

Yaccione

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



July 1998

**In This Issue: "0170", AROSC
Concours, Time Trial, & more...**

Meeting Information

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

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

AROSC Mailing Address

Alfa Romeo Owners of Southern California
Post Office Box 3621
Granada Hills, CA
91394

Membership Information

See the inside back cover of *Alfacionada*.

Important Deadline & Info!

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

General Information

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

Classified Advertising

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

Commercial Advertising Rates

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

This Month's Cover

At the 1998 AROSC Concours at El Dorado Park in Long Beach, the lush greenery of the park's Nature Center serve as a backdrop for some of the multiple generations of *Alfas* which were on display.

Photo by Tom Suter

AROSC Board of Directors - 1998

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AROSC Previews

An outline of coming events

AROSC BBQ and Tech Session - 26 July

Join us for a great *Alfa* Tech Session and picnic/BBQ with supplies provided by AROSC. Festivities will be held at Paul Blankenship's home in the San Fernando Valley. A map insert with directions to Paul's place was included with last month's issue. If you have not already done so, we suggest that you put it in your car right now to insure that you will have the directions handy on 26 July.

AROSC General Meeting - 31 July

Join us for July'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*.

Concours Italiano in Carmel - 14 August

A great event in any year, but this year *Alfa Romeo* is the featured marque. You can expect to see models you thought existed only in the books, as well as a great assortment of street models. Look for their ad elsewhere in this issue of *Alfacionada*.

Be warned that hotel space is at a premium and fills up very early. Inserted in last month's issue was a flyer from the *Alfa Romeo Association* in the San Francisco area for the weekend's events, as well as activities planned for that weekend by ARA.

AROSC General Meeting - 28 August

Join us for August's'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 Driving School at the "Streets of Willow" - 29 and 30 August

Want extensive and expert training in car control plus lots of track time? Have we got a deal for you! Come to "the best bargain in high-performance driving you will find anywhere" - the AROSC Driving School.

AROSC General Meeting - 28 August

Join us for August's's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in

the way of club activities. 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

Here is your chance to drive one of the legendary road-racing courses of the United States - Laguna Seca. We turn away many drivers after the entry limit is reached, so act now! And 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 !

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or Paul Blankenship at
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Buttonwillow !

AROSC holds a Time Trial and El Nino doesn't come

Text by Brad Gray, photos by Eric Sands and Mary Blankenship

Ah, summer at last! That must mean warm weather, warm friends, and good racing at Buttonwillow Raceway Park, right? Well - almost. At least that's the way it seemed on Friday before the event. Our old pal El Nino dropped three inches of rain on the track, but Saturday and Sunday the weather was gorgeous!

The track was in excellent condition and, to our surprise, over 100 cars showed up for the weekend. There were 27 Alfa entries alone: GTVs, Spiders, GTV6s, Guilia IIs, Milanos, Sprints, GTJrs, Duetto, Alfettas and, oh yeah, some other cars! Gary Stamore's Ferrari, Doug Hayashi's NSX, Porsches, BMWs, lots of American muscle, spec racers, Loti, and Elvas.

Saturday began with registration, which was handled masterfully by Pierre Pfeffer. We ran the track counter-clockwise, which was deemed the "safer" way around. Unfortunately, Joel Milman in a GTV (formerly Tor McPartland's) found the pit straight wall in a big way, and demolished his car.

His crash was then repeated later in the afternoon by Nick Arico in his very fast Firebird. Fortunately, both drivers were fine, and we will all look forward to seeing them on the track again with new cars. Due to the need for track cleanup, the qualifying race was postponed to Sunday.

Saturday night's dinner was at the Willow Ranch restaurant. Willow Ranch just happens to be the only "half star" eating establishment in Buttonwillow (just kidding!) Over 70 people came to dinner and we took over the whole place! The BBQ chicken and tri-tip were outstanding, and the beer was cold and good, especially after such a hot day!



Photo by Eric Sands

Steve Smith's GT Jr exiting a corner



Photo by Mary Blankenship

Ah, the stress of AROSC events!

Sunday's qualifying race was a good one! Paul Ellis in his notorious Dunestang took the early lead and tried everything to hold off Steve Hamilton's new Lola Sports 2000. Steve tried a gutsy move in the hairpin at the end of the back straight, got by, and never looked back.

David Burgoon (Alfa GTV) had a great dice with Joe Lee (Mazda RX-7) to win his class, while Paul Hightower and Tony Presto took their class wins with plenty of real estate between themselves and their competition.

Some really fast times came up in the timed runs! Bill Schepergerdes set Top Time in his Corvette at 1:58.008. Eddie Franco took Class MM with a 2:22.4, Fred Hamilton won Class Q with a 2:42.5 (viva la Buick Regal!), and Ted Hedman was again on top in Class P with a 2:11 and change.

Greg Nelson overcame a huge field of Class O cars in his Mazda with a 2:09, and John Hammack's BMW edged Mike Bedard's Caterham 7 and Jim Knoke's Porsche for Class N honors.

Once again, Alex Brown was the fastest (and ugliest) of the Alfas. His now gray and silver, grill-less, lightless, bumperless GTV cranked out a 2:08.1 to win Class C by two seconds. There were twelve (12 !!!) Alfas in Class C at Buttonwillow! Class D was won by the (second ugliest) stuffed-animal clad Alfetta of the illustrious Paul Blankenship, which turned in a 2:20.1. *You just cannot*

judge a book by its cover! Mark Hesthal's Alfetta took Class E and Eric Sands' 1600 Sprint took Class F.

