

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

Quadrifoglio



February 1998

**In This Issue: "Dutch Treat", "Octane, Leaded Fuel,
and Performance", "Old Petty Blue", & much 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

This photo from Randal Higa gives us another glimpse of the Woodley Park event which combined the AROSC Fall Swap Meet with the "Best of France and Italy Under 3 Liter Car Show". The *Spider* featured in this picture is one of Randall's own *Alfas*.

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

What to expect at coming events

AROSC General Meeting - 27 February

Join us for February'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*.

Please note that our regular room for the general meeting has changed from the one which we had last year. We now meet in the Uruapan room at Veterans' Memorial Park.

AROSC General Meeting - 27 March

Join us for March'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*.

Please note that our regular room for the general meeting has changed from the one which we had last year. We now meet in the Uruapan room at Veterans' Memorial Park.

"In Search of the Wildflowers" Tour - 29 March

Join us for the first AROSC Tour of 1998. Once again, Jay Negrin will lead us on back roads and over hill and dale in search of the elusive California wildflowers. Will 1998 be the year in which AROSC finally traps these mythical creatures? Join us and see!

AROSC "Run for the Grapes" Concours - 11 April

Our first Concours of 1998 will be held at the San Antonio Winery on Los Angeles. Arrival time for competitors should be 9:00 am and judging will start promptly at 10:00 am. Planned categories include open car class, closed car class, special class, and unrestored original class.

All models are welcome, and whether your *Alfa* is a daily driver or a garage queen, there's a place for it at this fun, low-pressure event. Even if you don't have a car to enter, come along and enjoy the cars, the people, and -- of course -- the wine.

Look for an entry form and directions to the event in the March issue of *Alfacionada*. Until then, mark the date on your calendar so that you can avoid conflicting commitments!

AROSC General Meeting - 24 April

Join us for April'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*.

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Please note that our regular room for the general meeting has changed from the one which we had last year. We now meet in the Uruapan room at Veterans' Memorial Park.

Special Notice

The February meeting will be held in the Uruapan room at Veterans Memorial Park at 8:00 pm.

This will be the first time we have met in this room, which will be our location for the rest of the year.

AROSC Spring Swap Meet - 26 April

Looking for some hard-to-find parts for an older model *Alfa*? Want to unload some of your own collection of *Alfa* parts? Would you just like to window-shop all of the parts that are floating around in the hands of other *Alfisti*? Come to the Spring Swap meet and do it all!

AROSC Driving School at the "Streets of Willow" - 2 and 3 May

Want extensive and expert training in car control plus lots of track time? Think that AROSC Time Trials sound like lots of fun, but you don't want to jump into that scene without preparation?

Have we got a deal for you! Come to "the best bargain in high-performance driving you will find anywhere" - the AROSC Driving School.

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Comments from the new AROSC President

by *Charlie Schwartz, AROSC President*

I can't think of any better way of starting off the new year and my new term as president of AROSC than by offering a tip of the cap in thanks to Jay Negrin who served us so well in the office for not one but two consecutive terms. Jay truly contributed his time and energies way above and beyond the call of duty and I think the progress the club has made during his tenure is the reward we all share as a result of his efforts and sunny disposition. Thanks Jay – you'll be a hard act to follow.

As those who attended the January meeting have already learned, Randall Higa, who's made sterling contributions of his own as club secretary and previously as newsletter editor, announced he will be unable to serve as a member of our 1998 Board of Directors. We'll all miss his participation, his careful attention to detail, and not least of all, the world's funniest Minutes.

It's understandable that after several years of serving on the Board any of us can reach a point of burnout. Sometimes other things in life can begin demanding precedence or we can feel ourselves becoming spread too thin. Let's face it, with AROSC membership again on the increase – we're now well over 300 members strong! – we do tend to see the same people taking an active role in management of the club year after year.

Since no one can serve as a club officer or Board member forever, it's always great to see new faces answering the constant clarion call to participate. This year, we welcome David Herting, a longtime club member many of you already know from the Time Trial program, as Member-at-Large. And, just a heartbeat away from the Big Chair, David Mericle steps in as vice president, the slot I filled for the past three years.

I'm sure any of our Board members, past or present, would encourage you to find out for yourself how much fun – and how satisfying – it can be to get more involved in running YOUR club. So why not make it a New Year's resolution to join us for at least one of our monthly Board meetings in 1998?

This year, we're looking forward to an exciting, fun-filled, and very busy AROSC calendar with traditionally-popular activities like our Spring and Fall swap meets and a Time Trial schedule that includes dates at Laguna Seca and Sears Point... and some things we haven't done for a while, such as tours to museums and a concours at the San Antonio Winery in downtown Los Angeles.

People are already signing up for our 1998 engine rebuilding workshop (space is limited; contact Charlie Thieriot for more details). In fact, if you look at the calendar on the back cover of *Alfacionada*, you'll see there's something going on nearly every week of the year!

I mentioned our membership is growing and this is something both satisfying and challenging for our club. As you probably recall, membership took a nosedive in the early 90's along with the recession and cutbacks in the aerospace industry where so many of our members work. This trimmed a lot of old-timers from our rolls, people who tended to have older cars and who are enthusiastic about working on them.

Now that membership is on the rise again along with the regional economy, it's time to take a fresh look at the needs and desires of AROSC members. There will always be the contingent determined to keep their older, simpler cars running right, and folks converting older street cars for use on the track. For parts, know-how, and even hands-on help, AROSC is must for people in this group.

But it seems we're also seeing a faster rise in the percentage of members with newer, more sophisticated cars ("computers on tires" someone called them recently). For this group, too, particularly since *Alfa* gave up on the North American market, AROSC membership

is more important than ever before.

With an increasingly diverse membership, what mix of activities best meets the needs of today's AROSC? In planning 1998's calendar, we've tried for a good balance of social, technical, practical, and competitive activities, and some that are just for fun. But the club needs YOUR ideas, too.

Want to see a revival of activities you enjoyed in the past, like the famous pasta sauce cookoffs? Let us know! Got a new idea you'd like to see tried out? Tell us about it and let's see if we can make it work together! Your ideas and participation are what will keep AROSC vital. In fact, my motto for 1998 is the only thing top-down about our club should be tooling down the road in a *Spider*!

Looking forward to a great 1998!

Want to see a revival of activities you enjoyed in the past, like the famous pasta sauce cookoffs? Let us know! Got a new idea you'd like to see tried out? Tell us about it and let's see if we can make it work together!

