

Yuccionada

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



August 1998

**In This Issue: "0170", The
AROC National Convention in
Santa Fe, Tech Tips, & more...**

Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Uruapan 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.

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Membership Information

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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

During the 1998 *AROC* Convention in Santa Fe, New Mexico, the rally/tour took *Alfisti* on an expedition through the countryside and on visits to local sights which we will always associate with the American Southwest.

Seen here is the *Giulia 1600 Sprint* of *AROSC* member Eric Sands.
Photo by Tom Suter

Disclaimer (a.k.a. Lawyer Repellent)

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.

AROSC Previews

An outline of coming events

AROSC General Meeting - 28 August

Join us for August's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, "For Sale" and "Wanted" announcements, etc., we'll have a special program.

The program this month will be a slide show by our own *Il Presidente*, Charlie Schwarz. The primary subject will be photos taken at the AROC National Convention in Santa Fe. As usual, the meeting time and location are located on the top of page 2 of *Alfacionada*.

AROSC Driving School at the "Streets of Willow" - 29 and 30 August

"The best bargain in high performance instruction you will find anywhere." That's how participants have described the Driving Schools of the *Alfa Romeo Owners of Southern California*. The next in the AROSC series of two-day events at the "Streets of Willow" training facility is scheduled for Saturday, 29 August and Sunday, 30 August. Previous schools have drawn entrants from as far away as New Mexico and Washington.

The AROSC school offers instruction ranging from improved highway driving skills to track competition. Included in a typical course are classroom instruction, dry skid pad practice, wet skid pad practice, and track time. You can expect to rotate between the track, the skid pad, and the classroom several times during your two days. You will spend about 40 miles on the track during the weekend, which is a lot of track time. We teach safe car control, shifting, braking, how to read the track, all the stuff you would get in the more expensive schools.

For additional information or to register for the event, contact Steve Hamilton at (310) 254-5110.

AROSC General Meeting - 25 September

Join us for September's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, "For Sale" and "Wanted" announcements, etc., we'll have a special program. As usual, the meeting time and location are located on the top of page 2 of *Alfacionada*.

AROSC Time Trial at Laguna Seca - 26 and 27 September

On the weekend of September 26-27 AROSC will hold its fourth Time Trial of the year at the legendary Laguna Seca track. The number of entrants for the two-day event is limited and this event fills up very early, so act now if you wish to enter. AROSC has a block of rooms reserved at a local hotel which will also fill up early, so room reservations should be made at least a month ahead of the event. Call (408) 642-6621, ext. 103 at least a month ahead to get our block rate at the hotel.

This September AROSC Does Laguna Seca !

Interested? Contact John Cote at
(714) 495-8523
or Paul Blankenship at
(818) 883-0226

For the most part, minimum entry requirements for drivers are very simple. They consist essentially of the use of an approved helmet, eye protection, and non-synthetic clothing - although the use of a driving suit is encouraged. Basic vehicle requirements consist of the ability to pass an inspection, use of upgraded safety belts, and the installation of an approved roll-over bar in open cars.

For additional information about the AROSC Time Trial program, or to obtain a registration form, contact John Cote at (714) 495-8523 or Paul Blankenship at (818) 883-0226.

AROSC Wine Tour to Santa Maria - 10 & 11 October

"We will drink no wine before its time." Well, it *is* time - time for our annual fall wine tour, led by the intrepid duo of Paul and Mary Blankenship. Join us for a great weekend of *Alfas*, wine, and socializing. This year's event will be to the Enda Valley area of Santa Maria. Caravan up with us Friday night or meet us for breakfast on Saturday morning.

Make your plans early to get our block rate at the hotel. Wine tasting will take place at several wineries which have been intensively researched by Paul ("Someone's got to do it!") and Mary Blankenship. Join us for wine, *Alfas*, and socializing.

For additional information, contact Paul or Mary Blankenship at (818) 883-0226.

Spider Tops

That open-air motoring comes with a price

by Joe Cantrell - courtesy of Alfa Bits, AROC Oregon Chapter

My collection of old *Alfa* publications features a large number of articles on *Spider* tops and how to keep them from leaking. Here at the Institute of Empirical research, we believe they don't leak enough. The agriculture sluicing around your feet on the first drive after the car sat in the rain is most often due to the blockage of the drain tubes in the trough which runs around the back edge of the cockpit.

There are drain holes about 3" behind the place where the top bows attach to the body; you can reach in and feel them. I have found several blocked by the sort of debris you'd expect, especially broken bits of the brittle white plastic clips *Alfa* used on the factory covers you clip over the top for buttoned-down-top-down-running.

Often, however, pieces of things have gotten down inside the drain tubes and the blockage has retained enough moisture to support life forms more advanced than, say, Jessie Helms. Moreover, the plastic hoses leading from the drain holes to the bottom of the car snake around a structural member and will often have kinked shut at the bend. I suspect that is where Howard Stern was spawned. You have to replace the hose.

Remove the panels behind the outer edges of the seats (a little more work than it seems like it oughta be), and replace the hose with something something thicker walled, routing it to the rocker panel drain with minimum bending to minimize the likelihood of kinking flat. I predict this will eliminate the stop sign slosh around the ankles unless your top is ragged enough to do astronomy through which brings us to the subject of cats.

A neighbor has a fluffy yellow tomcat named his size: Simba. He loves to lounge on my top which is black leaving enough fur to weave a sweater a month.

When he stands up and stretches, he sharpens his claws IN MY ALFA TOP. Were I not such a reasonable, mature person, Simba would probably be a wall ornament or a Davy Crockett hat by now, but this is the People's Republic of Multnomah County, and I admit I, kinda like old Simba, seek the middle way. There is cat repellent available in pet stores, one spray of which keeps Simba away for several days. The can I got was \$11.00 and I don't think I want to know what is in it, but it is better than replacing my top.

There are two more things. My top is new and when I got the car I was told it took two Sumo *Alfisti* to get it closed. The assumption was that the fabric was just too taut, but that the sucker was REALLY hard to fasten the windshield clips on and in Oregon when you need the top up, you need it up. I tried slackening all

the fasteners on the top bows and around the back of the cockpit, to no avail. But the bow of the fabric is set partially by a part on the top linkage hitting a square peg on another part of the mechanism. (Sorry for the nonspecific nomenclature, but it's the only square peg on those flat bars above the side windows).

It seemed that the pegs on my top were welded a little high so the top couldn't extend to mate properly with the sockets on the windshield frame. I ground down the mating surfaces a couple of millimeters with a high speed grinder and can now raise and secure the top without leaving the driver's seat.

I had been following the lore of stuffing a towel inside the meniscus of the outside of the rear window, but during all these adventures had noticed that it was unnecessary as long as the window doesn't kink and rub against itself which mine didn't.

So I don't have to mess with the towel and maybe you don't have to either. Something was marring the window though, and it turned out to be the vertically textured rubber sheeting *Alfa* put around the back of the cockpit. When the top was down it pressed against the window hard enough to indent its pattern, and it can't be polished out.

I removed the rubber sheeting, laid it over a piece of black felt and cut the felt to shape except for the fillets over the driveline tunnel which wouldn't be hard, but I felt sewing challenged that day; the bottom part is awaiting another burst of energy. I put it in place with the original screws and the window is now protected. I vacuum the felt when I do the rest of the car so that abrasive particles imbedded in it don't scratch the window. And any of several plastic polishes do a good job of removing minor scratches that do occur.



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0170

Thoughts about what's going on in AROSC

by Charlie Schwartz, AROSC President

Seems as though no sooner am I back from Santa Fe and a little jaunt through the burning deserts of the great southwest than I'm getting ready for another Alfa-related trip – this time to Monterey for the *Concours Italiano* and the Monterey Historics.

But there's plenty going on right at home, too.

July 26th saw the annual AROSC picnic and tech session. This year we convened at Paul and Mary Blankenship's in Winnetka and had a full house turnout of about 40 *Alfisti* who feasted on BBQ and assorted never-to-be-forgotten salads. A special note of thanks goes out to Paul and Mary who so graciously opened their home, and to Santo Rimicci for conducting the tech session. It seemed an unusual number of tech questions this year concerned cooling systems, a top-of-mind subject since the thermometer was hovering at about 108 degrees. ("About" 108 degrees, Charlie? Are you sure that wasn't 109 degrees, or even 107 degrees? - Editor)

Following the tech session, Competition Chair Charlie Thieriot convened a Time Trial Board Meeting where plans were discussed for another exciting season next year. Plus, of course, our upcoming AROSC Driving School at the Streets of Willow on August 29 – 30, and the club's annual outing at Laguna Seca on September 26 – 27.

For Time Trialers, a new telephone hotline system is going to be installed very soon, which will make it easier than ever to get the latest schedule, directions to events, registration information, and more. As soon as it's up and running, the Time Trial hotline number will be published in the *Alfacionada* masthead.


Our intrepid veep, Dave Mericle phoned me one day not long after my return from Santa Fe asking to use my *GTV6* in a feature story for *European Car* magazine. After seeing the Alfa spread he pulled together for their most recent issue, how could I say no?