Now for the bad news . . . the Time Trials were marred by a real tragedy. After completing his first timed lap (a scorching personal best of 2:25.8), fellow *Alfisti*, friend, racer, and great guy, Quent Manchester crossed the last finish line. In the middle of his second timed lap Quent suffered a massive heart attack, pulled off to the side of the esses, and passed on. I could not think of a better way to go for such a wonderful and kind man.

At the awards ceremony Steve Hamilton spoke a few heartfelt words as he presented Quent's son, fellow Time Trialler Terry Manchester with the checkered flag and trophy on behalf of the club. It was a very difficult time for all of us. Quent's enthusiasm, humor, helpfulness, great attitude, and warmth epitomizes to me the AROSC Time Trial program. The paddock will never be quite the same and we will all miss Quent dearly.

This difficult time was made even more so as Tony Presto carbon-copied the two Saturday spins, totaling his RX-7 on the front straight.

The race group wisely and unanimously elected to race on another, happier, day.

We are off to Laguna Seca on September 26th and 27th, and it should be a great time. We will be staying at the local Travel Lodge and you need to make your reservations early (at least a month ahead) to get our block rate! The reservation number is (408) 642-6621, ext. 103. I hope to see you all there!

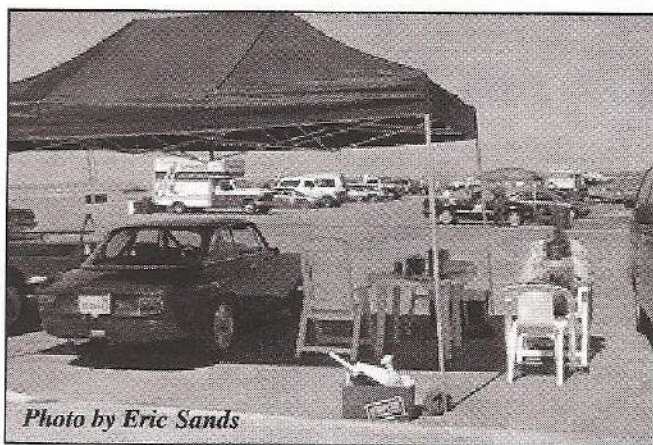


Photo by Eric Sands

Professional racing teams' equipment cannot compare to that of AROSC Time Trialers.

AROSC TIME TRIAL #98-3 Buttonwillow RacewayPark June 13 & 14, 1998

Class C	#	DRIVER	MAKE	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	501	Alex Brown	Alfa GTV	2:08.119	2:13.970	2:09.802	2:09.938	2:09.193	2:08.119
2	17	Michael McGinnis	Alfa GTV	2:08.952	2:12.081	2:11.287	2:10.566	2:08.952	2:12.556
3	7	Terry Manchester	Alfa GTV	2:10.913	2:12.657	2:10.913	2:11.017	2:11.722	2:12.324
4	61	Chris Mayring	Alfa GTV	2:11.690	2:13.947	2:15.281	2:13.800	2:14.715	2:11.690
5	28	Randy Harris	Alfa Duetto	2:12.111	2:13.047	2:12.111			
6	27	Michael Harris	Alfa GTV-6	2:15.051	2:17.485	2:16.701	2:16.897	2:15.930	2:15.051
7	6	Phil Guiral	Alfa GTV	2:16.321	2:19.755	2:18.830	2:17.641	2:16.321	2:49.498
8	34	Craig Goldenson	Alfa GTV-6	2:18.683	2:19.990	2:18.683	2:18.761	2:18.831	2:21.813
9	79	Dirk Stoehr	Alfa Guilia TI	2:21.248	2:21.248	2:22.114	2:23.938	2:22.877	
10	179	Fabio Garbini	Alfa Guilia TI	2:24.516	2:33.128	2:30.659	2:29.104	2:24.516	2:25.896
11	101	John Nagorski	Alfa GTV	2:26.030	2:30.402	2:30.128	2:28.262	2:29.197	2:26.030
12	502	Pat Rinaldi	Alfa GTV	2:40.946	2:44.991	2:42.441	2:40.946	2:42.325	
Class D	#	DRIVER	MAKE	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	25	Paul Blankenship	Alfetta GT	2:20.186	2:22.735	2:21.229	2:20.186	2:20.231	2:22.038
2	84	Art Russell	Alfa GTV	2:20.779	2:22.205	2:21.899	2:21.450	2:20.779	
3	64	Raymond Kohl	Alfa Duetto	2:24.109	2:31.587	2:28.387	2:26.456	2:24.109	
4	83	Doug Bender	Alfa GTV-6	2:28.471	2:31.793	2:33.387	2:28.977	2:28.471	
5	10	Anthony Rimicci	Milano 3	2:31.475	2:33.588	2:31.660	2:31.571	2:32.314	2:31.475
Class E	#	DRIVER	MAKE	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	4	Mark Hesthal	Alfetta	2:14.444	2:20.942	2:22.385	2:22.535	2:21.389	2:19.444
2	52	Steve Smith	Alfa GT Jr	2:22.090	2:23.401	2:23.375	2:36.057	2:22.090	
3	7	Quentin Manchester	Alfa GTV	2:25.839	2:25.839				
4	681	Tony Guinasso	Alfa Spider	2:30.016	2:30.870	2:31.470	2:30.431	2:30.016	
5	47	Pierre Pfeffer	Alfa GTV-6	2:30.453	2:31.535	2:33.186	2:30.453	2:31.979	
6	125	Alan Lambert	Alfa Spider	2:33.176	2:38.481	2:35.952	2:37.567	2:33.176	
Class F	#	DRIVER	MAKE	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	31	Eric Sands	Alfa 1600 Sprint	2:32.296	2:32.296	2:33.557	2:34.998		

A Personal Eulogy

AROSC's Competition Chair talks about Quent Manchester

by Charlie Thieriot

At our most recent Time Trial both the club and I lost a good friend. Quent Manchester died of a heart attack while on the track at Buttonwillow. Several years ago we asked Quent to be a Time Trial Committee Director. He refused, based in part on his distance from most of the rest of us, but he said that he would help out in any way needed.