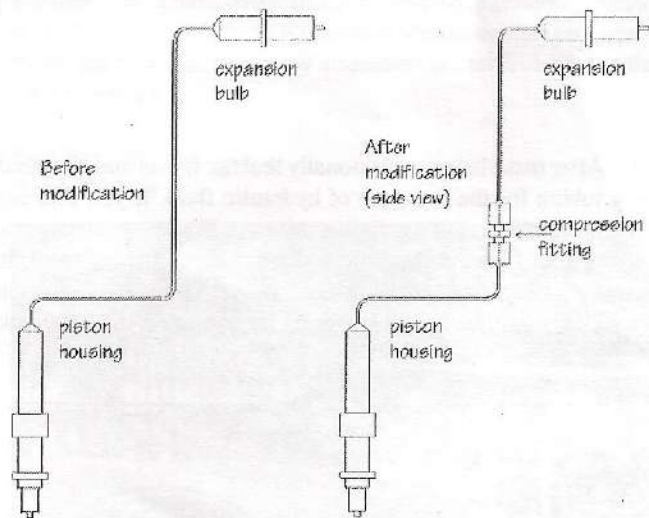
Spica To Me, Alfie

A do-it-yourself repair procedure for the Spica's thermostatic actuator

by Rich Hirsch - courtesy of iSaluti, AROC St. Louis Chapter

Alfas sold in the US from '69 to '81 used Spica fuel injection. An important component of the Spica system is the thermostatic actuator. The thermostatic actuator (TA) is Alfa's version of a choke and a fast idle cam. The plunger in the TA pushes on an adjustable screw in the Spica pump. When the engine is at operating temperature, the actuator plunger should fully extend and move the lever at the back of the injection pump to 0.0 to 0.019 inch from the reference screw. The farther the control arm is from the reference screw at any given temperature, the richer the mixture.

Over the years, the TA leaks fluid and the plunger doesn't extend as far as it should. This results in the car running richer than it should. Ordinarily at this point, you'd buy a rebuilt TA or replace the TA with the Alfa Ricambi "Sure Start" mechanical actuator. I've found a third solution - repairing an out-of-spec thermostatic actuator by opening the connecting tube, refilling with hydraulic fluid, and then resealing the tube using a compression fitting. I did this two months ago and the repair seems to work without problems. This article describes the procedure.



Why Do This?

A new rebuilt TA is about \$200 US if an old TA is sent in with the order (core value is about \$100 US). This repair involves breaking the connecting tube of the TA which, according to one source does not make the unit useless for core value. (You may want to check with your potential TA supplier to see if this is the case with them.) Then, if you decide to bail out of this repair procedure, you can still get a rebuilt unit and get cash for an old TA.

\$200 seems like a lot of money for a rebuilt TA, but according to a recent Alfa Ricambi ad, their rebuilt TAs use new actuating rods, bushings, return springs, seals, and stainless steel connect-

ing tubes. Also, they're guaranteed for 2 years.

The TA I selected to repair was in good condition (i.e., the piston was not corroded and the connecting tube was intact), except for piston extension. Instead of being 23 mm (mounting flange to piston tip length), it was about 17 mm. Here is the procedure:

Tools:

- Set of needle files
- 3/32" drill bit
- 1/8" copper tubing
- Brake fluid
- Small vise grips with padded jaw
- Heat gun (or hot water)
- Accurate thermometer (70 F to 180 F)
- 1/8" compression fitting
- Electrical-grade rosin-core solder

1) Cut the 2 mm tube connecting the expansion bulb to the piston housing using a small flat file at the tube's intermediate mounting bracket. Remove the intermediate mounting bracket and set it aside.

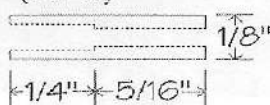
2) Use a file to remove any corrosion from the ends of the tube back from the break 5/16". Make sure the steel is nice and shiny so a good solder joint can be made.

Making the Copper Sleeves

3) Use some 1/8" copper tubing to make two adapter sleeves that will slip over the steel connecting tube ends. This is necessary since a 1/8" compression fitting will be used to rejoin the connecting tube.

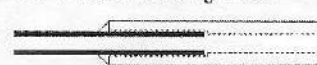
4) Cut a 5" piece of 1/8" copper tubing. Secure the copper tubing in a vise so the center of the tubing is crushed and the two ends can be used to make sleeves. So a good seal can be made, sleeves must be free from nicks and scratches. Use a 3/32" drill bit to enlarge the center of the copper tubing. Put a piece of tape on the drill bit 1/4" from the tip. Carefully drill the copper tubing to a depth of 1/4". Using a small file, cut the copper tubing to a length of 9/16". Use a file to dress the end of the sleeve so it's square:

Copper sleeve
(1 of 2)



Use 3/32" drill bit

Copper sleeve soldered
to TA connecting tube



If necessary, use a flat file to decrease the diameter of the TA connecting tube ends so the sleeves can be slipped over the connecting tube ends. Make sure that the copper sleeves are not too thin. In some cases the copper may be paper-thin if the drill bit was not centered. It's important to do the sleeves well. (This is probably the most difficult part of the whole procedure.)

5) Remove with a syringe, shake, or wick out about 1" of hydraulic fluid from the TA tube ends. Do this to prevent heat from the soldering iron from carbonizing the fluid. Slip a copper sleeve on a connecting tube end and solder. A 60 Watt soldering iron and electrical grade rosin-core solder works well. I think a torch probably puts out too much heat. Repeat for the other tube end.

It's very important that the solder joint be well done. Use enough solder and make sure there aren't any pinholes.

6) Fit and tighten the compression fitting (don't worry about replacing the fluid yet).

Calibration

7) Open the compression fitting and fill the tube ends with brake fluid. Use a syringe to fill the tubes or just dribble the fluid in and use a thin piece of wire to work out all the air bubbles.

8) Clamp the heavy metal ring on the piston housing in a vise (gently but firmly) with the piston pointing up and connecting tube pointing down. Make sure the connecting tube has a drop of hydraulic fluid on it and retighten the fitting.

9) Heat the expansion bulb with a heat gun or hot water until the piston extension is 25 mm as measured from the bottom of the mounting flange. At this point, grab the piston gently but firmly with a small pair of vise grips with padded jaws (for padding I used a strip of rubber from an inner tube). This prevents the piston from retracting when the compression fitting is opened. Be careful, the piston is fairly easy to scratch!

Don't apply excessive heat to the expansion bulb! Getting a piston extension of 25 mm may require two stages. That is, heat the bulb, clamp the piston, open the fitting, cool the bulb, fill with hydraulic fluid, tighten the fitting, repeat.