So, on a balmy day in mid-July I met up with him and the magazine's photographer at the San Bernardino County Sheriff's Department's *Emergency Vehicle Operations Circuit* for a photo shoot.

Little did I expect they were also shooting a spread for an article on Euro Coupes which brought out an eclectic assortment of Audis, a BMW M6, a Jaguar, a Mercedes, a new Porsche Boxster as camera car, and AROSC's very own Tom Gillis with his Calloway Twin Turbo *GTV6*. Look for Dave's *GTV6* feature and the cover story on coupes in *European Car* sometime this winter.

As if that weren't more than enough attention for my humble red daily driver, the official confirmation has just come through that it will be one of the two *GTV6*s shown at the *Concours Italiano*. No matter what you may hear or suspect, *this car is not for sale!*

For those not heading out early to the AROSC "Streets of Willow" Driving School at the end of the month, remember, we will have our regular fun-filled general meeting at Veteran's Memorial Park in Culver City on August 28th. At the very least expect photos from Monterey and, if plans hold, a very distinguished guest speaker. See you there!



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Alfa, Up Close and Personal

An ignition tune-up on your own Alfa does not have to be intimidating

by Bob Parry - courtesy of Alfa Bits, AROC Oregon Chapter

(Editor's Note: This article was originally written to accompany a Tune-Up Clinic held by the Oregon Chapter of AROC. Some of the contents will therefore not be relevant to you.)

Instructions for the Instructions

- Follow the instructions in the order they are listed to avoid problems.
- Work at your own pace. If you want a variety of opinions on a certain aspect of Alfa tune ups, ask more than one instructor.
- The instructors might point out incipient problem areas of your Alfa that need correction. This is NOT the place to fix those problems. Limit your repairs today to the areas listed in the procedure.
- An asterisk * in front of an instruction indicates that this step is OPTIONAL - both yours and ours. If an instructor is handy who wants to demonstrate that procedure, then you may choose to proceed. You will have a good ignition tune up without completing the optional steps.
- Remember - Opinions are not always interchangeable with facts. The point of this Tune-Up Clinic is to exchange ideas and to grow in our Alfa knowledge. The ultimate decision as to which way to proceed is yours, because you are the one who is doing the tune-up. The instructor's initials at each step are only meant to acknowledge that the instructor, to the best of his ability, believes that the procedure was done correctly. Neither the instructor nor AROC accepts any responsibility for problems that result from this Tune-Up Clinic.
- One of the best parts of owning an Alfa is voluntary mechanical work - not the forced kind
- Alfas (like all living things) like to be touched. Giving your Alfa a tune-up is like giving someone a backrub - it's always appreciated whether it's needed or not.

Alfa Facts

- Distributor Rotor Turns Clockwise Firing Order: 1-3-4-2
- Crank turns clockwise (looking from front of car)
- To ADVANCE timing - turn distributor HOUSING Counter CW - timing marks on crank will APPEAR to move up (CCW-from Exhaust side to Intake side)
- Plug fires when points first OPEN. An ohmmeter across the points will indicate "Infinity". A voltmeter will indicate approximately 8V when ignition key is ON and points are open. A test light connected to the primary wire will glow when points are open.

IGNITION TUNEUP - ALL MODELS WITH POINTS

1. Perform "ITALIAN TUNE UP" on the highway - Accelerate full throttle in 3rd gear from 3000 RPM to 5500 RPM or until

the engine misses (whichever comes first). Repeat 3 times. Drive back to Tune-Up Clinic with as little engine idling as possible.

2. Remove SPARK PLUG WIRES and loosen all spark plugs 3 turns. Scrape the crud from the plug wells. Blow out the dirt with a straw. Replace the plug wires and start the engine. Rev the engine to 2000 RPM for 5 sec. Stop the engine.

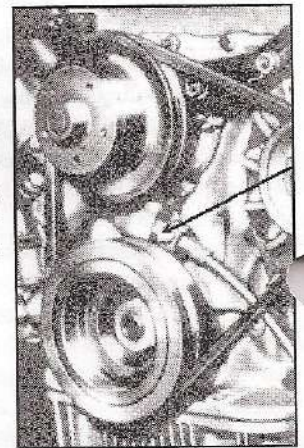
3. Remove the plug wires from the plugs. Remove the PLUGS one at a time. Examine each plug as it is removed. Keep plugs in order. List unusual plug readings.

#1
#2
#3
#4

4. Perform COMPRESSION CHECK. Keep the throttle wide open. Allow 4-5 pulses for each cylinder. Repeat the check if the results are unusual. If the battery or starter is defective, the readings will be low.

Results:

#1 _____ psi
#2 _____ psi
#3 _____ psi
#4 _____ psi

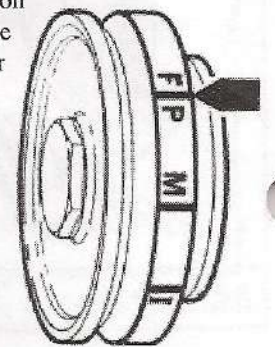


5. Disconnect Battery Ground (-) terminal from battery. Note LOCATION OF #1 plug wire in distributor cap. (Note: it is supposed to be the one closest to radiator).

#1 terminal in cap is pointing toward ____ o'clock. Remove distributor cap from distributor.

6. Put the gearbox in 4th, release the handbrake and roll the left front tire until the crankshaft timing marks can be seen from the exhaust side of the engine..

PAINT the (F) FIXED ADVANCE MARK, the (P) TDC Mark, and the (M) maximum advance mark on the crankshaft pulley. (Note: it may be easier to get to from under the car or from the distributor side)



7. MOVE the car until:

A) The pointer points to the TDC (P) mark and

B) The distributor rotor points to the #1 position (see Step 6)

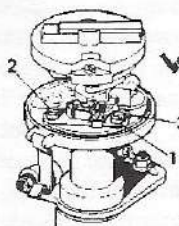
8. Check the **POINTER POSITION** at TDC. Stick a screwdriver in #1 plug hole. Hold the handle with one finger while oscillating the front wheel. The pointer must point to "P" mark when in the middle of the dead spot that is felt through screwdriver.

9. Make sure the distributor **ROTOR** snaps back when released from advanced position. Disconnect the primary wire from the coil or vacuum retard switch. Remove the distributor holddown nut from the stud. (Use a distributor wrench or a 10mm crowsfoot on an extension). Pull the distributor from the engine.

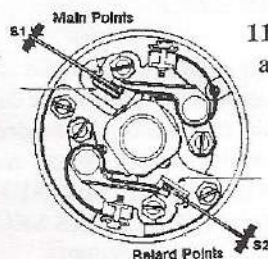
10. Remove Rotor from shaft. Marelli rotors have a round and a square peg that fit into similar holes in the shaft assembly. Make sure that the weights and weight pivot shafts are not worn.

Check CONDITION OF POINTS.

(Lots of metal transfer can mean the condenser is wrong capacity for your type of driving.) Check condition of cam to make sure that the point gap is the same for each lobe. Check for excessive play in shaft. Remove points from distributor.



11. Replace the old points. Old or mal-adjusted points are usually the cause of hard starting. Turn the distributor shaft until the rubbing block is on a cam lobe.



ADJUST POINTS to spec. Tighten screw and recheck adjustment. Lube the cam. The dual point distributors must have the "vacuum retard" point gap adjusted so that those points **OPEN** 3 to 5 degrees after (turn the shaft clockwise) the main point set.

The vacuum retard switch operates the second set of points to retard the timing during acceleration. This allows the main timing to be **ADVANCED** for better power and gas mileage without pinging during acceleration. Don't defeat this device.

12. Oil the wick in the Bosch distributor shaft with a few drops of oil. Install the Marelli rotor **WITH THE SQUARE HOLES ALIGNED**. Inspect the O-ring on distributor housing.

13. Position the rotor to the #1 position and **INSERT DISTRIBUTOR** into engine. Make sure the tangs in the lower end of the distributor shaft mesh with the distributor drive shaft. Make sure the distributor flange is flush with the boss on the timing chain cover (not an eighth of an inch above). Install the nut and tighten.

14. STATIC TIME the engine.

A) To take up any freeplay, rotate crankshaft against engine rotation about 30 degrees. Do this by pushing the car backwards while in gear. Move the car forward by turning the front tire until the timing pointer points to the "F" mark on the crank (or degrees advanced (cw) from TDC).

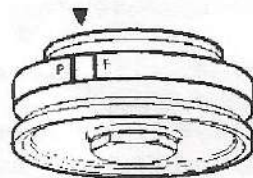


Fig. 4.4 Timing marks (except N America)

F BTDC (static advance) P TDC

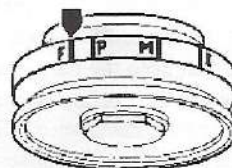


Fig. 4.5 Timing marks (N America except California)

F Static timing mark (ATDC) M Maximum advance
P TDC I Fuel injection start mark



Fig. 4.6 Timing marks (California)

F/P TDC M Maximum advance I Fuel injection start mark

B) Loosen distributor clamp nut (or the holddown nut if distributor has an elongated hole) until distributor housing can just be rotated by hand.