I already knew to expect this of Quent, because he had been helping us out in many ways for many years. Quent seemed to be good at anything he attempted and, more importantly, was conscientious. He was always smiling and loved the AROSC Time Trial program more than anything.

There is a strange thing that happens to you if you work in the tower for very long. You come to realize how many people you are trying to protect. It really hits you. Over the years I have asked many people to work the tower - all experienced, of course.

Many people thrive under the load, but many have found it overwhelming and have requested to be asked to work the tower again. It is a feeling that is difficult to really understand until you experience it.

I have a feeling that surprises me. Though he was 25 years my senior, in a strange way I feel as if I have lost a son. Directly and indirectly I taught Quent what to do at the AROSC Time Trials, both on and off the track. We had breakfast together, raced together, worked together, and laughed together.

I was not at the Buttonwillow event. John Cote and Brad Gray were running things on this occasion. If the situation could have been handled better had I been there, I would feel very badly. But it could not have been, as Brad and John did their jobs perfectly.


Many times now I have reviewed in my mind what happened at the track on June 14th. Quent knew that he had a heart problem. As he went through the esses, he had a massive heart attack. Quent fought the pain and brought the car to a halt in a safe place off the track. Even in death Quent did his job as a driver perfectly.

And John and Brad responded at the end of the timed laps - proper procedure. They did their job perfectly also. Quent died in his race car and harness on the track, and in competition. If he could have picked when and where to die, this would have been his pick.

It was perfect. Everything was perfect. Except - of course - we lost Quent.

Quent, one day I hope to see you again. I owe you a trophy. I do not know if I can bring it but, if so, we'll need some silver polish. Good-bye for now, my friend.

CAR #	DRIVER	MAKE	Lap #1	Lap #2	Lap #3	Lap #4
7	Quent Manchester	Alfa GTV	2:25.839	DNF	—	—



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Do we have your attention? Good, because an opportunity has come up which you should know about!

If you saw the 1998 Alfa Calendar which was published by the Northwest Chapter of AROC, you know what a beautiful and professional job they did on its production. Due to popular demand, NWARC will be doing a 1999 Alfa Calendar to provide enthusiasts around the world with an Alfa calendar which can be hung on the office wall with pride throughout all of next year.

In an effort to make next year's calendar even better than the 1998 edition, the folks up in Seattle are requesting *Alfisti* from all over the world send in their favorite Alfa photos for possible use in the calendar. Although the focus and emphasis for the calendar is intended to be the "everyday" models owned by members, any Alfa picture is welcome, even if it is of an exotic model.

If you are interested in contributing to this project, please send in a 4x6 or 5x7 inch print of each picture you wish to be considered for publication. Mail your submissions to the address below no later than August 1st. For logistic and economic reasons, these prints will not be returned, but please write your name, address, and telephone number on the back of each photo to insure that you can be contacted if your photo is chosen.

The NWARC Calendar staff will review all of the submissions during August and will then contact the people whose pictures have been selected for use on the 1999 calendar. At that time you will be asked to provide the original negative or slide for use in production of the calendar. Your negative or slide will be returned to you after the calendar production is complete.

The 1999 Alfa calendars are currently planned to be finished and ready for sale in October. Even if you are not sending in a picture yourself, keep your eyes open for the opportunity to get your own copy of next year's premier calendar!

Mail your photos no later than August 1st to:

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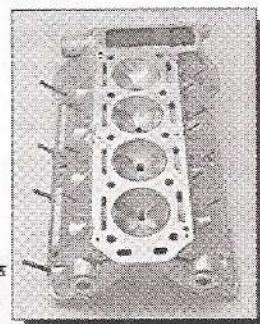
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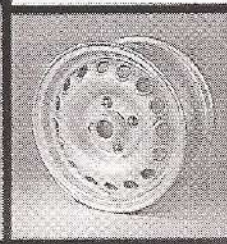
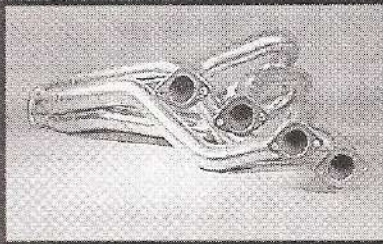
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0170

Way Down East with Il Presidente

by Charlie Schwartz, AROSC President

Late June, and just the time of year for a quick trip East – to Santa Fe for AROC's national convention: ALFANTAZIA 98.

Flashing back to last January when I first began making my arrangements to attend my first national convention in several years. A phone call revealed an old story at the Ft. Marcy Suites Hotel where the convention was headquartered: no room at the inn. Yes, you read it here first! Luckily, the management referred me and my BW to another property of theirs, the Territorial Inn, a small B&B just off Santa Fe's famed Plaza, steps from the ancient Palace of the Governors.

This turned out to be a beautiful and comfortable place as well as very convenient – and walking distance from both the Ft. Marcy and from the convention center where most of the convention events were held.