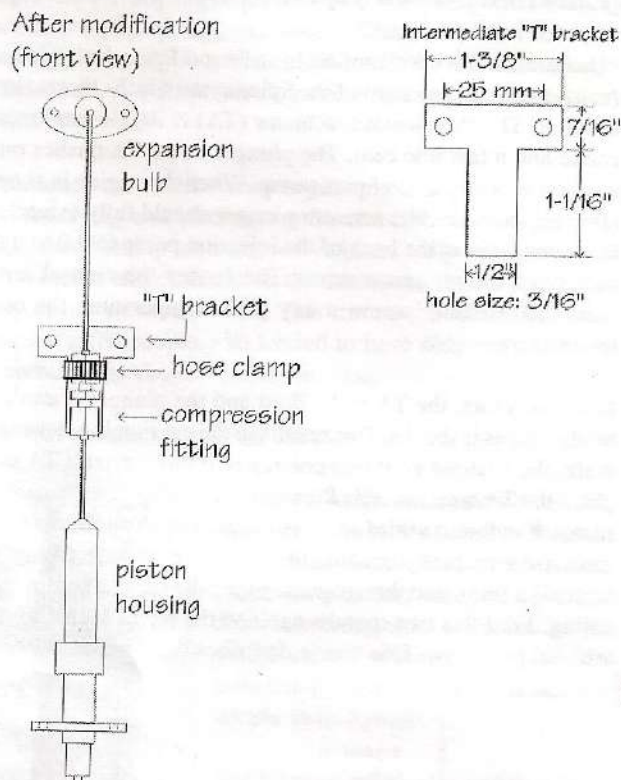
10) Open the compression fitting at the top nut and immerse the expansion bulb in cold water. Make sure the tube ends remain filled with brake fluid. Let the TA bulb sit for about 15 minutes at 68 F (20 C), then reassemble and tighten the fitting making sure no air is included. Release the vise grips and test the piston extension. It should be 23 + or - 1 mm (for '76-'79 cars). If it's off, repeat step 9 above, compensating for the amount it's off.

11) Next, test the high temperature piston extension. At 175 F (79 C) it should be 29 + or - 1 mm (for '76-'79 cars). Check for leakage at the fitting and solder joints.

12) In mounting the TA, be sure to secure the compression fitting to the intermediate TA clamp. One potential problem with this repair procedure is that we've introduced a fair amount of mass (the compression fitting) where previously there was very little (just the mass of the TA connecting tube). If the fitting is

allowed to vibrate freely, a solder joint could fail or the connecting tube break from the constant flexing. Tie the fitting down!

I constructed a simple "T" bracket that mounts just like the original TA intermediate mounting bracket. The compression fitting is then lashed to the "T" bracket using a small hose clamp.



13) After installation, occasionally feel the fitting and surrounding tubing for the presence of hydraulic fluid. If you find any, there's a leak that needs fixing. As an indication of plunger extension, disconnect the long rod from the bellcrank after the engine has reached operating temperature. The pump gap should be 0.0 to 0.019 inch. If it is significantly greater, there's a leak.


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Letters to (and from) the Editor

A correction to last month's story on the Alfa-Porsche Challenge from an authoritative source

From: Rex Chalmers <aroms@ix.netcom.com>

Date: Thu, 29 Jan 1998 14:10:12 +0000

Subject: ALFA-Porsche Challenge

Hi Tom,

I just received the January 1998 "Alfacionada". Thanks for putting in the picture of my 63 Spider. The caption, however, should have read, "Rex Chalmers' 63 Giulia Spider, upholds ALFA honor and WINS the Alfa-Porsche Challenge!" There is no byline on the "article" so I don't know who wrote it, but VARA rules declare that "Exhibition class" vehicles are not included in the official results.

Although it may have appeared that I finished third, the 914-6 and the 911 Carrera are not legal VARA cars and are only allowed to run in the exhibition class. Rest assured that the Challenge in 1998 will again be the Alfa-Porsche Challenge and not the Porsche-Alfa Challenge. Thanks for all of your effort in putting out the "Alfacionada".

FYI: Over the years, I have tried every sealant that I could get my hands on. I have found that HYLOMAR, a product patented by Rolls Royce during WWII to seal Merlin aircraft engines, is by far the best sealant for any aluminum or cast Iron engine that I have ever used.

Best Regards,
Rex Chalmers

From: Tom Suter <etsuter@deltanet.com>

Date: Mon, 02 Feb 98 21:31:04 -0800

Subject: Alfa-Porsche Challenge

Hello Rex,

Thank you very much for the info on the Alfa-Porsche Challenge and also for the electronic photo. I assume it is acceptable to publish the photo, along with the correction regarding the Alfa-Porsche Challenge results.

In regard to your question about the author of the erroneous info about the Alfa-Porsche Challenge results, in essence I have to plead guilty. I received the pictures from the photographer with captions but little else. The available info implied that Porsche was the winner this year and you were the first Alfa to finish.

In the absence of any other info of any sort, I created the text from that material and added some other info to the captions (such as John Samson's former presidency of AROSC) from my own knowledge.

Can you tell me something about the photo which you sent? I assume that it is of you in your Giulia Spider and from the background I assume that it was taken at the Los Angeles Grand Prix. If you can fill in any details it will help make the caption more complete and accurate.



Rex Chalmers and his 1963 Giulia Spider in action at the 1997 Los Angeles Grand Prix

Alfa Romeo Owners of Southern California

Thanks for your input. It's a big help to me to receive material for *Alfacionada* from as many people as possible, since it helps to provide more diversity in the newsletter and (I think) also makes it more interesting.

Sincerely,
Tom Suter

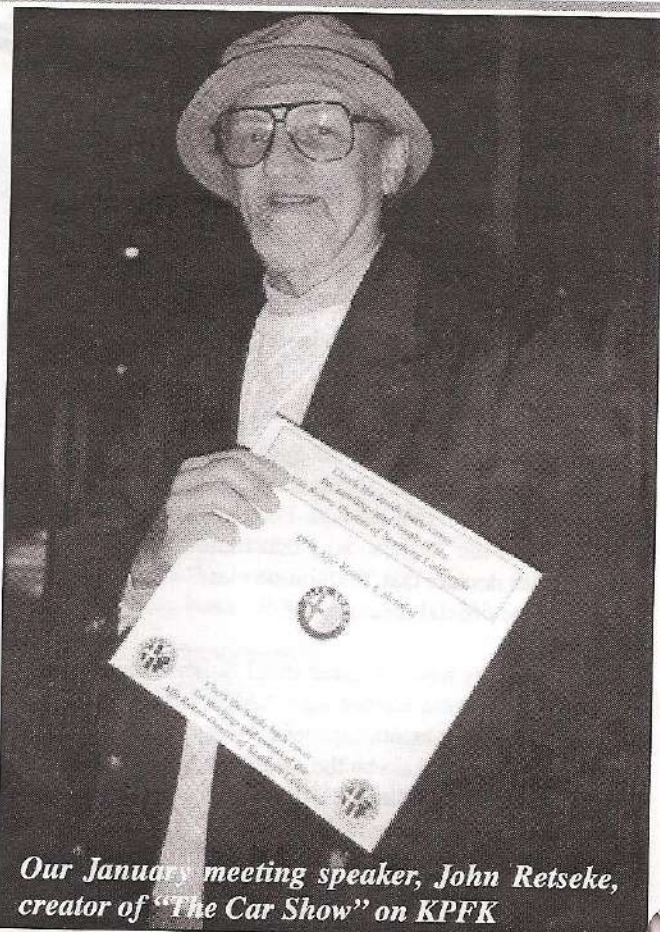
From: Rex Chalmers <aroms@ix.netcom.com>
Date: Mon, 09 Feb 98 06:21:55 -0800
Subject: Re: Alfa-Porsche Challenge

