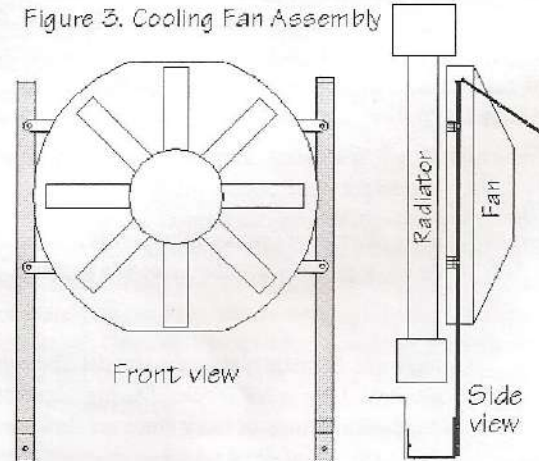
Based on a couple of *Alfa* models with factory-equipped electric fans, the fan thermostat should be set at 85 C (185 F). Both the *Alfetta* and *Milano* have the fan thermostats set to turn on the electric fan at 85 C. (That these values are the same is probably due more to parts availability than engineering design.)

Cooling Data for Electric Fan-equipped *Alfas*

| | Engine cooling thermostat | Electric Model |
|--------------------|---------------------------|----------------|
| | Starts to open | Fully open |
| '75 <i>Alfetta</i> | 88 - 92 C | <= 100 C |
| '87 <i>Milano</i> | 81 - 85 C | 95 C |

| Electric Model | Fan turns on |
|--------------------|--------------|
| '75 <i>Alfetta</i> | 84 - 88 C |
| '87 <i>Milano</i> | 84 - 88 C |

Figure 3. Cooling Fan Assembly



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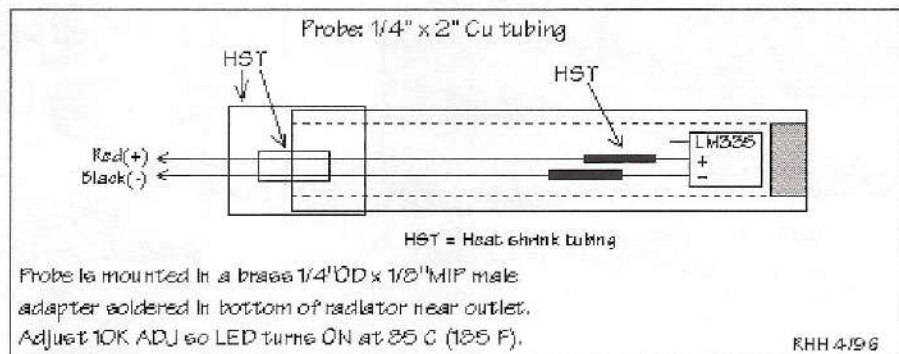
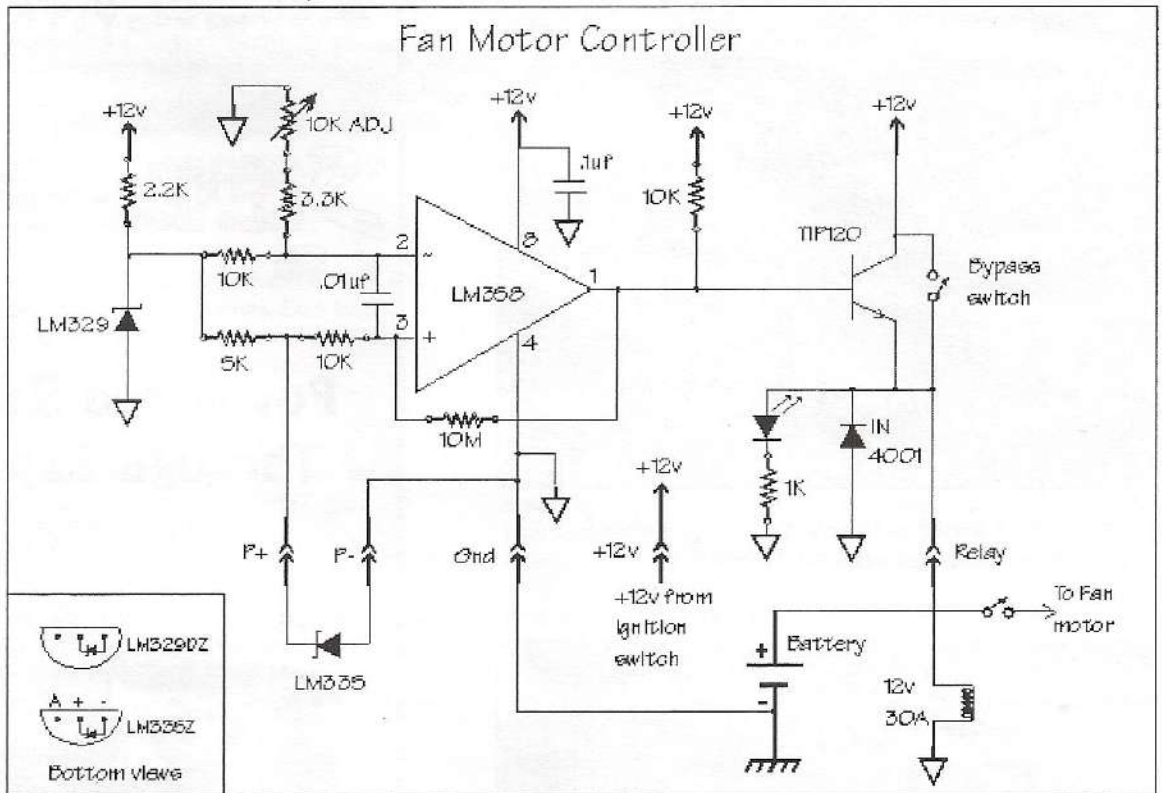
HONORING ALFA ROMEO SPRING SALE PRICES