As your intrepid representative, I felt it incumbent to attend the AROC board meeting, scheduled for the day before the convention, so the BW and I set out in her *Milano* early on a fine Tuesday morning. We made excellent time crossing the California desert to Needles, then headed up through northern Arizona – mostly following the path of the old and fabled Route 66 – through Kingman, Seligman (my vote for town most likely to win the *Time Warp of the West* award) and on to Flagstaff where we spent the night.

Early (don't ask me *how* early) the next morning, we set out for a little detour: we'd heard that Sedona was not to be missed, so we headed there for breakfast along what turned out to be a spectacular and exciting twisty scenic route. A delightful if somewhat touristy New Age mecca, Sedona served up a good breakfast with a side of spectacular scenery.

Before hopping back on the freeway for the run toward New Mexico, we stopped for gas and noticed the *Milano's* coolant level was a mite low, so we topped it up with a little anti-freeze and some of the gallons of distilled water I always carry in the car when entering a trackless wasteland.

Although 60 mph crosswinds demanded limitations on our driving exuberance as we headed east, we made excellent time between the delays caused by Arizona's careful attention to road

maintenance. Guess they were sprucing things up for feature stories in *Arizona Highways*.

By the time we were nearing Arizona's eastern border, hunger overtook us and we stopped for lunch 150 miles west of No Place At All, somewhere near the Petrified Forest on an Indian Reservation where a lonesome diner featured Navajo Burgers on fry bread. Stepping out of the car and stretching, we couldn't help but notice that green coolant was shooting out the bottom of the engine bay at a rather alarming rate.

What do to? Well, there was distilled water aplenty, extra coolant was available, Santa Fe wasn't really more than half a day onward (and there, a virtual academy of *Alfa* experts), and the car hadn't been running at all hot. So, pouring in fresh coolant, we decided to make a run for the border.

And a quick run it was, until the fuel gauge started to edge toward 0 on top of a big hill with Albuquerque in sight. There, in a gale-force crosswind, I watched as the *Milano* relieved itself of the rest of the coolant at a lonesome gas station. 'Twas a sight could make a grown man cry – and Santa Fe still a good two hours away.

Then again, the car still hadn't been running more than a tick above 175 degrees (even with enthusiastic driving for several air-conditioned hours), so what did we have to lose? Stay put and risk having the car destroyed or getting blown away... or soldier on toward Eldorado? It was a no-brainer: pour in more anti-freeze, more distilled water (by my account-

ing, 11 liters = about US 2.7 gallons, of which I had just added about 2.5) and press onward.

The Fahrenheit climbed as we descended, yet the car ran on like a champ as we started ascending again toward Santa Fe. Just about now another thought hit both pilot and navigator: we had an appointment at Ten Thousand Waves, Santa Fe's premier Japanese massage spa. And we had forgotten to take the time zone change into account...

Pulling into the parking lot of the hot tub heaven quite late – we had skipped checking into the inn – we hurried to our moments of relaxation after the long drive as the *Milano* erupted in another spurt of coolant. But the massage, sauna, and hot tub were wonderful after a couple of days on the road... until we got back