Hi Tom,

The photo is from the LAGP. It was the first race for my new *Spider*. The car did well for a first outing. It qualified 6th out of 56 cars racing on a one mile plus track . . . talk about traffic! I was a bit rusty, not having raced in over two years, and I had just guessed at springs, sway bars and settings. I was up to third or fourth by the 5th lap and was reeling in Alan Ward when a NEW plastic rod in the throttle linkage failed. Very frustrating.

Thanks for clearing up the inaccuracy in the Alfa-Porsche challenge. .

Keep up the good work,
Rex



Our January meeting speaker, John Retseke, creator of "The Car Show" on KPFK

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Aero-Engined Racing Cars at Brooklands

An Irrelevant Book Review

by John Hertzman

No, this has little to do with *Alfas* but it is a marvelous book about an enchanting period in motoring history, about the cars which were the antithesis of Janoesque sophistication. They *could* have included *Alfas*, but *Alfa* started building cars a bit late to have provided the chassis, and almost all *Alfa* aero engines were air cooled radials; Fiat and Isotta-Fraschini did Italy's in-line aero engines.

There was one Italian race car powered by an air-cooled radial engine, the two-stroke front-wheel-drive Monaco-Trossi of 1935, but it didn't do much. It was a prime example of the dead-end innovation which was the exact opposite of Jano's classicising refinement of fundamentals. Sure looked funny, though.

Race cars before the First World War generally came in two sizes, bigs and littles; unlimiteds (more or less) and Voiturettes, cars designed down to generally poorly formulated size limits which attempted to fit real-world use. Some of the unlimiteds were really big, and a very few already had aircraft engines, like the dirigible-engined 28 liter Fiat S67 of 1910, a four with a 190 mm bore and 250 mm stroke, an engine so tall that an average sized person could scarcely see over the hood.

Immediately before the War the Voiturettes' performance had been gaining by leaps and bounds, helped by more rational rulebooks, and after the War the technology of the little ones had advanced enough that formula racing cars went that way, with three liter, two liter, 1.5 liter formulas, and the huge old chain-drive cars of Gordon Bennett era racing were fairly use-less.

But the War had produced vast numbers of aircraft engines-bomber engines, dirigible engines, everything- which were priced virtually as scrap and which were useless in a civilian world except for powerboats, large lorries and, to a few people who loved speed and understood about cubic inches, for building large and fast cars. Inevitably the aircraft engines started going into all sorts of old chain-drive chassis, usually upgraded with wire wheels.

Brooklands, built in 1906, was a concrete-paved Indianapolis-sized track, just under three miles around, with steep bankings intended to allow hands-off lapping at 120. Unfortunately it was not perfect paving- there are dramatic pictures of large cars with four wheels in the air off bumps on the high banking- but it was a natural magnet for speed freaks who would stick a newer and larger engine in anything, as well as for the saner members of the motor-sports community in England.

The cars Body writes about ranged from a relatively dainty 11.7 liter Hispano-Suiza engine in a 1914 Napier chassis on up; most of the cars were between fifteen and twenty-seven liters. The most Italian was "Mephistopheles", originally a 1908 eighteen-liter 175 hp four cylinder Fiat racer with provision for spraying cooling water on the rear tires at speed; shedding hot tire treads was evidently thought more of a problem than losing traction on the rough track.

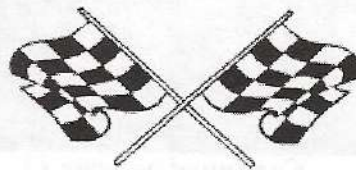
After the war the big Fiat was lengthened seventeen inches to accommodate a 300 hp Fiat A-12 six aero engine of 22 liters displacement, with four valves per cylinder and four plugs per cylinder. One other car was originally from Milano, an Isotta Fraschini which was stretched to take a 21-liter Maybach Zep-pelin engine.

The best known were the two mostly Mercedes-cars which successively carried the name Chitty-Bang-Bang, derived not from the exhaust sound as bowdlerized legend has it but from the punch line of a bawdy soldier's song, but there were many variants on the theme. All the big ones finally meld into a kaleidoscopic image of sporting gentlemen wearing ties and goggles and golf-jackets lapping at preposterous speeds.

Remarkably few people lost their lives, and a lot of remarkably spectacular handicap races were run. Great fun, more like the wild end of American motorsports than anything seen in Italy, even though the monster Fiats played a large part. If you want relief from the high seriousness of superbly engineered and crafted *Alfas* and Ferraris and Maseratis, this book may be for you. I enjoyed it immensely.

Mephistopheles survives in the Fiat museum in Turin, but not for the general public; one of the Fiat A-12 engines and one of the large chain drive Fiat racers both survive, separately, at the Biscaretti in Turin, along with the Monaco-Trossi, several fine *Alfas*, and a few hundred other interesting cars. Worth a side trip on your next visit to the *Alfa* museum in Arese, if you have the time.