C) Connect one ohmmeter lead to the distributor primary wire and the other to ground.

D) Rotate the distributor housing CW (clockwise) past where ohmmeter reads 0 (points closed) to remove slack in gears.

E) Slowly rotate distributor housing CCW just until ohmmeter needle flips to the "infinity" position. This is the position where the points are just starting to open and the spark plug will fire.

F) Tighten distributor clamp nut without rotating the distributor housing.

G) Check adjustment by rolling car back, and then forward. The ohmmeter must move to infinity just as the "F" mark arrives at the pointer.

H) Connect primary wire(s) to coil or vacuum switch.

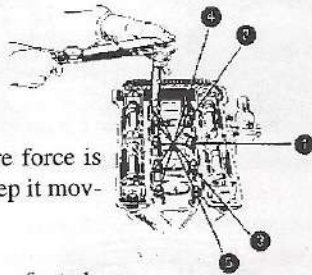
15. Inspect the **DISTRIBUTOR CAP**. Check center electrode for wear or damage between terminals (both inside and outside of cap). Pull plug wires one at a time and check for corrosion in cap terminals.

16. Check the **RESISTANCE** of each plug wire with an ohmmeter. (Rule of thumb - max resistance is 10,000 ohms/foot. Normal resistance is 2000-3000 ohms total.)

17. **INSTALL PLUG WIRES** into the cap by inserting #1 wire in the correct position. Note the location of the notch on the cap with the tang on the distributor housing to find #1 position (See Step 5). Follow the firing order (1, 3, 4, 2) clockwise around the cap to install the plug wires. Push the wires fully into the cap.

*** 18. TORQUE HEAD**

NUTS to specs. Torque nuts one at a time in the correct sequence. Back off nut 1/8 turn so torque wrench is moving when reading the torque. More force is needed to start a nut than to keep it moving.



CAUTION: Some mechanics prefer to leave the head nuts **UNTOUCHED** after the initial tightening.

19. GAP PLUGS. (wider gaps improve idling but increase the chance of misfiring under load). Bend outer electrode only at the side. Lubricate plugs with Never Seez and install. Tighten to 18-25 ft.-lbs. or 1/4 turn for plugs with new gaskets.

***20. Check CAM TIMING.**

A) Remove the six special nuts that hold the cam cover to the head. Be careful when removing the cam cover that the gasket separates from the head, not the cover.

B) The crankshaft must be at TDC and the distributor rotor toward #1 position. Note that the cam lobes for the #1 valves are facing outwards. With the car in 4th gear, roll the front left tire backwards about one quarter turn. Slowly roll the tire forward until the crankshaft timing mark is **EXACTLY** at TDC. If the mark goes beyond the pointer, repeat this step.

C) Look at the mark on the back of each front cam bearing cap. For the factory setting, the mark on each cam should align with the mark on the cam bearing cap. If the cam timing is retarded, check for wear on the sprockets.



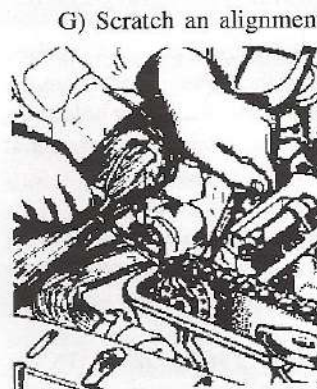
D) To change the current cam timing, the cam sprocket must be rotated on the camshaft. The camshafts should be removed from the head to make this adjustment. If you are going to check the valve clearance, do this before removing the camshafts. Note how much of a cam timing change you want to make and in

which direction.

E) Loosen the tensioner capscrew on the front of the head one turn and use a large screwdriver to push the tensioner sprocket into its bore. Tighten the tensioner capscrew. Stuff a clean rag into the chain opening to keep falling objects out of the crankcase.

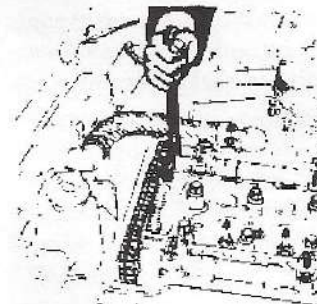
F) Use vise-grips to rotate the intake cam clockwise toward the exhaust side to loosen the chain section between the

cams. Start with the front caps and evenly loosen the nuts that hold each cam bearing cap. Lift the cams out of the head and chain. There is just enough room to remove the cams without disconnecting the chain.



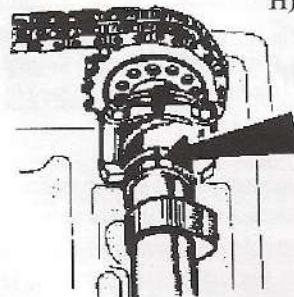
G) Scratch an alignment mark on both the cam and the sprocket to serve as a reference. Pry back the lock tab and loosen the camshaft nut. Remove the tiny cotter pin and then the sprocket capscrew and nut. Hold the sprocket stationary and rotate the camshaft in the direction you want the timing mark to move.

When the alignment marks are the correct distance apart, look for the hole in the sprocket that best aligns with a hole in the camshaft flange. Inspect the capscrew for damage around the cotter pin hole. Install a good capscrew in the hole with the best alignment.



Lightly tighten the nut and install a new cotter pin. Repeat this step for the other cam, if needed. Remove the camshaft nuts and use Loctite Blue and **NEW**

LOCK TABS. NEVER BEND A LOCKTAB SECTION TWICE. Fully tighten the camshaft nuts.



H) Install the exhaust cam so that the #1 lobe is pointing away from the intake cam. Fit the sprocket into the chain so that the timing mark on the cam is a little toward the exhaust side of the mark on the bearing cap when almost all the slack is out of the vertical section of the chain.

I) Install the intake cam so that the #1 lobe is away from the exhaust cam. Remove as much slack as possible from the horizontal stretch of chain between the cams. The cam mark should be slightly advanced (toward the exhaust side) of the bearing cap mark.

J) Install each bearing cap in the correct position and start all the nuts on the studs. Evenly tighten the nuts to 14 ft.-lbs (which isn't a lot).

K) Loosen the tensioner capscrew to let the tensioner sprocket tighten the chain. Rotate the front left tire forward so that the crank turns about 30 degrees. Use a large screwdriver to pry the tensioner sprocket out of its bore. Tighten the tensioner capscrew while holding the tensioner out.

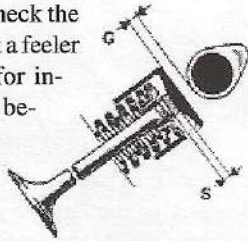
L) Rotate the left front tire backwards so that the crank is at about 30 degrees BTDC. Slowly rotate the tire forward until the crank TDC mark aligns with the pointer. The marks on both camshafts must now be in the position you hoped for when you started this procedure. If the chain and sprockets are in the correct alignment (+10 degrees?) the new cam-to-sprocket setting will show the new cam timing. If not, the sprocket is out of time by at least one tooth and the cam will have to be removed and installed in the next chain link.

***21. CHECK THE VALVE CLEARANCE.** The engine should be cool, although it makes only a slight difference in the clearances.

CAUTION: This procedure could lead to leaking valve cover gaskets and other problems.

A. Remove the cam cover as described in the valve timing step.

B. Assuming that the crank is at TDC with the distributor rotor toward #1, check the clearance of both #1 valves. Insert a feeler gauge (start with a 0.017 inch for intakes- 0.018 inch for exhaust) between the base of the cam lobe and the bucket. Slide the feeler gauge around. The correct size gauge is the one that feels like it is being pulled over a strong magnet. Make a note of the clearance readings for each valve.



C. Roll the front tire while in gear until the crankshaft is at Bottom Dead Center and the distributor rotor is toward #3. This is the firing stroke for number 3 cylinder. Check the clearance of both #3 valves and note the results.

D. Roll the front tire until the crank is at TDC with the distributor rotor toward #4. Check and note the valve clearance of both #4 valves.

E. Roll the tire until the crank is at BDC and the rotor is toward #2. Check and note the clearance of the #2 valves.

*F. If any of the clearances are not within the spec range, you must purchase a shim of the desired size and replace the shim that is between the bucket and the valve stem. To calculate the size of the new shim, you must first remove the camshaft and bucket and then measure the installed shim. Subtract the measured clearance from the spec to see how much bigger or smaller the new shim must be.

This is a time consuming procedure which we will **NOT** attempt at this Tuneup Clinic. Be sure to look at the sides of the buckets when they are removed. If the shiny areas at the top and bottom of the bucket extend to more than half the total area, replace the bucket.

NOTE: Smaller clearances are quieter and keep the valves open longer and wider for slightly better performance.

G. Install the cam cover, making sure that the half moons are in place and that the slippery side of the gasket is toward the head. Use gasket sealant only between the cam cover and the gasket. **DO NOT** overtighten the special nuts or the studs will be pulled from the cam bearing caps.

22. INSTALL PLUG WIRES on plugs in firing order (1, 3, 4, 2 at cap clockwise) Make sure they fit tightly on the plugs. Clean the battery post and connect battery ground cable to battery.