AS ADVERTISED IN THE CURRENT ALFA OWNER

ALFA PARTS
(510) 525-9435 (voice)
(510) 524-3636 (fax)

1221 Fourth Street
Berkeley, Ca. 94710

Figure 4. Temperature Controller and Sensor Probe



What's different about this picture?

Lancia Alfa Romeo FIAT

Santo's Italian Car Service

Santo Rimicci
8816 Amigo Ave.
Northridge, CA 91324

Telephone
(818) 701-1614

Monday thru Friday 8 to 6, Saturday 9 to 3

continued from page 7
 "This Alfa's For You?"



Meet the Alfa 145. It may be a micro-van / econo-box, but it's still an Alfa.



The Alfa 145 running in the autocross at the AROC National Convention.



The Alfa 145 jump-starting some Detroit iron at the convention hotel. How sweet it is!

The Bottom Line: The presence of the 145 at the convention had nothing to do with any chance of Alfa returning. Sorry . . .

AMERICA'S ONLY ALL ALFA MACHINE SHOP!

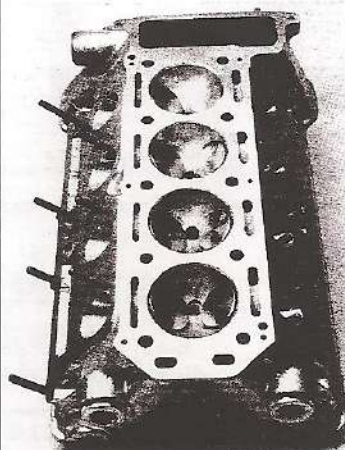
SPERRY
Valve Works



Call for a Free Brochure
 2829 Gundry Ave. Signal Hill, CA 90806 USA
 Phone (562) 988-5960 Fax (562) 9885962
 E-mail: 70510.44@compuserve.com
http://ourworld.compuserve.com/homepages/sperry_valve_works



Power and Reliability Through Experience and Integrity



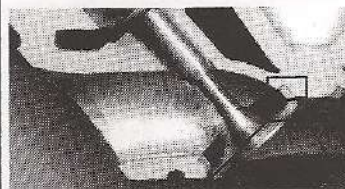
Sperry Valve Works Comprehensive Head Service

Only Sperry Valve Works offers 5 Complete Performance Stages of Head Preparation starting at \$495.00 (4 cyl.)

Stage 1 Includes:

- 15 Point Inspection
- Vacuum Test Head
- Install Silicon/Aluminum bronze valve Guides and Viton Seals
- Diamond Hone Guides
- Grind Valves
- Full Radius Seat Cut with Torque Plate
- Install HP valve Springs
- Adjust valve Clearances

Mike Sperry's 20 Minute video details Alfa's unique designs and the steps necessary to service the heads properly. See some of the common mistakes that cause serious problems. Learn what to avoid and what to demand.



Our exclusive full radius seat cut developed for racing is included in our standard valve job at no extra charge.



Stock Single-Angle Seat



Sperry Full Radius Seat

SperryDesign

High Performance Parts & Options:

- **New** 4 into 1 Race Headers
- Porting and Polishing
- Oversized Valves
- Race Pistons & Liners
- High Performance & Race Cams



Classified Ads

Free advertising for members

Four (4) Goodyear tires; 205 HR 50/15. 400 miles new. Asking \$200 for all. Will consider delivery if local.
Jay (818) 894-3549

1979 Alfetta GT. Red with tan leather. Excellent example. 22K on COMPLETE engine rebuild. Shankle/Koni suspension. Euro headers. New driveline donuts, tranny mounts, catalytic converter, rear brakes. \$3,900. Serious only.
(714)380-1219, leave message.