Aero-Engined Racing Cars at Brooklands
by Bill Body,



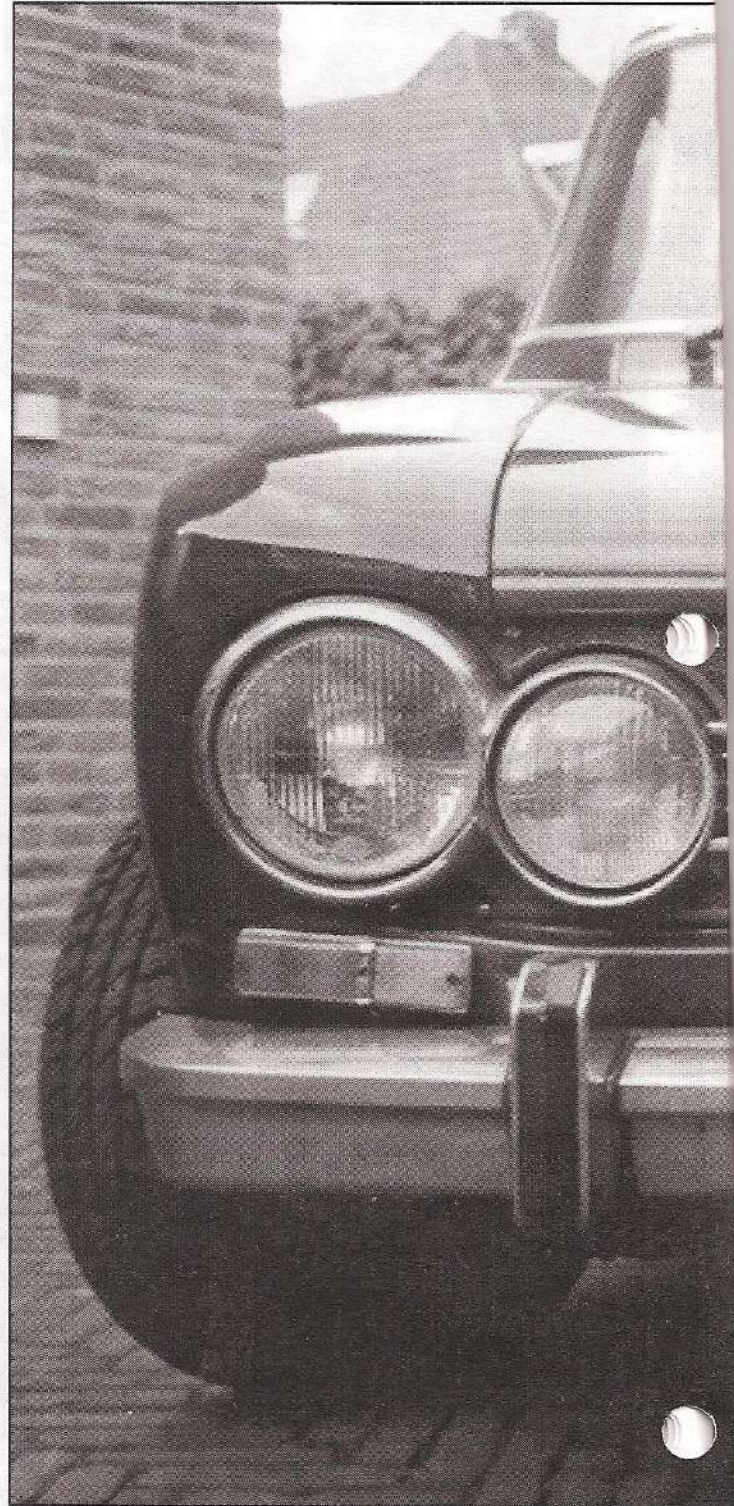
Dutch

Evidence from Holland that Alfa enthusiasts

Text and photos by Charlotte Coolen

SPECIFICATIONS

Type:	Alfa Romeo Giulia 1600 Super
Year:	14 October 1971
Register #:	89-66-TD
Color:	Verde Muschio (no. 209) Dark Green
Original:	Yes, apart from the engine
Imported:	No, originally a Dutch car
Chassis #:	* AR 1889317 *
Engine #:	AR 00548 * 90055 *
Engine type:	1750 from a Bertone GTV
Engine power:	130 bhp
Owner since:	8 November 1993
Technical condition:	Very good
Bodywork:	Needs attention
Interior:	Black imitation leather (originally from a Nuova Super)
Remarks:	About 30,00 km (about 18,750 miles) per year and until now almost without any problems!



Continued on page 12

Treat

ism can span the generation and gender gaps



Editor's Note: This article was requested from the author after reading her letter to another AROC chapter newsletter. We hope that you too will find it an interesting example of not only how the appeal of an Alfa Romeo can last beyond its own generation of manufacture, but how our images of groups of people can sometimes differ from reality.

About Myself

Let me tell you something about myself. My name is Charlotte Coolen and I am a 23-year-old student in financial management. I live in the south of Holland in Tilburg, the seventh largest city in Holland. I don't really have anything more to tell you about myself, but I thought you might want to know something about the person behind this little story.

Contaminated

You might wonder, why does a little Dutch girl like *Alfas* that much? Well, she was influenced by her brother. My brother has always owned *Alfas*. About six years ago he started restoring a 1977 *Alfetta GTV 2000*.



The result of hard labor - a better than new Alfetta GTV



I often went along when he was looking for spare parts. In the beginning I was not too interested in cars, mainly because I did not have my driving license yet. But after I got my license we went to a garage where they had a *Giulia Super* for sale. I immediately fell in love with this car. I cannot explain why - it could not be because of the beauty of this type of car, can it? When we went home I told my brother, "This is the car I want."

One week later we found a *Giulia* for sale in Tilburg, the city where I live, and a few days later I owned it.

My Giulia

This was November 1993. The car was in good condition but the engine did not run the way I wanted. I had a complete engine overhaul done and in the last four years a lot of technical parts were replaced - too many to mention! The *Giulia* has never let me down since I have owned it, except for one time when I was driving on the highway and the gearbox broke. But one gearbox overhaul later the car was driving like it never did before.



I have been using the *Giulia* day-to-day for the past four years, also during the winter. You can imagine what this has done to the bodywork... Some parts have already been welded so that I now drive a green and white car (the protection on the welded parts is white). If everything goes according to plan, the car will be completely restored by the end of 1998.

My Dino

The Fiat Dino is a completely different story. This has always been the car of my dreams but one I thought I would never be able to afford owning, let alone driving.

The *Giulia* was the only car I owned so I thought of buying an *Alfa 75 (Milano)* in the US to use during the winter so that the *Giulia* would not suffer too much. While I was going through the adverts looking for a 75, I came across an affordable Fiat Dino Coupe. I telephoned the owner and he said the car was in good condition. That same week I inspected it and one week later it was parked in front of my house!



So - while looking for a solution this created another problem. It is a shame to use either of these cars during the winter . . .

But that's all about the Dino - this is a story for an *Alfa-club* magazine!



The Dutch Alfa Club(s)

In Holland there are three official *Alfa* Clubs with a total of about 7000 members. If you compare this with a total population of 15,000,000 you could say that *Alfas* are quite popular here.

The largest club organizes one big event every year. This is a day at the TT-circuit at Assen and this past year in September there were 7500 people and nearly 3000 cars. All *Alfas* owned by members are parked on the circuit, so you can imagine what a great thing this is. During the day people are allowed, after training, to drive their *Alfa* around the circuit.



Taken during a four-day trip to Germany with the Alfa club. The "rally shield" is given to the participants.

A lot of spare-parts dealers are present at the event. We do have a lot of garages specializing in spare parts for classic *Alfas*, so almost every part is available in Holland.

Besides this "National *Alfa* Day" the clubs organize several local meetings. These are mostly "treasure hunts" where the winner gets a small prize. Besides these driving events there are also "technical meetings". During these you can learn more about the technical things. Every time the accent is on a different subject. For instance, the latest meeting was all about carburetors and adjusting them.