23. Start engine and allow to reach operating temperature. Check **TIMING WITH STROBE LIGHT.** Connect timing light to battery and idle engine at or below specified idling speed. Connect pick up to distributor-to-coil plug wire (brighter light than if connected to #1 wire). Note where F mark is in relation to pointer.

24. Have an assistant rev engine to 5000 RPM. Observe the timing mark "M". Stop the engine and **TURN THE DISTRIBUTOR HOUSING.** Make sure that the distributor clamp nut is tight enough that the housing will **NOT** rotate by itself. Retest and adjust until maximum advance is correct. Tighten clamp nut.

***25.** Check **FAN BELT TENSION.** Change air filter.

Safety Alert !

At the July General Meeting, we were "treated" to a reminder that even within the community of *Alfisti* there can be people who appear to have a sick mentality. One of our members discovered that during the time his car was parked for the meeting, some of the equipment on his car necessary for safe operation had been destroyed. Fortunately, no one was injured as a result.

What is particularly unfortunate is that the nature of the damage made it clear that the vandal was very, very familiar with *Alfas*, so we are not dealing with a random act by a stranger. The upside to the incident - if there can be said to be one - is that evidence pointing to the perpetrator indicates that this was an attack on a specific person. If this is correct, we can hope that this kind of a sick act will not be repeated.

If anyone who attended the July meeting happened to see someone bent down by the front wheel wells of a white *Giulia Sedan*, please give the President or one of the other *AROSC* officers a description of that individual. If the identification substantiates the other evidence, we will pass it along to the authorities so that criminal charges can be filed.

ALFANTAZIA !

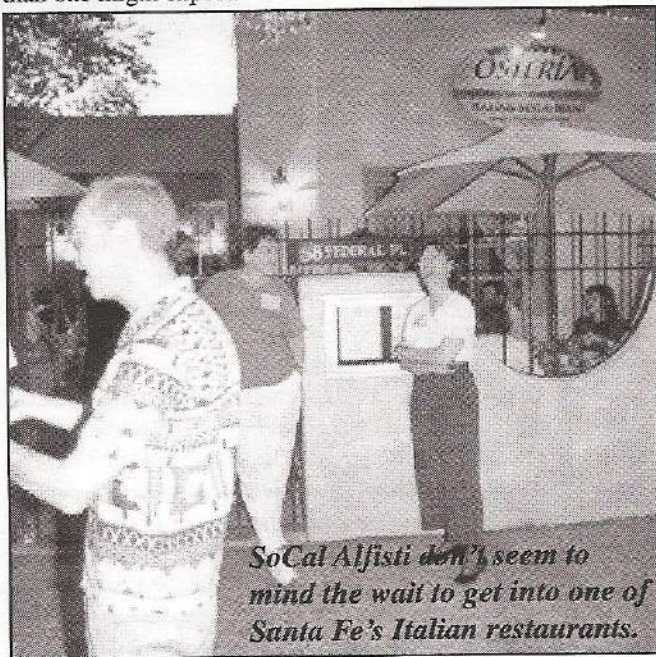
AROC holds its 1998 National Convention in Santa Fe, New Mexico

Text and photos by Tom Suter - Alfacionada Editor

For American *Alfisti*, one of the high points of any year is the annual AROC National Convention. This is an event for which the location normally moves around the country from year-to-year, and this year's convention was no exception. As a rather dramatic contrast in locale to the event held in Columbus, Ohio last year, this year the convention was held in Santa Fe, New Mexico.

Those who are already familiar with Santa Fe can imagine what a special environment was provided for the *Alfa* enthusiasts who made the pilgrimage to the convention. A small town about an hour north of Albuquerque, Santa Fe has become justly famous as a Mecca for tourists of all kinds, and the local roads provided *Alfisti* with an additional treat which might not be as appreciated by the average visitor. Although it is not really close to any large concentration of *Alfa* owners, enough AROC members heard the call of Santa Fe that the Fort Marcy Suites (the convention hotel) were filled and additional hotels in the area were pressed into service.

The oldest city in the United States, Santa Fe not only has a unique heritage and spectacular scenery, but also happens to be the third largest art market in the country - lagging only New York City and Los Angeles. With a very modest permanent population, the result is a concentration of art galleries which has to be seen to be believed. And, as you might guess about an area known as an up-scale tourist haven, there is no shortage of excellent restaurants, some of which were actually less expensive than one might expect.



SoCal Alfisti don't seem to mind the wait to get into one of Santa Fe's Italian restaurants.

The convention activities actually started on Thursday with a meeting of the AROC Board of Directors. This proceeding is open to all, and the club actively encourages attendance by representatives from the various AROC Chapters around the country as well as any member with an interest. Our Chapter (*SoCal*) had several members in attendance for all or part of the meeting, which ran from 9 am until the early evening.

A variety of subjects were covered during the Board meeting, dealing with subjects as diverse as budgetary matters and safety requirements at AROC events. Exercising my editorial prerogative, I'll mention only two of the subjects which were covered during the Board meeting. If you have an interest in more information about the rest of the agenda, contact Charlie Schwartz, the President of AROSC, for all of the gory details.

The two exceptions that I will mention here were the selection of the location of the National Convention in the year 2000, and the selection of a replacement for the retiring Executive Secretary, Glenna Garrett. Each of these subjects has the potential of affecting all of us in the future.

The Executive Secretary of AROC is the only paid employee of the club and is the one person who "touches" each and every member. Your membership records and dues notices are handled by the Executive Secretary, whose duties also include some other less visible tasks which add up to many, many hours of work each month. Our retiring Executive Secretary is Glenna Garrett, who has held the position for the last 19 years and is - if my memory is correct - only the third person to hold the job in the forty year history of the club.

As you may have noticed, the club ran a notice in *Alfa Owner* for several months this past winter, announcing the impending availability of the position and providing a job description. Over a dozen and a half applications and resumes were received, which were then narrowed down to three finalists - one of which was



Shayna Geller with Mike Hemsley and spouse Ed

SoCal member and Treasurer Phyllis Gaylard - by the AROC Board of Directors prior to the meeting in Santa Fe.

During the Board meeting a special session was set aside to discuss the finalists and make the selection of the new Executive Secretary. The qualifications of the finalists appeared to be excellent, with no one having a clear advantage and which made the choice a difficult one. As a result, the discussions and the voting ran over two hours before the choice of a new Executive Secretary was made on a very close vote.

The new Executive Secretary will be Shayna Geller from New Jersey, who appears to be very well qualified for the job. Active in AROC for many years, along with her husband Ed, Shayna brings to the position some special capabilities to compliment the obvious capabilities - such as organizational and computer



Scenes on the rally/tour



area for a vacation of any sort, and when the Oregon Chapter hosted the Convention in 1987 the event drew rave reviews, so start planning now for a trip to Portland in 2000.

This year's event was a mixture of traditional activities and some unique activities specific to the Santa Fe area. An example of the latter was the organized Art Gallery Tour, which began at the Fort Marcy Suites on Friday evening. Shuttles were arranged to transport groups of *Alfisti* to location of the actual tour, a necessity because parking capacity in that area was not up to handling such a flood of people.