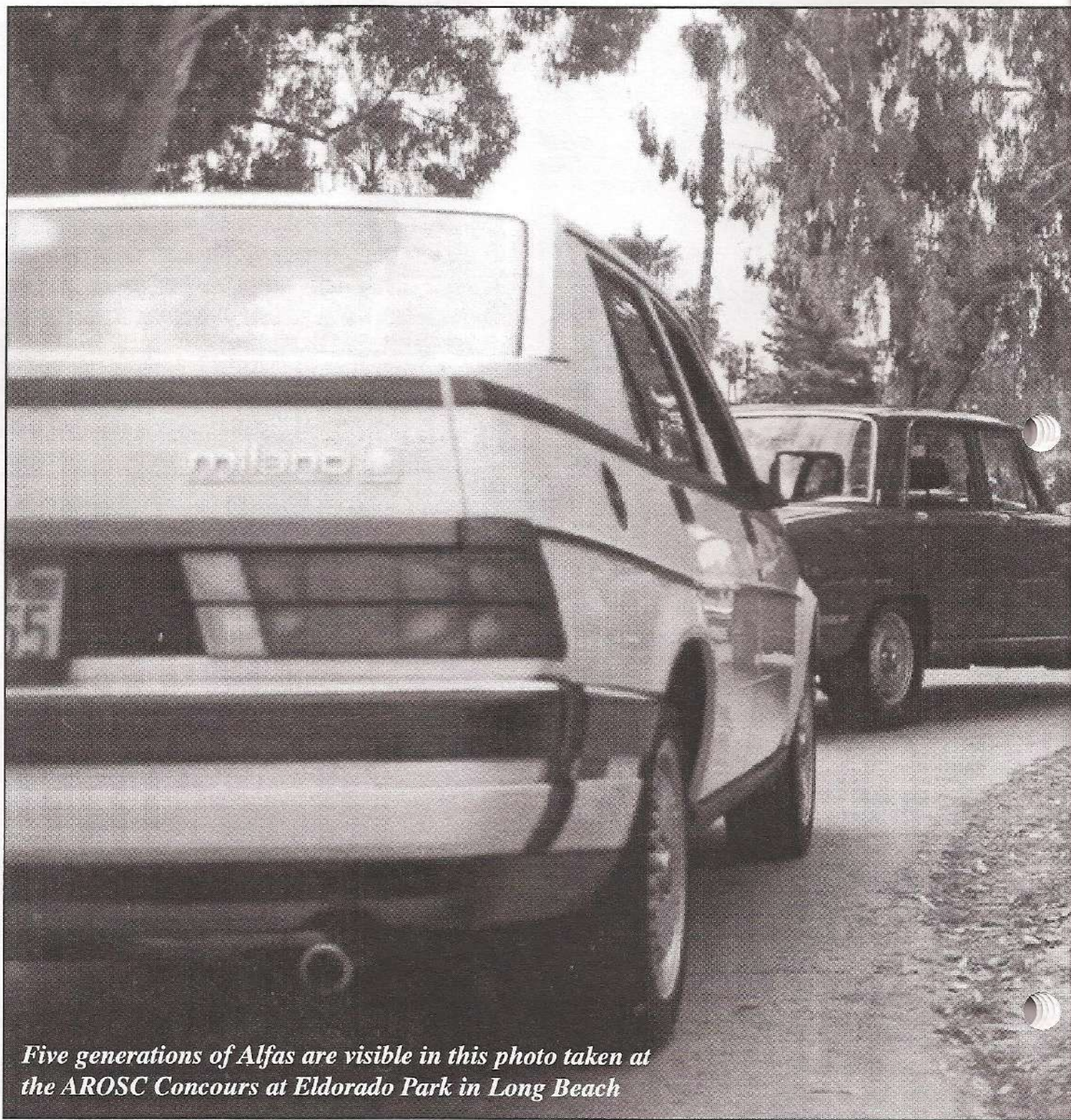
continued on page 16

**Going to Monterey
for the
Concours Italiano ?
A number of other SoCal members are also going.
Interesting in caravanning?**

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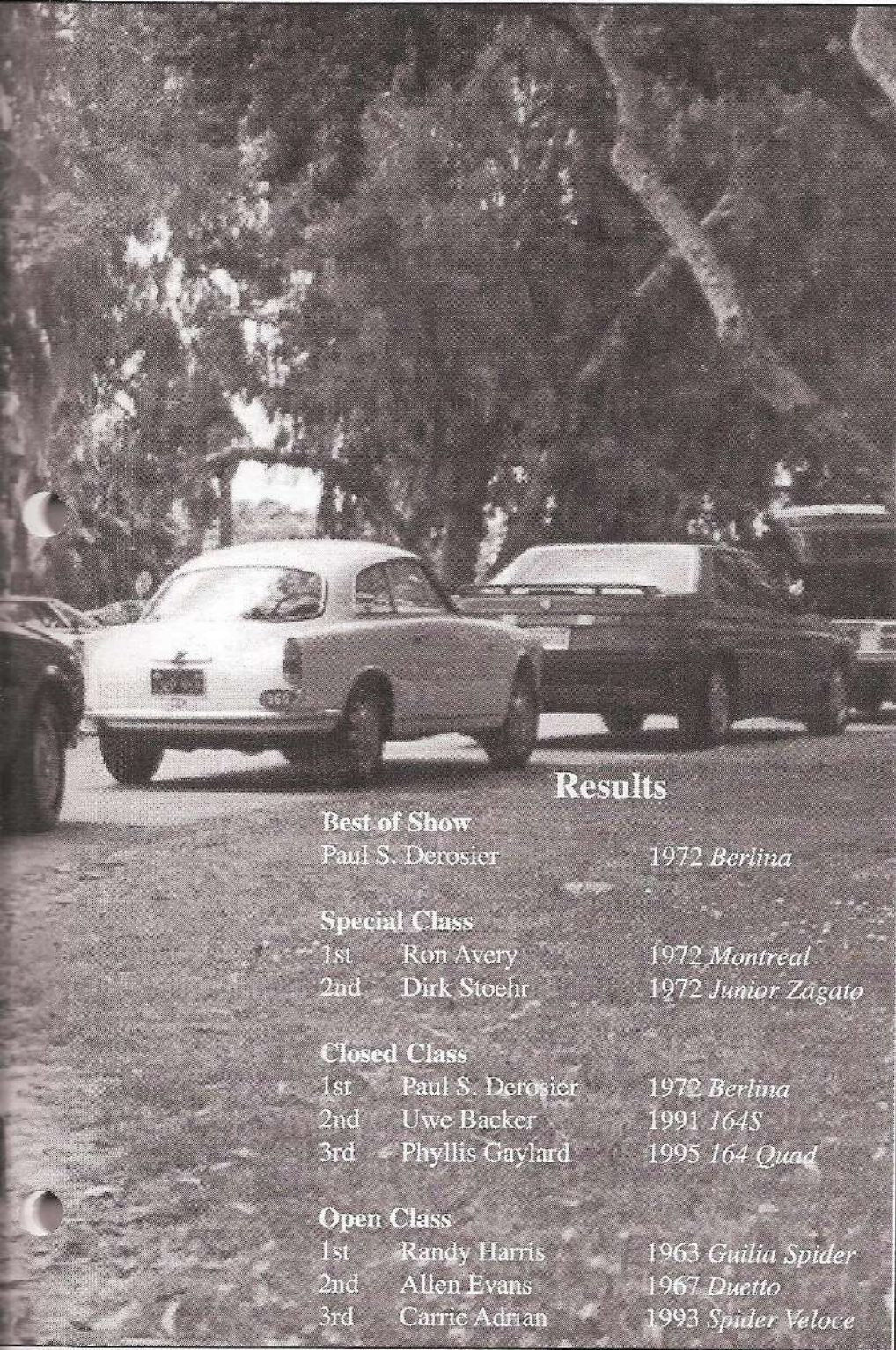
An AROSC Concours for All Seasons

AROSC holds its 1998 El Dorado Park Concours and draws a turnout notable for both variety and



Five generations of Alfas are visible in this photo taken at the AROSC Concours at Eldorado Park in Long Beach

quality



Results

Best of Show

Paul S. Derosier 1972 *Berlina*

Special Class

1st Ron Avery 1972 *Montreal*
2nd Dirk Stoehr 1972 *Junior Zagato*

Closed Class

1st Paul S. Derosier 1972 *Berlina*
2nd Uwe Backer 1991 *164S*
3rd Phyllis Gaylard 1995 *164 Quad*

Open Class

1st Randy Harris 1963 *Giulia Spider*
2nd Allen Evans 1967 *Duetto*
3rd Carrie Adrian 1993 *Spider Veloce*

Text by Ron Avery, photos by Tom Suter except where noted

Well, it finally happened! We had our first AROSC Concours of 1998 without rain! It was a great turnout, with over 20 cars on display, of which 12 were officially entered as competitors for judging.