Then once a year there is a trip abroad. Normally that means about 100 *Alfas* on a four-day trip to France or Germany.

Two of the three clubs issue four magazines a year. One is called "Cloverleaf" and publishes over 100 pages. The other is called

"Duemila" and has about 90 pages. Both have lots of pictures and technical articles.

Alfa Racing

We also have two racing classes in Holland for *Alfa Romeo* only. One is called "Squadra Bianca" and only *Giulia Supers* can enter that race. The other is called "Trofeo *Alfa Romeo*", and is meant for *Alfas* that are no longer in production. So for instance you see *33s*, *75s*, *Alfettas*, *Alfetta GTVs*, *Bertones*, *Giulias*, etc. Maybe soon *155s* will enter as well!

Driving the Super

As I mentioned before, I use the *Giulia* each and every day. This is what some people do not like about me, but then again — a car is a car and it was made to drive! You can see why some people object to it by looking at the enclosed picture, taken during the winter . . .



The result of a fast drive on a bad road!

Speed limits and *Alfas*, these are two things which cannot go together, and I would guess that is the same in America. Maximum speed in Holland is 120 km/hr (75 mph) on the motorway but normally I drive 150/160 km/hr (about 95 mph). Fortunately, they never caught me doing that . . . ! But I just like to drive fast and the *Giulia* has no objections to that.

I do not know what the top speed on this car is, as I never really tried it. I did take a course in cornering techniques during the National *Alfa* Day three years ago. After the course I was allowed to drive around the course where the event was held and I reached a speed of 200 km/hr (125 mph) at the end of the straight, but that was not yet top speed.

At another club meeting I entered into a sprinting competition. I did not win but it took the car just over 9 seconds to go from 0 to 100 km/hr (0-62.5 mph), so you could say that the *Giulia* is fast, even when you compare this to modern cars.

Why buy a car older than yourself

Many people think it is strange that a 23 year-old girl owns two cars that are both 26 years old. Not many people can say that their car is older than they are themselves.

Continued on page 14

I did not buy my cars especially because of this. It is just that I like the old Supers better than the Nuova Supers (from 1974) and the Fiat Dinors were all built between 1969 and 1972. Since I was born in 1974, it had to be a car older than myself.

But there is an advantage that both cars are 26 years old now. In Holland we do not have to pay road tax for a car that is over 25 years old. For cars under 25 years old you do have to do that and this is quite expensive in Holland. The amount is dependent upon the weight of the car. The *Giulia* officially weighs 1,024 kg and for this weight you have to pay f 800 (about \$400) a year, just for "road tax". It does not matter if you use the car or it is sitting still in your garage, you have to pay as long as the car is registered in your name. You actually pay for the ownership.

Giulia Surprise

After I bought the *Giulia* I immediately became a member of the largest Dutch *Alfa* Club. Not that I attended many meetings, but mainly because of the great Club magazine. After being a member for a year I attended a meeting especially for *Giulias*. And what did I find out?

Until that time I really did not know much about the car, I did not know that several versions existed. One man from the Dutch *Giulia* Register came to me and told me that my car was the so-called "Biscione" type, a type that was never imported into Holland in the early seventies.



This picture shows some extra chrome parts and the strange "logo" on the rear window post. The strip that is supposed to be on the sills is no longer with the car. I am still looking for some good ones!

But the surprise behind this is that my car has a Dutch registration number which says that the car was first registered in Holland in 1972. So actually my car is impossible! We now think that my car came into Holland together with an Italian ice-cream seller or something because there is no other explanation. The nice thing is that this makes my *Giulia* quite special; it is the only Dutch "Biscione".

What does this stand for, you might ask? These versions have a number of extras compared to the "normal" *Giulias*. (I have been doing some research on this subject!) For instance, all these cars were fitted with the best 1600 engines so they were faster than the other 1600s.

Also, the interior was more luxurious. The interior was made out of brown fabric combined with imitation leather, and the headlining was beige apart from the first part and the sunvisors, which were black.

From the outside a lot was added to the car. It has chrome strips on the sills, on the front window post, on the rain gutter, and on the hood. In the trunk there is a cut-away for the emblem to fit into. This version was originally imported into a few countries, including Great Britain. I do not know into which other countries it was imported.

My Membership

I am not a very active member of the Dutch *Alfa* club. I do not attend many meetings, and the main reason for my membership is receiving the excellent club magazines. They are issued only four times a year, but then again — they are great to read.

Besides not attending meetings I am not a part of the organization, as many people think I am. I am just an *Alfa* enthusiast, crazy enough to write a story for an American! The only thing I do, besides studying and working, is being the Dutch contact for the International *Giulia Super* Register in Australia.

Well, I hope you enjoyed reading something about a Dutch *Alfa* fan and you liked the pictures. Maybe you will hear from me again!

P.S.

After I wrote this story, I found the solution to my "winter problem" and bought an *Alfa Romeo* 75 2L twin-spark, a perfect car for me! The Dino is up for sale at the moment; three cars is a bit too much and since I am such an *Alfa* enthusiast, the Fiat has to go . . .



Just to remind you of my "winter-problem"

Old Petty Blue

A fisherman's tale of a Giulia Super and the one that did not get away

by Paul Spruell - courtesy of Alfa Owner

Editor's Note: This article originally appeared in Alfa Owner in 1980. Although I normally prefer not to reprint material from Alfa Owner, since you may have seen it before, newer members may not have seen material from this vintage. Besides, this is a great story which begs to accompany the other Super article in this issue. When Charlotte Coolen sent me a note last fall that her article would be coming, I immediately dug into my back issues to retrieve this story. Reprinted with permission.

My Uncle Jason's fishpond is the best place I have found to spend a hot Georgia afternoon. My *Giulia Super* easily holds three inner tubes, three people and three fishing poles, with the excess length poking out the rear window. This also gives me an opportunity to let my *Alfa* out for a little exercise on the hilly country roads north of Atlanta. Just for the record, Uncle Jason's farm is near a town named Alpharetta.

About five years ago I had a *Giulia Super* that hated town driving and really had to be wrung out on the back roads at least once a week. The engine was a 1750 cc, balanced and blueprinted, with 10:6 mm cams and 10.5:1 compression. The drivetrain featured a light flywheel, GTA clutch, close-ratio gears (0.79 fifth), a 5:17 rear end, 6 x 14" rims and Kleber 185-70 x 14 GTS radials. Just to top it all off, I had it painted the same bright color as Richard Petty's #43 NASCAR racer, Petty Blue.