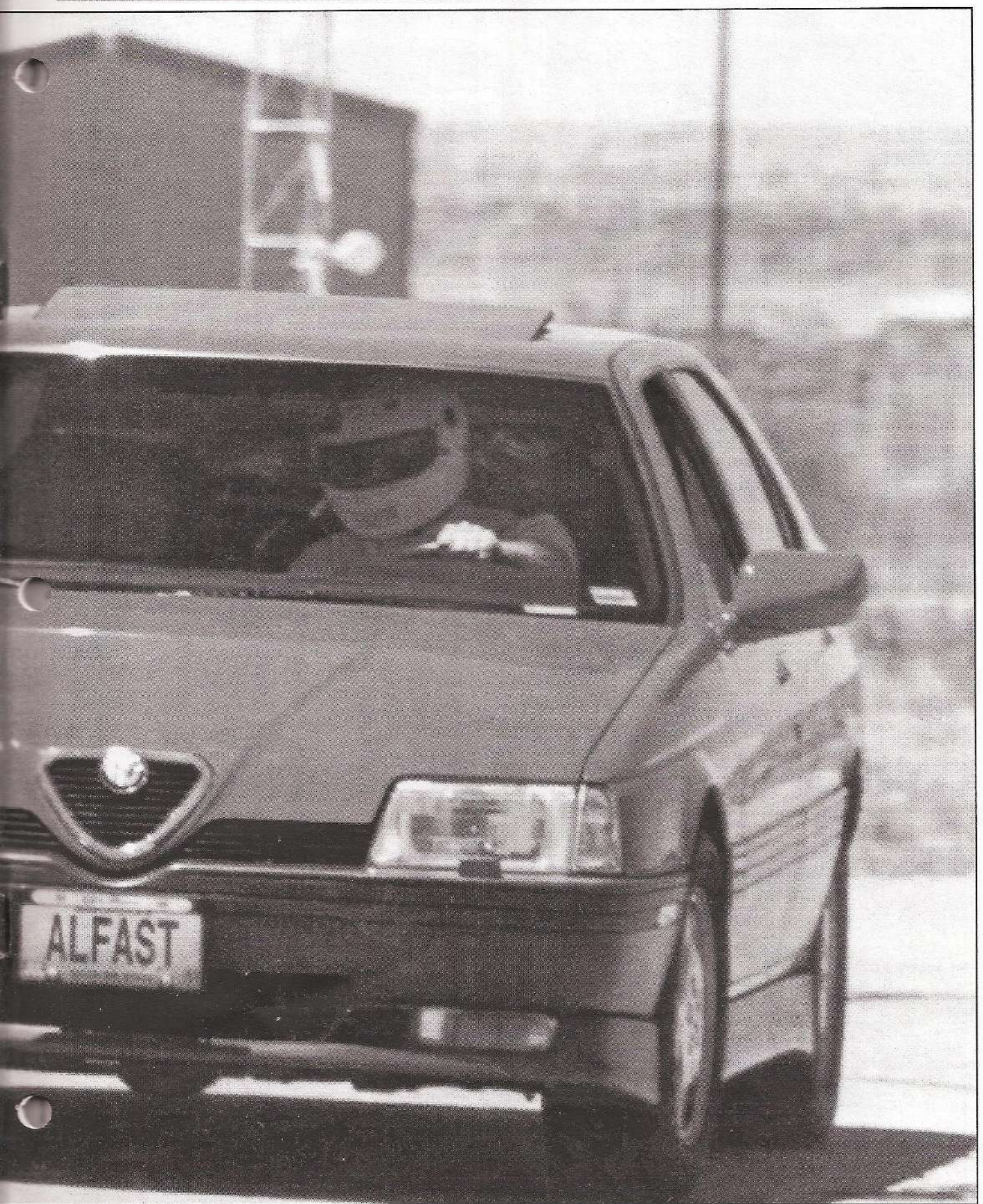
skills - required by the position. For example, before retiring from her full-time job she was for many years responsible for customer support on her employer's 800-number phone line.

The second action from the AROC Board meeting which I'll mention is the results of the competition for the AROC National Convention in the year 2000. As you may know, the right to host the 1999 Convention was won last year by the Kansas City Chapter. This year, presentations were made by Chapters from Florida and from Oregon who were bidding for right to host the Convention in 2000. The winner was the Oregon Chapter, which will hold its event in the Portland area, probably late in June - with the exact date dependent upon the availability of Portland International Raceway. This is a great





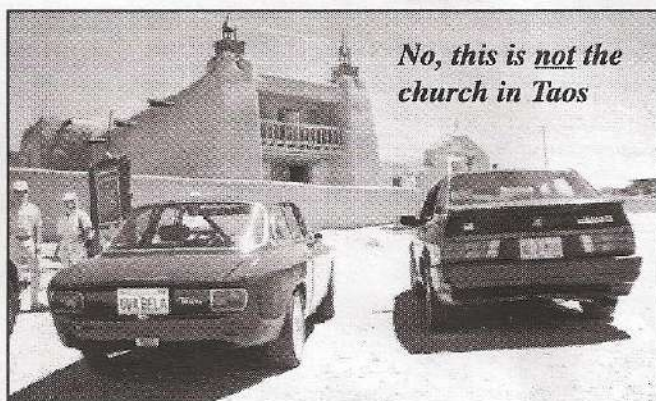
John Justis and his 164 Quad on the way to the title of Fastest Alfa in the autocross



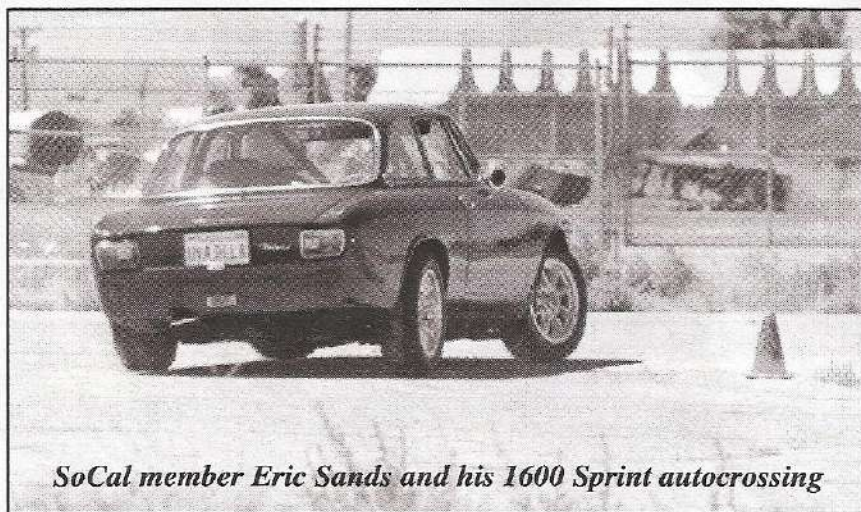
Alfa Romeo Owners of Southern California

After departing from the shuttle, we were free to take a self-guided tour along a long, long, hillside street that was packed cheek-by-jowl with galleries containing art of all categories. If you were in the mood for acquisition, prices covered the gamut from items within the reach of almost anyone to the stratospheric regions of multiple six-figures. When you had satisfied your artistic cravings, one of the shuttles cruising the street was soon available for a ride back to the Fort Marcy Suites.

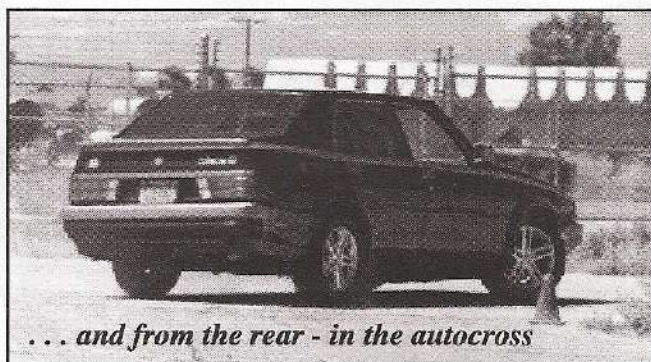
Earlier on Friday the New Mexico Chapter had laid on their variation of a rally, which was combined with a back-roads tour for those without a desire for competition. Whether you were taking the tour or competing in the rally, you received exactly the same instructions. The only difference was that rally participants had to keep alert along the route to be able to fill in the answers to questions on the instruction forms, some of which fell into the category of entertaining trivia.



Even if you were only taking the tour, it was fun to attempt to answer the questions, as this led you into some stops at locations which made the trip even better. The basic route was an approximately three-hour run from Santa Fe to Taos at a relaxed pace over some great back roads which most of us would not have discovered on our own. Along the way we were provided with some superb scenery and a wide assortment of interesting stops, including the church in Taos which has been immortalized by countless artists and photographers such as Georgia O'Keefe and Ansel Adams.



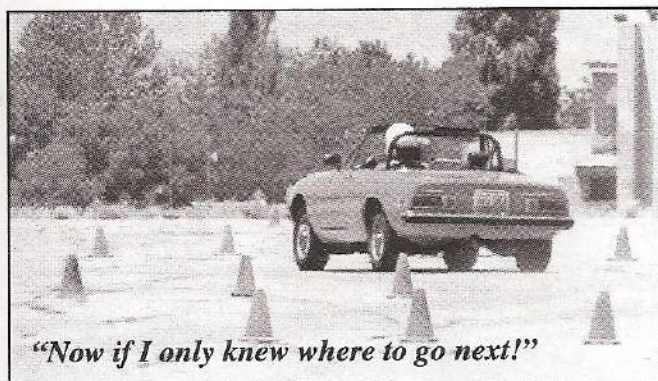
After arrival at the end of the run, those competing in the rally turned in their forms for scoring by the organizers and answered a tie-breaker question - which happened to be the correct pronunciation of a local word. We were then free to do some sightseeing in Taos or to head out whenever we desired on the 90-minute drive back to Santa Fe over the direct route. Most people chose to pause in Taos for lunch and to take in more of the local sights. The timing meant that those who went on the rally/tour had to miss at least one of the seminars scheduled for that afternoon, and most missed all of them. This was disappointing to say the least, but the rally/tour was an experience that more than compensated for the schedule conflict.



Some of the more traditional events of an AROC convention dominated the scene on Saturday. An autocross was held during the morning and afternoon at the Pursuit Training Course of the New Mexico State Police. Using traffic cones to alter and tighten-up the basic course, it proved to be a challenging event for most of the participants - some of whom never managed to get in a complete run without missing one of the "gates" and having that run marked as a DNF.

The honor of fastest time in an *Alfa* fell to John Justis of the Kansas City Chapter, driving his 164 *Quadrifoglio*, sending a strong message to those traditionalists who don't consider the modern sedans to be "real" *Alfas*.