We had four judges at this event; myself, Al Cortez -who is helping put our Concours program together this year, last year's AROSC Concours Chair Dan Ritter, and Chris Mayring.

With the help of all of these fine folks we achieved my own personal goal of finishing the event by 12:00 noon. The event went off without a hitch except for a cranky Park Ranger who had a bug up his rear about having each car parked precisely within the marked lines!

Everybody seemed to really do a good job preparing their car for the event, and we had a great show which drew attention from many non-*Alfa* people at the park. If we had a prize for most improved paint job, it would have gone to Anthony Rimicci. His *Milano's* paint looked better than new!

Worthy of special note were Carrie Adrian and her 1993 *Spider Veloce*, which collected a ribbon at their first event! Also deserving of mention was the 1972 *Berlina* of Paul S. Derosier, which won the "Best of Show" award, proving that the "everyday" *Alfas* can hold their own against the more exotic models at AROSC events.

Our next event will be at Woodley Park on November 15th. That should give all of you time to prepare for the occasion. See you there!



Did you say that you are looking for something out of the ordinary?

Will this do? From right to left we have a Giulia Spider, a Montreal, another Montreal, a 164 and more...



Carrie Adrian accepts her prize from Concours Judge Al Cortez and his son Anthony...

... for her great looking 1993 Spider Veloce





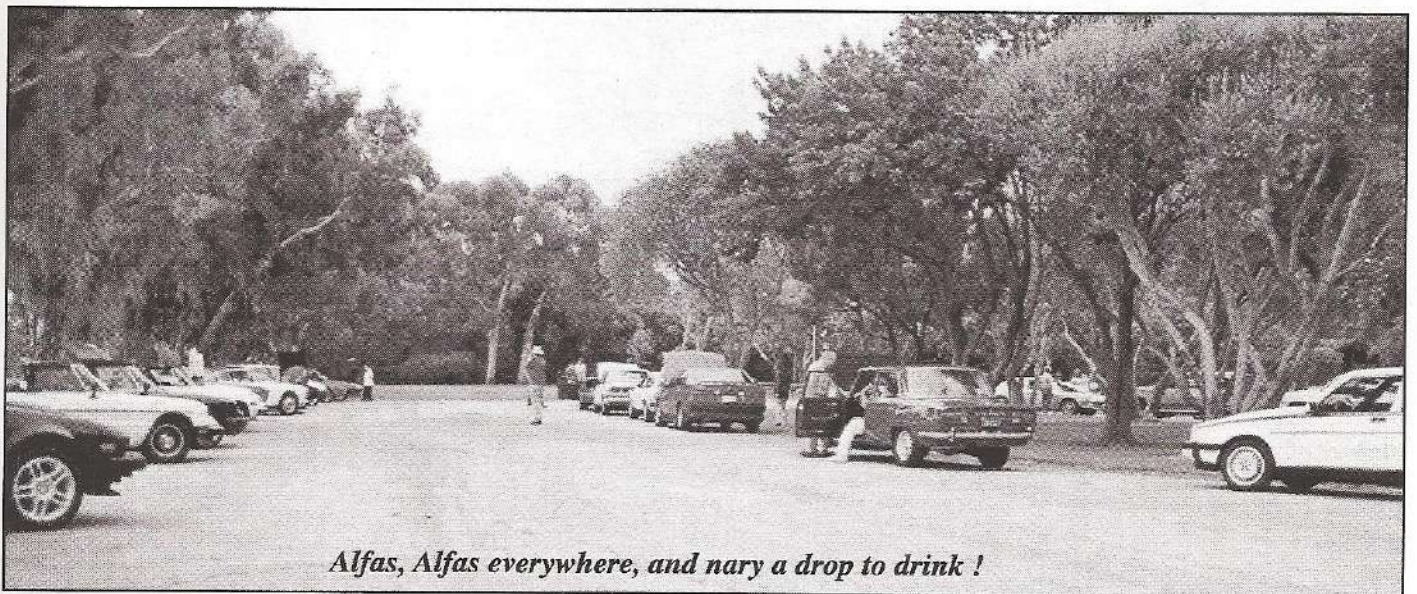
Ron Avery and Chris Mayring ponder the judging



Paul Buckley's GTV6 contributed to the event atmosphere

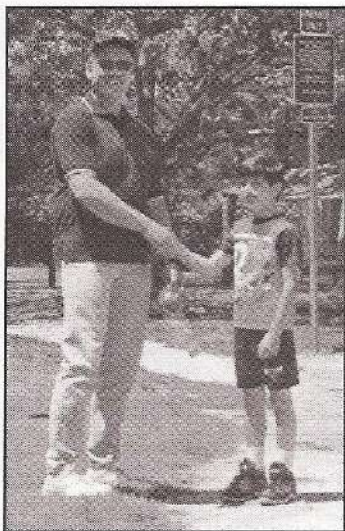


Paul Desrosier seems taken aback at winning not only the Closed Class but Best of Show with his Berlina

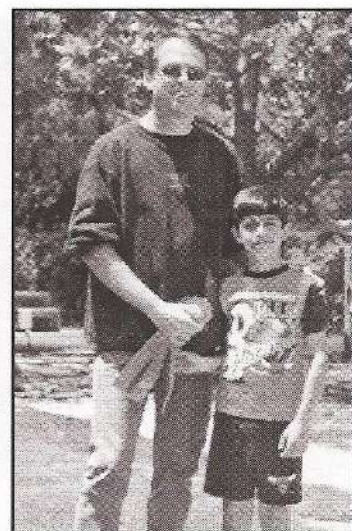


Alfas, Alfas everywhere, and nary a drop to drink !