Anyone who likes *Alfa Romeo* cars and harbors an evil bent toward street racing can appreciate the philosophy of these fine little four-door sedans. The box-like configuration is a clever cover-up for the same superb handling equipment and powerful engine found in the *Giulia Spider (Duetto)* and *GTV*. The way these little cars jump on BMW's and Porsches is reminiscent of the famous Q-ships of the Royal Navy laying for German U-boats. An incident like this happened the Sunday afternoon we got a late start back from Uncle Jason's pond and I decided to take the quick way back to Atlanta.

The gas tank was filled with Union 76 racing fuel and I had not yet tried out the top end performance of my Petty Blue *Giulia Super*, so I got on the newly opened Interstate highway, hoping I was alone there. We cruised at the speed limit until the oil temp came up and, from the top of a hill, we took a look around. It was clear in both directions, so I told Todd (my five-year-old) to hang on to the fishing poles and Scott (seven years old) to watch for cops, and we would see if the Weber carburetors were

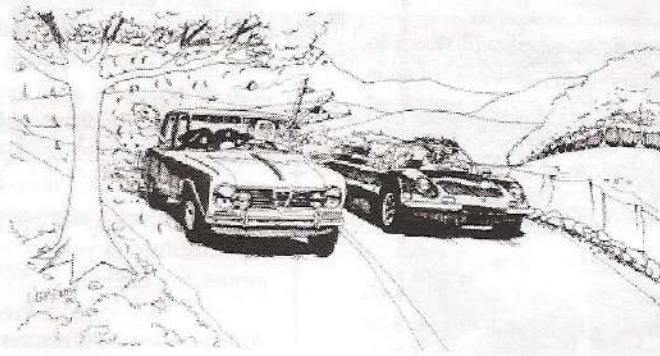
jetted right for the racing gas. The evening cool had set in and the air density must have been just right because the tach went right up to 6500 in fifth gear with the speedometer indicating about 125mph. We had all the windows down and the air stream really started to suck things out of the car, so I slowed it back down while the boys chased down the trash and pulled the floats and sinkers inside the windows so they wouldn't beat the paint off the roof.

About that time Scott hollered that a car was catching us and, sure enough, there was something little and red topping the hill about a mile back up the road. So I told Scott to grab the poles again and asked Todd to keep the inner tubes out of my face and quit spitting Coke out the window. I got back on the gas. The Webers snorted and sucked and started making that sweet *Alfa* sound. One hundred ten ... 115 ... The red car in the mirror became a red spot again. I backed off and let it cruise at about 100 and the red spot became a car again, and this time he was coming on like gang busters.

I got back on the gas. The gauges showed 7000 on the tech; oil pressure at 60 psi; water temp, 190 degrees. A quick look in the mirror found both kids turned around on the back seat with their arms in the package tray and their noses pressed against the rear glass. We were climbing another hill and by now the little red car was coming alongside in the passing lane. My goodness, it was a Dino Ferrari! I tried my best to look unconcerned as I cast a glance into the little red coupe. Through the windshield I could see white knuckles glued to the steering wheel. As it pulled alongside, the lady passenger was pointing a well-manicured finger in my direction. Since I could not see her lips, I could only guess she was either making fun of the redneck and his two brats or asking her man what kind of car that was.

We came off the downside of the hill and the old aerodynamic brick did herself proud. I caught his draft and the engine caught another breath. The tech turned 7000 rpm, with the speedometer indicating 135 to 140mph. Enzo's pride could not pull away. We were approaching some traffic at a brisk pace. I decided to break off the encounter and let the boys wave goodbye to a very frustrated person. He would definitely be spending some money on a tune-up the next week.

Years have passed, but I still have many fond memories of my favorite *Giulia Super*. I decided to find a more practical replacement before old Petty Blue got me in trouble. My present *Super* is named "Pug" It gets me to work everyday and still feels good when I want to live a little.



Octane Rating, Leaded Fuel, and

Comments on myths regarding gasoline

by Loyd Heimbruch - from the Internet

Postings from Lux Lethal, Steven Milstein, Tony Quinn, Stuart Thomson and others are greatly appreciated. I would like to clarify some myths regarding gasoline:

Myth no. 1: Higher octane increases performance.

Myth no. 2: Lead is a lubricant.

Myth no. 3: Oxygenated fuel is "drier"

Regarding Myth no. 1, the following was published in "Changes in Gasoline III", 1996 update edition:

"A number of myths about octane have grown over the years. There is a widespread perception that the greater the octane the better the performance. However, once enough octane is supplied to prevent engine knock, there is little, if any, performance improvement. One exception to this would be vehicles equipped with knock sensors. In these vehicles, if octane is insufficient, the computer will retard the timing to prevent engine knock.

"If the vehicle is operating in the "knock limiting" mode (retarded timing), using a higher octane fuel will allow timing to be advanced, resulting in some level of performance increase. However, even in these vehicles, tests have shown that there is no perceptible performance improvement from using a fuel of higher octane than that recommended by the manufacturer.

"Another myth is that using a higher octane fuel will result in improved fuel economy (increased miles per gallon). Octane is nothing more than a measure of anti-knock quality. Fuel economy is determined by a number of variables including the energy content of the fuel. Some premium grades of fuel may contain components which increase energy content.

In those cases, fuel economy {... and performance... LH insertion} may improve slightly as a result of higher energy content, but not as a result of the higher octane. Two fuels of identical octane could have different energy content due to compositional differences."

There has been some talk about the effects of Leaded/Super Unleaded/Unleaded petrols on Performance.

Regarding Myth no. 2, Steven Milstein posted:

(Extract)... Other considerations: Some engine components have used the physical properties of fuel for lubrication and there are differences between leaded fuel, unleaded fuel, and the reformulated fuel used in some areas of the US during winter. The Spica pump specifically is said to benefit from adding a lubri-

cating additive to unleaded fuel, as it used the lead's lubricating effect to protect the plungers, which are lubricated only by fuel... (End Extract)

The Spica pump does require fuel for lubrication. However, as I posted previously, lead does not increase the lubricity of the fuel prior to combustion. In fact, the opposite may be true because using lead necessitates the use of a lead scavenger (such as ethylene dibromide) in the fuel which, if anything, could reduce lubricity. Lead was a cheap (albeit unhealthy) octane enhancer which also created lead oxide during combustion, creating a *cushion* for exhaust valve seats and *lubrication* of upper cylinder walls.

Laboratory tests have shown that modern fuels in the USA have reduced lubricity as a result of sulfur reduction and increased use of aromatics and oxygenates. Sulfur reduction in itself does not detract from lubricity, but the severe refining process required to reduce sulfur content also removes naturally occurring oxygenates and polyaromatics which have lubricative properties in gasoline.

Sulfur content in gasoline had been in the 200-300 ppm range if memory serves, it is now frequently less than 10 ppm. Diesel fuel has had the same problem with lubricity due to sulfur reduction. I continue to hear of unleaded fuel being blamed for reduced lubricity for the Spica pump, and lack of lead is NOT the problem.