However, the trophy for Top Time of Day went to a non-*Alfa*, a Plymouth Neon driven by the event-master. This was the cause of a lot of comment, both at the convention and afterward on the

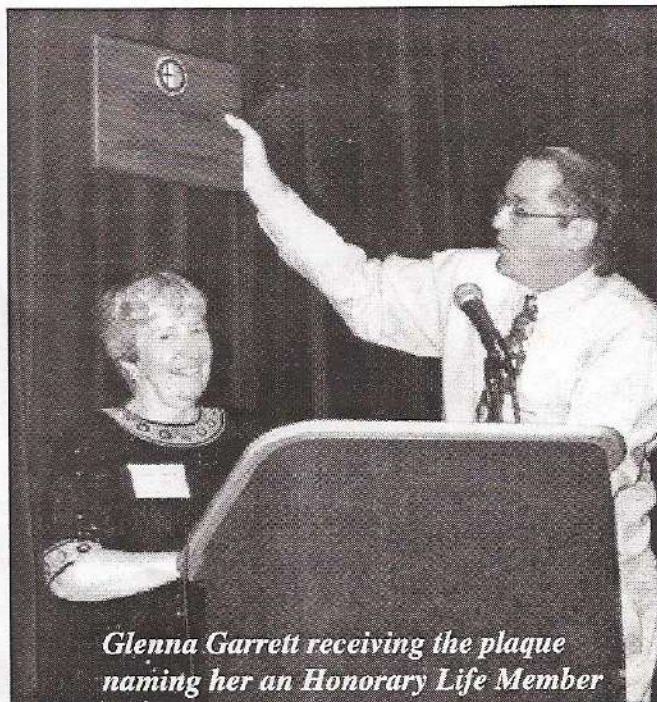


"Now if I only knew where to go next!"

Internet's *Alfa Digest*. Many people questioned the propriety of having the man who planned the course enter the event as a competitor rather than just for fun, particularly with such a tricky layout.

Others were horrified at having a *non-Alfa* win the TTOD trophy and suggested limiting entry in the autocross at all future conventions to *Alfas*. This would, of course, mean that those members who have to fly to the convention and rent a car for the weekend would be shut out of participation. As one who has been in this situation and had a blast running the autocross in a rental econobox at more than one convention over the years, I have to disagree with that proposal.

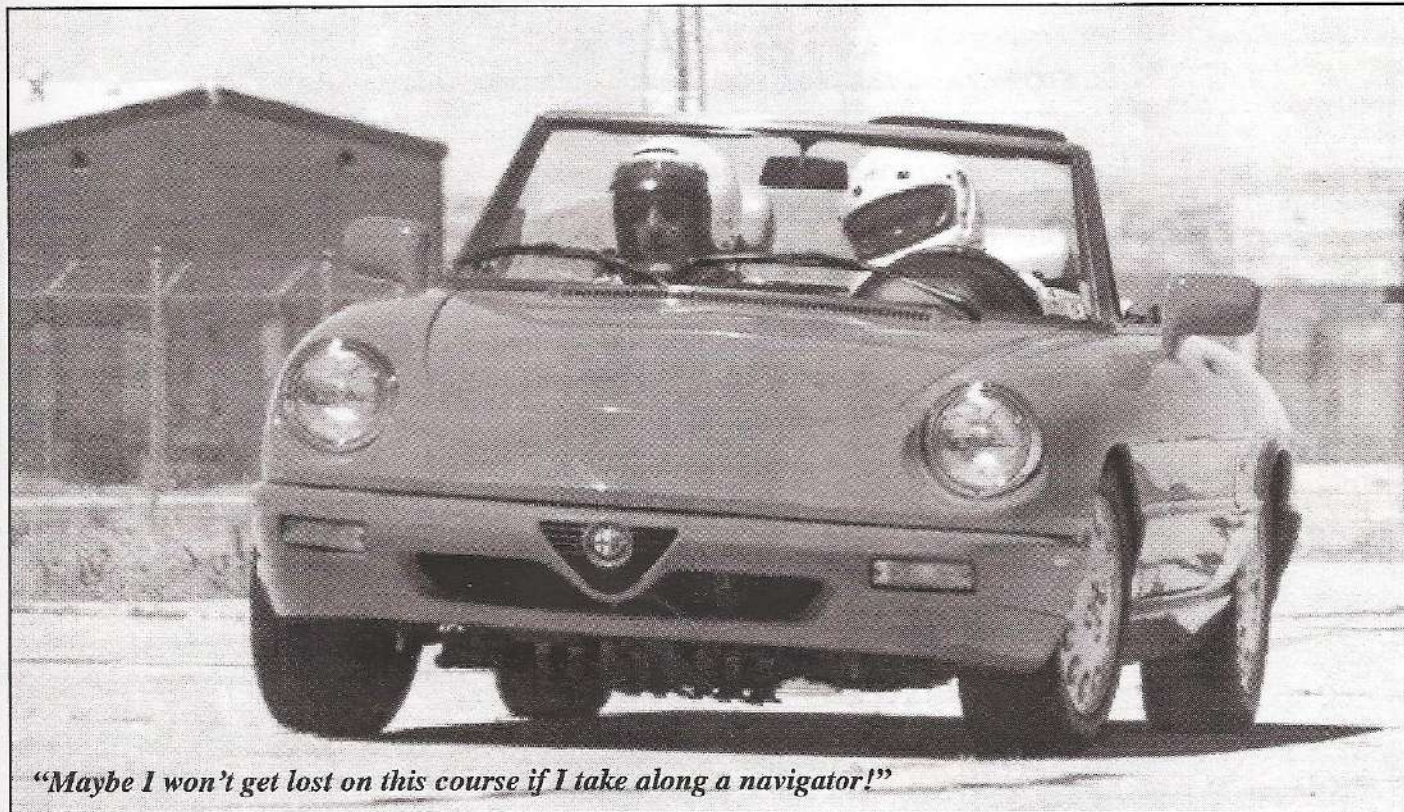
At the banquet on Saturday evening we were treated to a nice buffet dinner, followed by an assortment of club-related activities and awards, as well as a talk by Denise McCluggage. A current resident of Santa Fe, Ms. McCluggage has been a noted automotive journalist for several decades, as well as a serious



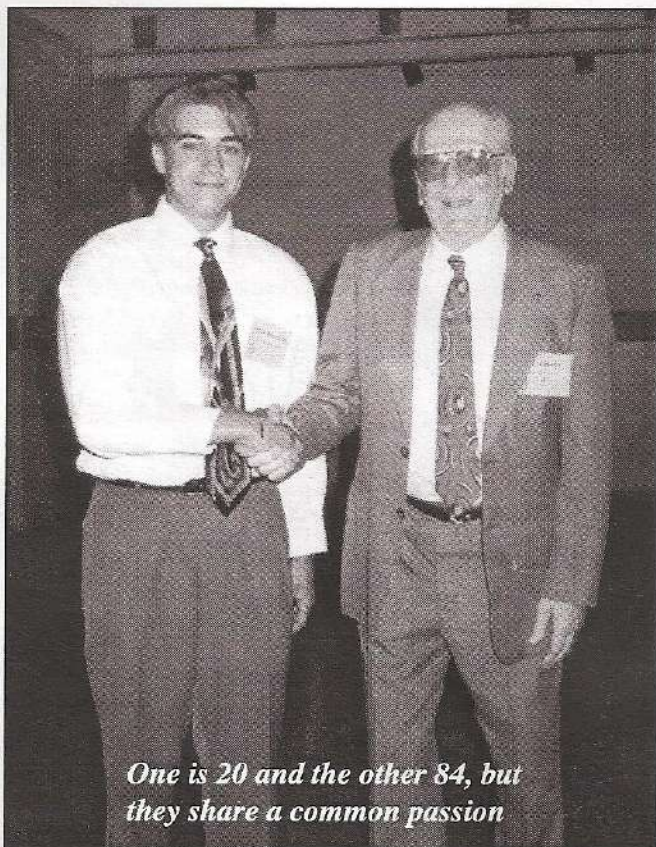
Glenna Garrett receiving the plaque naming her an Honorary Life Member

competitor on the international sports-car racing scene during the fifties and sixties. During her talk she provided us with a number of interesting and entertaining anecdotes of her experiences over the years.

Of the various other after-dinner activities, probably none were as universally applauded as a special presentation to Glenna Garrett. Joel Edinburg, the current president of AROC, did a nice job of formally presenting Glenna with a plaque commemorat-



"Maybe I won't get lost on this course if I take along a navigator!"



One is 20 and the other 84, but they share a common passion

ing her selection as an Honorary Life Member of AROC. This special honor, which has been awarded only rarely during the entire life of the club, was chosen as a means of recognizing how much Glenna has done "above and beyond the call of duty" for the club and its members during her 19 years as Executive Secretary. The presentation drew a justly deserved standing ovation from everyone at the banquet.

As a fan of the *Alfa Romeo Giulietta* models (the original models from the 50's and 60's, not the later models of the same name which were not sold here), one of the awards at the banquet was particularly satisfying for me. Each year a trophy is presented at the banquet to the own of the highest milage Alfa driven to the convention. This year the trophy went to Jim Ashton, who drove his immaculate 1959 *Giulietta Sprint* from San Francisco with 289,000 miles on the clock. Perhaps, like fine wine, *Alfas* just improve with age?