Alfa Romeo Owners of Southern California



Anthony Cortez presents Uve Backer with a ribbon for his immaculate 164, shown above



The striking Junior Zagato of Dirk Stoehr also collected a ribbon from Anthony Cortez



Paradise for an Alfaholic?

Photo by Ron Avery

*If you believe in
the old saying
that variety is the
spice of life . . .*



*. . . then this Concorso
certainly provided a
tasty meal for Alfisti.*

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0170 . . .continued from page 9

to the car to discover it nearly bereft of coolant. Another infusion of distilled water should do for the 4 miles to our B&B, which turned out to be more, far, far more, comfortable than we expected.

The next morning AROC's annual meeting convened, and with it, a chance for us observers to query some of the leading lights about where the *Milano* coolant leak could be. I'd ruled out the radiator and main hoses – the leak was too far aft. Thermostat? Explain the normal operating temperature.

One revered sage thought it could be the T connection in the hose splitting the expansion tank from the heater core, and many conjectured loose hose clamps or a leaky heater hose. Alas, no leaky hoses could be seen and tightening the hose clamps didn't have any effect once the system was under pressure.

You've probably guessed (or heard by now) the problem turned out to be a crack in the coolant overflow (expansion) tank – craftily located on the top of the part of the plastic tank that fits under the fender lip, fooling even the careful observer about the exact location of the leak.

Local John Smallwood (our host, as it turns out) suggested the man who helped him finish his global rally exploits, Gordon Self in Albuquerque, who was due to join the convention in Santa Fe the very next day. Perhaps he had a spare expansion tank and could bring it up.

A call discovered Self's Performance Motors had but a single *Milano* expansion tank in stock, but Self himself had already left for Santa Fe. With only a few hours left and a scheduled road tour to Taos (BW: I'm not going to miss *that* – fix my car!) first thing next morning, there was no other choice. Shirking my duties as your club representative to AROC's board meeting, I bugged out of the afternoon session and hightailed it down to Albuquerque in search of a new expansion tank.

With over 35 minutes to spare we pulled into Performance Motors ejaculating coolant. A short cooldown, an easy swap (checked and double-checked against my own meager mechanical skills), yet another dose of antifreeze and distilled water, and we were headed back to the evening cocktail hour in Santa Fe.

Aided by Treasurer Phyllis Gaylard and newsletter editor Tom Suter, a consistent if nagging presence was established for AROSC at the board meeting, and an enthusiastic presence was maintained throughout the cocktail hour. Be assured, our voice was heard.

David Kohoe also made it to Santa Fe, despite his reservations about his barely-run-in 1965 car. As it happens, he didn't have much in the way of car trouble (though a report had him also visiting Performance Motors in Albuquerque, which is close to an hour south of Santa Fe). However, a pal of his from Wisconsin (was it?) had some incendiary trouble with his *Duetto* – but not enough to keep him from participating in the concours.

Friday's tour from Santa Fe to Taos wound through remarkably beautiful precincts, stopping at cultural, historic, and scenic highpoints each worthy of a picture postcard or a painting by Georgia O'Keefe (a local icon). After a wonderful lunch of local fare shared, as it happens, with a group of Texas *Alfisti*, we continued on to Taos and elected the scenic route back to Santa Fe.

Alas, this made it rather impossible to attend the planned-for chapter operations session, but word has it our chapter is leagues ahead of the curve as it is. It was a nice thought that evaporated compared to the prospect of a scenic and nearly private road, a snazzy *Milano*, and a beautiful companion. And that drive was delayed, I'm afraid, a bit more by an unanticipated stop at Ojo Caliente hot springs for a soak in steaming arsenic waters (which we were also encouraged to drink).

We managed to regain Santa Fe about 8:30 pm. Unfortunately, the convention sessions were by then over. Later, Pat Braden informed me that his seminar on *Alfa* history contained "nothing new" but that he was planning to start delivering a "revisionist" version at the next opportunity.

Plumb tuckered out by our arsenic-laden adventures of the previous day, it was all we could do to drag our weary bones to the goodie room the next morning, and thence to a round of museum and gallery-hopping until the AROC banquet on Saturday night.

There, several of our club members were recognized for long-term membership and contributions to the club, including Charlie Theriot, a 25 year member, and Tom Suter, newsletter editor extraordinaire. (*Sorry Charlie, flattery will avail you naught - I'm still going to publish those other pictures of you, regardless of what they do to your marriage! - Editor.*) Over 400 *Alfisti* from around the country attended, including from our own club Al Cortez, John Thompson, and many others.

I met a lot of people I hadn't met in person before, a lot of new *Alfa* faces, and many, many old friends. Somehow, I don't think I ran into anyone from that "other" large chapter, *Alfa Owners of New England*, but there were a lot of folks from just-as-distant Florida. Don't take my word alone for it, but the food at the banquet was actually good, all the speeches short, and all the awards well deserved.