Laboratory tests have also shown that detergents commonly used in gasoline (required in the USA) contribute to lubricity, beginning at 200 ppm. Typical blends of gasoline contain 200-400 ppm of detergent additive. Tests have also shown that a diesel fuel lubricity additive will increase the lubricity of gasoline, becoming effective at 600 ppm. Diesel fuel lubricity additives which are available now contain many components, including anti-gel, injector cleaner, lubricity additive and {claimed} sulfur substitute {I wonder what that is... sounds like a marketing gimmick... LH}.

At least one manufacturer of an additive recommends NOT using their product in gasoline engines. Another source in the petroleum industry tells me there is nothing in the product that will do any harm... however I would not feel comfortable using it without further testing.

Regarding Myth no. 3, Steven Milstein also posted:

(Extract)... Some newer blends of American fuel are "drier" and have caused fuel injection pumps to leak as they dried out rubber seals... (End extract)

Some oxygenated fuels will attack natural rubber, and destroy

Performance

gaskets and seals on older cars. This is not a drying action, but a chemical reaction. Oxygenated fuels will not "wipe the plungers dry" in the Spica pump. Oxygenated fuels have similar volatility (evaporative properties) to conventional fuels.

In the USA, volatility is regulated by the federal government. Winter fuels have more volatility for cold starting, warm up performance and cool weather driveability. Summer fuels have less volatility to prevent hot driveability problems and vapor lock. Other than seasonally driveability, the volatility of fuels does not change vehicle performance.

Performance is directly related to the energy content of fuels, measured in BTUs per gallon. Oxygenated fuels contain approximately 2-3% less BTUs per gallon than conventional fuels. However, the use of oxygenated fuel causes enleanment (the engine receives some of its oxygen from the fuel rather than from the air, changing the mixture). When the fuel mixture is adjusted to compensate for enleanment, the engine *may* receive equivalent or possibly even more BTUs per combustion cycle. This will occur automatically with vehicles equipped with exhaust oxygen sensors and computerized engine control modules.

Note that changing the mixture on carbureted or Spica injected *Alfas* will alter emissions.

Comments and questions welcome...

Loyd Heimbruch

Notizie Editor, Stella del Nord Chapter (Minnesota), AROC home of Swedish immigrants and their offspring...

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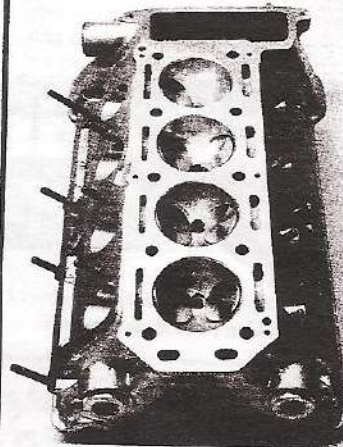
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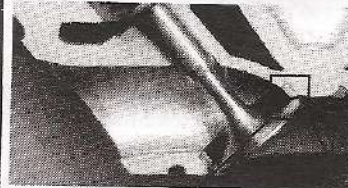
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The Concours is Coming!

Join AROSC in the "Run for the Grapes" at our Spring Concours

by *Ron Avery*

Our first Concours of 1998 is coming fast and will be held at the San Antonio Winery in Los Angeles. On Saturday, April 11th, plan on arriving at 9:00 am, as judging is to start promptly at 10:00 am.

After years of competing with all my fellow *Alfa* club participants, I hope that you will like some of the changes in our Concours program that we will try this year. Our plan is to not only be more efficient with the judging, but also picking venues that have more to offer than just a parking lot!

We also hope to have more judges for each event in order to make judging go more swiftly. We are planning an open class, closed class, special class, and - last but not least - an unrestored original class.

Remember, these events are supposed to be fun - it's not Pebble Beach! The time you put into your car can only make it look better. The main points to keep in mind are:

1. Clean out the car as much as you can - including under the hood as well as vacuuming the inside of the car and trunk.
2. Take out all of the stuff that has accumulated in the car that should not be there.
3. Bring all tools, books, brochures, etc. about the car.

Please fill out the entry form you'll find in next month's issue, include a check for \$15.00 payable to AROSC, and send it to Ron Avery at 7332 Laura Lane, Reseda, CA 91335. If you have any questions or would just like to chat, call me at (818) 772-6034. See you there!

Classified Ads

Free advertising for members

1967 GTV Project car apart for restoration. Very little rust - never hit. 100% complete. Seats already redone. Can be sold as a roller or with a drivetrain. \$2500 or \$3500, negotiable.

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

1979 Alfetta Sport Sedan. Completely rebuilt engine (balanced and detailed), rebuilt fuel system from gas tank to injectors, Konis, Maserati alloys with new Dunlop 196-60x14s, new radiator, master cylinder, brakes, wheel bearings, emblems, etc. Runs xint. Also included with car: rebuilt transaxle, factory wheels/tires, dash with gauges, halfshafts, grill, door panels, and complete Ricambi competition suspension. All for only \$2400.

1987 Milano Platinum Edition. 2nd owner, all records, new steering rack, 3.0 radiator, timing belt, headliner, tires. Just had major service. PW, PS, PM, ABS, AC, AM/FM cassette, sunroof. Blue exterior, grey interior. Runs and looks well. \$3200.

Call Steve or Caprice at (714) 249-2264

1978 Alfetta Sports Sedan. Automatic, air, factory tinted windows, Euro front end, lowered, Milano rear springs, Panasports, Goodyears, Euro exhaust, smog legal. Maroon w/gold wheels, clean inside & out. AM/FM stereo cassette. Spare trans, Euro rear bumper (not mounted). \$1500 OBO

Jerry (714) 960-3978

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Special Notice!

If you have any material for the Editor of *Alfacionada*, please send it to the address on page 2 of the CURRENT issue of *Alfacionada*.

After 13 months of doing the AROSC newsletter from the Seattle area, I am returning home, and the U. S. Postal Service address listed in previous issues of *Alfacionada* will no longer be valid.

For those who prefer the use of electronic mail, my e-mail address remains unchanged, but please be aware that there can sometimes be compatibility problems between various software packages.

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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- location TBD
May	June	July	August
1 SMCCC Rally 2-3 Driving School - "Streets of Willow" 7 AROSC Board Meeting TBD - Museum tour 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 TBD- Tech session & BBQ at Veterans Memorial Park 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 24 Alfa-Porsche Challenge, Willow Springs 30 General Meeting - 8pm Culver City 31 Time Trial-Willow Springs	1 Time Trial-Willow Springs 5 AROSC Board Meeting 6 SMCCC Rally TBD Swap Meet at "Under 3 Liter Meet" at Woodley Park TBD Wine Tour 20 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	12 Holiday Party 13 AROSC Board Meeting