Speaking of age, at the convention we had a great example of how enthusiasm for the marque extends across all age groups. Present at Santa Fe were the oldest and youngest Editors of AROC Chapter newsletters in the country. At the age of 20 Santo Marcantonio has already been editing the newsletter of the Colorado Chapter for a couple of years, while Fred DiMatteo edits the newsletter of his Chapter in Florida at the age of 84! Although Santo has a ways to go to catch up with Fred, he is off to a good start - working in an *Alfa* shop while studying engineering in college.

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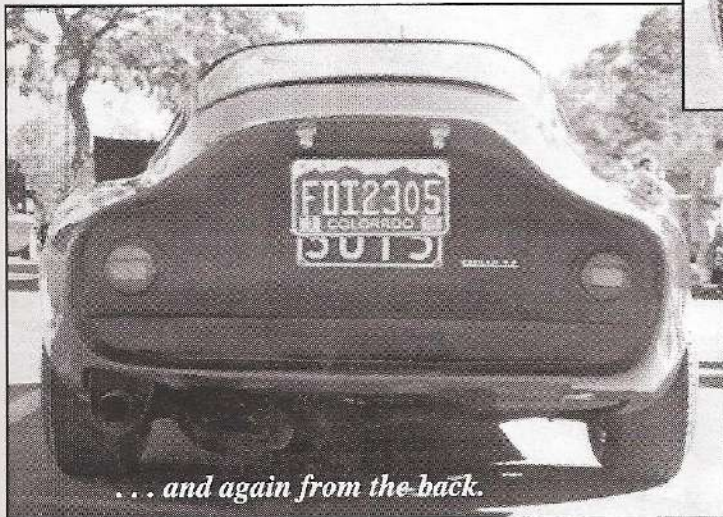


*The concours was
blessed with not one
but two Montreals*

Sunday morning was the time for any *Alfa* junkie to be in Santa Fe, as it was when the concours was held in the parking area of the city's convention center. Present were most of the postwar models of *Alfa* which were originally sold here, as well as some which were not, and some models which sold here in very small numbers. We had *two Montreals* in attendance, as well as Richard Ballantine's *TZ-1* and a *Carrera Panamerica 1900*.



Richard Ballantine's TZ-1



... and again from the back.

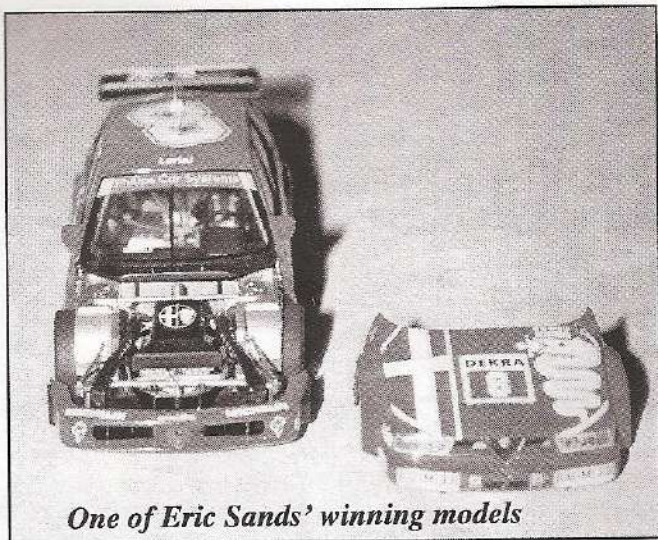
SoCal member Rube Ericson brought his *2600 Sprint* to the convention as well, and there were enough of the more familiar models to satisfy almost any *Alfisti*, regardless of his or her personal preference.

The *1974 GTV* of *SoCal* member John Thompson took First Place in its class in the concours, earning John not only a Blue Ribbon but one of the specially-made sand-painting trophies which were one of the distinctive and memorable aspects of this year's convention.

An innovative and unique means of immediately identifying the trophies with the New Mexico convention at a glance, these were admired by everyone who saw them. I'm sure that for many years to come the sand-paintings will be awarded a prominent place in the home of John and everyone else who won a trophy at Santa Fe.



Rube Ericson's 2600 Sprint



One of Eric Sands' winning models

Following the concours, the usual buffet luncheon and awards presentation was held in the convention hall. In addition to the awards for the "traditional" events, there were trophies handed out for events unique to the New Mexico convention. These included those for the "Art by and for *Alfisti*" competition, as well as the awards for the Model Car Concours. In the latter competition, *SoCal* member Eric Sands took home not one but *two* trophies! One of his entries won a First Place award, while another earned Eric a Best of Show award.



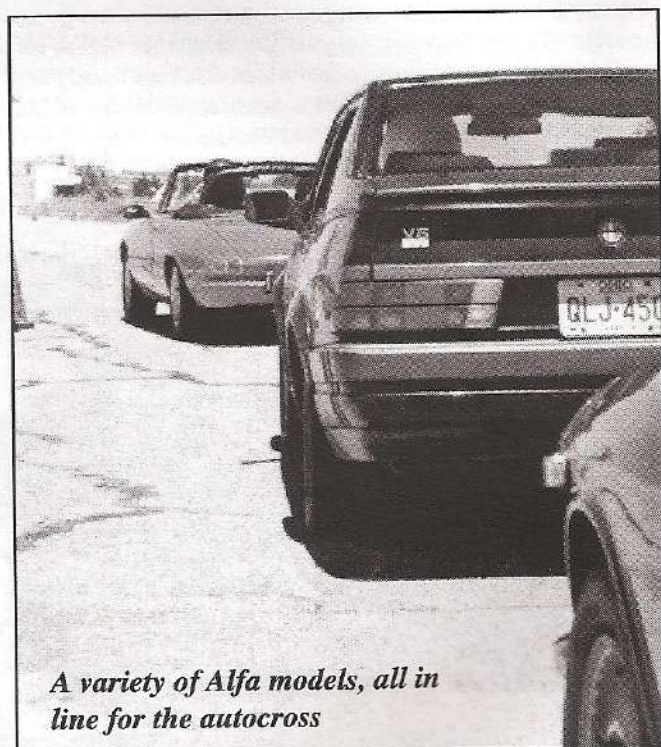
Eric Sands with his trophies and models

With the conclusion of the awards presentation, the 1998 *AROC* Convention came to an official end. Some members headed homeward immediately, while others either extended their stay in Santa Fe or moved on to take in some of the other stunning scenery of the Southwest. All in all, this year's convention was a very satisfying and enjoyable event.

Perhaps the best way to summarize everything is to quote one of the *SoCal* members who was attending his first *AROC* Convention. He said, "My wife is not a car person, and I was apprehensive about our coming to the convention, but I have two things that tell me she enjoyed the event.

First - she was still speaking to me at the end of the convention. Second - without any prompting from me she said, "I wouldn't mind going to another *Alfa Club* Convention."

See you in Kansas City next year?



A variety of Alfa models, all in line for the autocross

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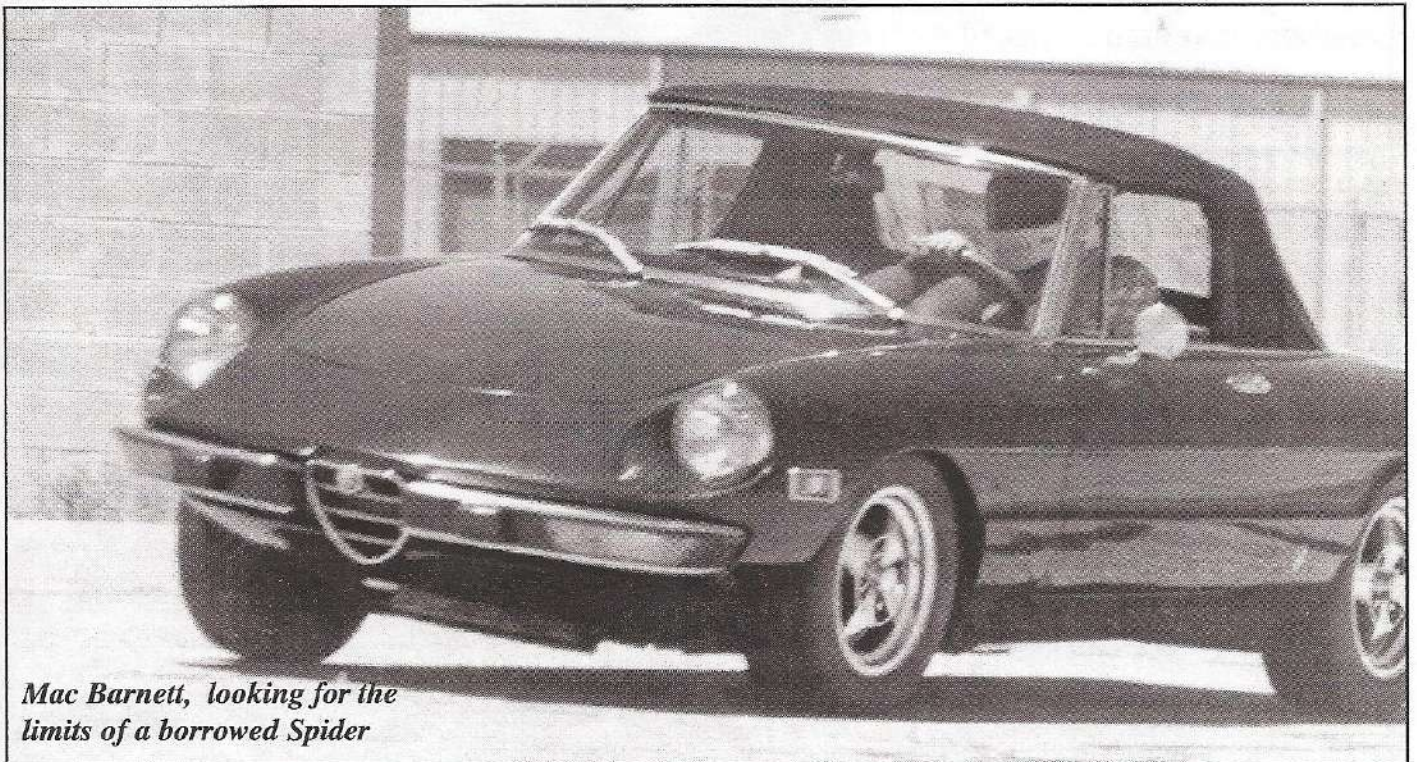
Santa Fe Scenes