1974 Spider. Club race car. Light weight, roll bar, nearly new race-prepped engine and transmission, Ward&Deane suspension, Yokohama race tires plus new Michelin street tires. \$5500. Must sell . . . too many cars.
Janie (760) 375-5045 days

74 GTV 2000. Burgundy/tan, dual Webers, headers, long range gas tank, Koni shocks. Very quick. California car. Well maintained, very clean inside and out. Photo available. \$8900, will negotiate.
Bud (619)727-0515 Tues-Sat, 9AM - 5PM

1964 Giulia Spider. Very nice every day driver with newly rebuilt engine and trans. Only serious flaw is that this original white car is now red. Older laquer paint looks great on the freeway, but fails close inspection. Buy this good-running car and just drive it, or, refresh some chrome, take out a few dings, repaint and have a presto restoration. Willing to sell at \$12,000 - unwilling to consider lower offers.
Jeff (818) 249 - 9512

Various Parts: New and used engine, transmission and suspension parts for 1300, 1600, 2000, etc. Too many parts to fit in *Alfacionada* listing!
Call Phyllis and make an offer! (714) 536-2089.

1972 Berlina 2000. One of the best *Berlina's* around. Frankenstein car, all of which has been either partially or fully restored over last 5 years. Strong, smooth, very fast 2 Litre motor (60,000 miles approx.). Many mechanicals 3 years or newer. Shankle springs, Konis, 7L cams, new Pirellis, spares and much more. Asking \$3500.
Call Greg for more details at 310-652-0434

Spider and GTV mechanical parts manual. (Great restoration diagrams plus all mech. components listed and numbered in 485 pages!)
Alfetta GTV and GT spare part mechanical and bodywork catalog (same as above in 200 pages!)

Original Dashboard for 1974 Spider Veloce. Original used but very good (no cracks & straight).
Call Carlos at (310) 446-1554

Wanted - ANSA dual tip rear muffler for 1970-1990 Spider (ARO927).
Charlie Slayman (408)223-2390

Wanted - Sliding Block Rear End for GTV or loan of one to measure dimensions.
John Hall (206) 232-7633 (Home) or (425) 641-0306 (Work)

Membership Application

Alfa Romeo Owners of Southern California

Dues for 1 year membership in the *Alfa Romeo Owners of Southern California (ARO SC)* and the national organization, the *Alfa Romeo Owners Club - US (AROC)* \$55.00

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

Please fill in the following information and mail to:

Alfa Romeo Owners Club - Membership for ARO SC
2468 Gum Tree Lane, Fallbrook, CA 92028

Name _____ Spouse _____

Street _____ City _____ State _____ Zip _____

Home Phone () _____ Work Phone () _____

AROC Member Number (if applicable) _____ *Alfa(s)* Owned _____

Check enclosed in the amount of \$ _____ for _____

Make checks payable to "*Alfa Romeo Owners Club*"

*Alfa Romeo Owners
of Southern California
P. O. Box 8621
Granada Hills
CA 91394*



Dan Ritter
936 Monterey Blvd
Hermosa Beach, CA 90254-4207

Our 1997 Calendar

| January | February | March | April |
|--|--|--|--|
| 14 AROSC Board Meeting 25-6 Time Trial - Las Vegas 31 AROSC Annual Meeting 8pm, Culver City | 11 AROSC Board Meeting 28 General Meeting - 8pm, Culver City | 8-9 Time Trial - Willow Springs 11 AROSC Board Meeting 28 General Meeting - 8pm Culver City | 4 SMCCC Rally 6 Tour "In Search of the Wildflowers" 8 AROSC Board Meeting 25 General Meeting - 8pm Culver City 26-7 Time Trial - Laguna Seca |
| May | June | July | August |
| 2 SMCCC Rally 11 Swap Meet - Tustin Alfa 13 AROSC Board Meeting 18 Concours at Pomona VARA meet 30 General Meeting - 8pm Culver City 31-1 Driving School - "Streets of Willow" | 6 SMCCC Rally 10 AROSC Board Meeting 27 General Meeting - 8pm Culver City 29 Picnic & Tech Session - Culver City | 4 SMCCC Rally 8 AROSC Board Meeting 25 General Meeting - 8pm Culver City 26 Nethercutt Auto Museum Tour - 1pm, Sylmar | 1 SMCCC Rally 12 AROSC Board Meeting 29 General Meeting - 8pm Culver City |
| September | October | November | December |
| 5 SMCCC Rally 9 AROSC Board Meeting 20-1 Driving School - "Streets of Willow" 26 General Meeting - 8pm Culver City 27-8 Wine Tour to Temecula | 3 SMCCC Rally 5 Concours - Long Beach 11 AROSC Board Meeting 24 General Meeting - 8pm Culver City 25-6 Time Trial, "Streets of Willow Springs" 26 Alfa-Porsche Challenge, Willow Springs | 7 SMCCC Rally 14 AROSC Board Meeting 16 Swap Meet at "Under 3 Liter Meet" at Woodley Park 21 General Meeting - 8pm Culver City. Elections, "White Turkey Auction" | 6-7 Time Trial - Willow Springs 13 Holiday Party 14 AROSC Board Meeting |