Sunday morning saw a good turnout of mostly-newer cars for the concours, including many that had made the long trip under their own power, and standouts like John Smallwood's rally car.

For those who couldn't make the trip – don't worry, the Southern California delegation didn't embarrass you too badly and was actually taken quite seriously at the board meeting. But, you have another chance right around the corner and much closer to home: the club picnic July 26 at *chez Blankenship* in Winnetka. Check elsewhere in *Alfacionada* for directions. See you there!

-30-

Removing a Broken Bolt or Stud

The (relatively) easy way out of a sticky situation

by Steve Milstein, courtesy of i Saluti, AROC St. Louis Chapter

from the Alfa Digest

Q: I have a problem on my GTV6. The AC mounting bolt sheared off and left the remainder of the bolt in the aluminum engine block. I center-punched the bolt and started drilling, or rather attempting to drill. The bolt is so hard, I can't put a hole through it!!! What can I do?

A: Drill into the bolt with a regular 3/8" chuck electric hand drill and use titanium nitride coated drill bits. They're gold-colored and extremely hard. The high-speed steel bits that most people have are fine for drilling sheetmetal, but not #5 bolts or harder. You **MUST** have a titanium bit, the more expensive the better.

- Make a starting point with a prick punch and drill a pilot hole with a 1/8" bit, then enlarge the hole with a larger bit. The final hole size in the bolt should be determined by the diameter of the bolt removal tool. This is often called an "Easy-Out."

In drilling the hole, easy does it, and it does not have to be perfectly straight, but you do want to avoid hitting the threads in the engine block. Don't push on the bit. Let the bit chew its way through the metal, and pull it out frequently to blow out shavings.

Use a variable speed drill and run the larger bit at a fairly slow speed. (*The larger the drill bit or the harder the material you are drilling, the slower the drill speed should be.*) You can use cutting oil, but I don't think it's necessary. Drill as deeply as you can with the bit, you want to get as much of the easy-out into the bolt as possible.

- Basically, an easy-out is a tapering auger with a counterclockwise twist. You thread this into the hole in the bolt, if you have the auger-type, or tap it in with a hammer if you have the type that is a tapered square prism with sharp edges on the counterclockwise edges (think of the Washington Monument, about 2" long and pushed into a hole in a bolt to be twisted counterclockwise).
- After getting the easy-out into the bolt, snugly, remove the broken bolt by twisting on the easy-out. They usually have square heads and can be turned with a taphandle or a square socket on a 1/2" drive breaker bar. You shouldn't have to exert more torque than you normally would removing a bolt. You can use WD-40 or some other kerosene-type lubricant too.

- One trick: if you're using WD-40, turn it out 1/2 rotation then back in 1/4 rotation. Relubricate, then repeat. This gets the lubricant spread around all the threads, rather than trying to just twist it out in one long dry twist. If there is a lot of corrosion, try this and take your time, it takes a while for the lubricant to penetrate.
- If this doesn't work, take it to a machinist. They will get it out, but you won't want to watch.
- Re-tap the holes before putting your next bolt in and be careful about the hardness of the replacement bolt. You can damage engine blocks by using the wrong type. If you still have the old bolt-head, there should be a marking on it, a square and some numbers.
- To avoid problems in the future, whenever you install a bolt or spark plug, use anti-seize lubricant. Don't blame yourself for what the last guy didn't do, though. You may hear suggestions to use heat to remove stuck fasteners. I think that is OK if you are dealing with real corroded fasteners, like plugs in the exhaust manifold or suspension bolts, but I wouldn't do it to an aluminum engine block.

News For South Bay Alfisti

As *Alfacionada* was going to press, word came that the long-time Alfa dealer in the South Bay area, Peyton Cramer Jaguar - Alfa, has been sold to a national corporation which has decided to discontinue their Alfa parts and service operation, effective 1 August.

This decision will not have as severe an impact upon South Bay Alfisti as it might appear at first glance, however. Peyton Cramer's factory-trained Alfa mechanic, Uwe Backer, has announced that he will be setting up his own shop in the area and offering service for all Alfa models. A native of Germany, Uwe spent a number of years working on Alfas in Italy before coming to the United States.

AROSC members who have not been Uwe's customers at Peyton Cramer may remember his immaculate, prize-winning Alfa 164 from the AROSC Concours at El Dorado Park. Although still in the process of setting up his shop as we went to press, Uwe told us that South Bay Alfisti interested in service for their cars can contact him at home at (310) 530-2921 for information on the location of his shop.

Classified Ads

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1974 Spider Veloce. One of the fastest, best sorted out, and best looking Spiders in existence. This car was the subject of a three-page cover article by *European Car* magazine in June 1993. It was also one of Ward and Deane Racing's best prepared cars. Over \$15,000 (documented) spent on mechanical improvements. Too much to list here. Car has never been raced. Shown at 1996 and 1997 Concours Italiano in Monterey, and participated in several *Alfa Club* and *Ferrari Club* events. I will send detailed list and photos to interested buyer.

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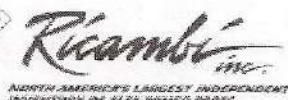
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January	February	March	April
2 SMCCC Rally 8 AROSC Board Meeting 23 AROSC Annual Meeting 8pm, Culver City 31 Time Trial - Willow Springs	1 Time Trial - Willow Springs 5 AROSC Board Meeting 6 SMCCC Rally 21-2 Time Trial - Sears Point 27 General Meeting - 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 Tour 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 20 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	12 Holiday Party 13 AROSC Board Meeting