Sights encountered at the AROC National Convention

*The Giulietta Sprint of Jim Ashton,
driven from San Francisco with
289,000 miles on the clock*



*Different models, from different
states, but with owners who
share a common passion*



*Mac Barnett, looking for the
limits of a borrowed Spider*

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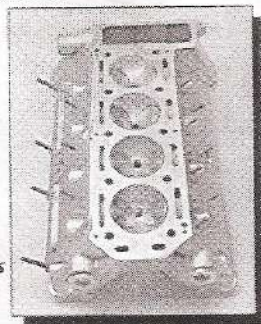
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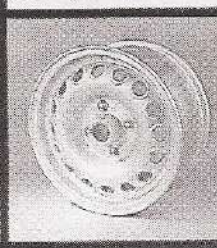
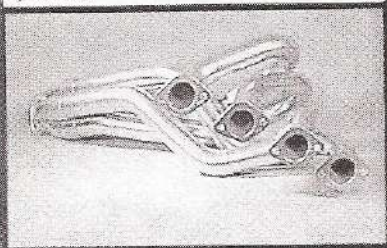
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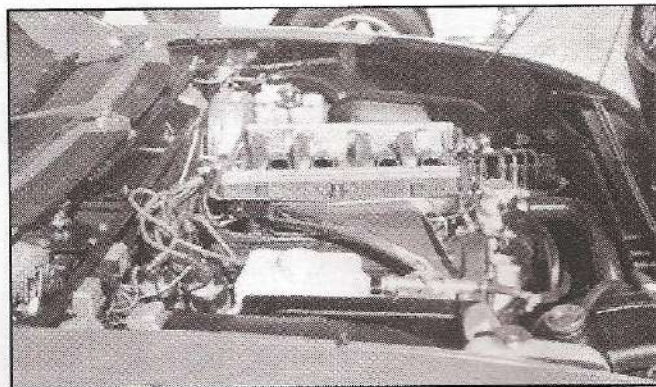
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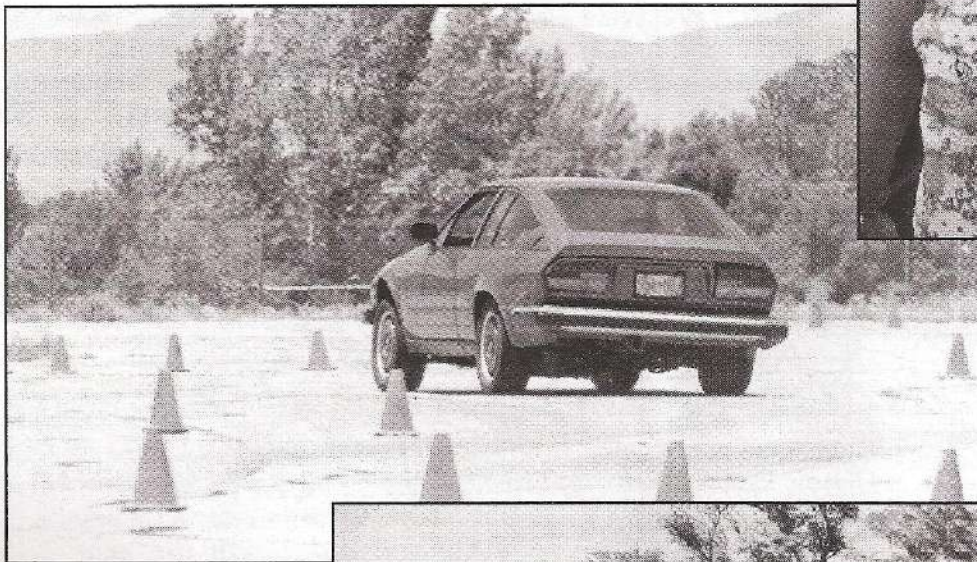
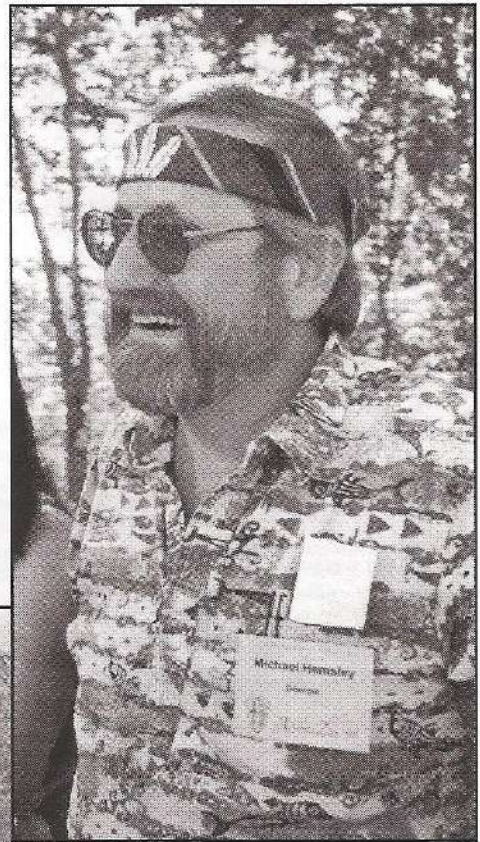
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Tina Van Curen (818) 247-8593, btinavc@ix.netcom.com.

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.

1986 Alfa GTV-6, black on black, Shankle sway bars, rear springs, Konis, Omega Motorsports fully blue printed and balanced engine, 9.75:1, Sperry stage 3 heads, OMS external oiling kit, fresh major service, new belts and tensioner, excellent interior, body and paint, BFG-TA-3 tires.

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Membership Application

Alfa Romeo Owners of Southern California

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

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"

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Our 1998 Calendar

January	February	March	April
2 SMCCC Rally 8 AROSC Board Meeting 23 AROSC Annual Meeting 8pm, Culver City 31 Time Trial -Willow Springs	1 Time Trial - Willow Springs 5 AROSC Board Meeting 6 SMCCC Rally 21-2 Time Trial -Sears Point 27 General Meeting - 8pm, Culver City	5 AROSC Board Meeting 6 SMCCC Rally 27 General Meeting - 8pm Culver City 29 Tour "In Search of the Wildflowers"	2 AROSC Board Meeting 3 SMCCC Rally 11 Concours at San Antonio Winery 24 General Meeting - 8pm Culver City 26 Swap Meet
May	June	July	August
1 SMCCC Rally 2-3 Driving School - "Streets of Willow" 7 AROSC Board Meeting 29 General Meeting - 8pm Culver City	4 AROSC Board Meeting 5 SMCCC Rally 13-4 Time Trial at Buttonwillow 20 Concours at El Dorado Park 26 General Meeting - 8pm Culver City 25-8 National Convention, Santa Fe, NM	2 AROSC Board Meeting 3 SMCCC Rally 26 Tech session & BBQ at Paul Blankenship's home 31 General Meeting - 8pm Culver City	6 AROSC Board Meeting 7 SMCCC Rally 14 Concours Italiano in Monterey 28 General Meeting - 8pm Culver City 29-30 Driving School at "Streets of Willow"
September	October	November	December
3 AROSC Board Meeting 4 SMCCC Rally 25 General Meeting - 8pm Culver City 26-7 Time Trial at Laguna Seca	1 AROSC Board Meeting 2 SMCCC Rally 10-1 Wine Tourto Santa Maria 24 Alfa-Porsche Challenge, Buttonwillow Raceway 30 General Meeting - 8pm Culver City 31 Time Trial-Willow Springs	1 Time Trial-Willow Springs 5 AROSC Board Meeting 6 SMCCC Rally 15 Concours at "Under 3 Liter Meet" at Woodley Park 20 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	12 Holiday Party 13 AROSC Board Meeting