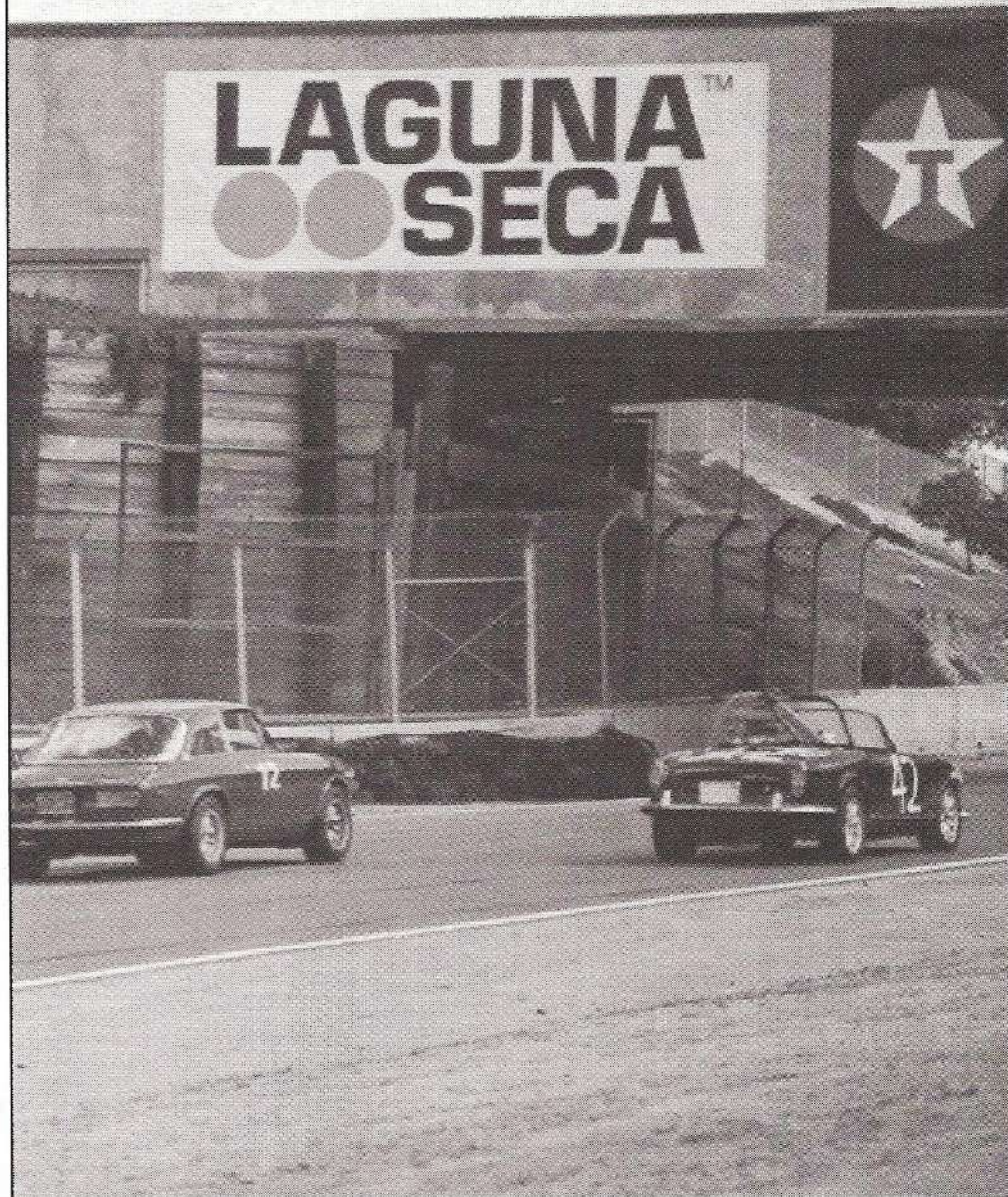


Newsletter of the
**Alfa Romeo Owners
of Southern California**

November 1998



**In This Issue: "Starter Reconditioning",
"Life In The Fast Lane", "Don't Try This
At Home!", 0170, and much more . . .**

Alfa Romeo

AROSC Previews

An outline of coming events

AROSC Concours at Woodley Park - 15 November

The final AROSC Concours of 1998 will be held at Woodley Park in the San Fernando Valley. To add a special flavor to the event, it will be held in conjunction with the "Under 3-liter French and Italian Car Show", although we will be doing our own judging for concours entrants.

In addition to the previous information in *Alfacionada*, a flyer for the event was included in the special mailing which all local members were sent a short time ago. For a special day, join us at this event. Last year, Jay Leno showed up for the event as an entrant, driving his prewar Bugatti. Who knows what will appear this year!

AROSC General Meeting - 20 November

Join us for November'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, announcements, etc., we'll have a special program featuring the annual AROSC Elections, plus our world-famous "White Turkey Auction".

If you have never been to the notorious, er . . . *famous* AROSC "White Turkey Auction", you have no idea of the experience you have been missing. Words cannot do this event justice! As usual, the meeting time and location are located on the top of page 2 of *Alfacionada*. *Please note that the meeting in November is earlier in the month than normal, due to the Thanksgiving holiday.*

AROSC Holiday Party - 12 December

Join us for the annual AROSC Holiday Party and a day of Alfa-related fun. This year's party marks a departure from events of the past, as it will be held on the afternoon of Saturday, 12 December, rather than being an evening event. It will be held at the Los Angeles home of the David Herting and his wife, located at 107 South Highland Avenue, Los Angeles.

In addition to the traditional food and activities, the day will feature such exotica as Bocci Ball competition. There will also be a screening of one of the most entertaining Italian films of the last 50 years, "Big Deal On Madonna Street." Festivities will get under way at about 2:00 PM and will continue until the last member leaves - voluntarily or otherwise.

As is usual at AROSC events, families are welcome, but entertainment facilities for children will be limited since the Herting's television will be occupied with the

showing of the film. Cost will be \$7.50 per person, to cover the cost of food. As usual, you are requested to bring canned goods for a donation to the homeless.

AROSC Board of Directors Planning Meeting - 13 December

Join the 1999 AROSC Board of Directors and help to plan the schedule of activities for the coming year. All members are welcome and your inputs will be appreciated. The meeting starts at 11:00 AM at the home of Dave Herting at 107 South Highland Avenue, Los Angeles, the same location as our holiday party on the previous day.

**Come to the
Planning Meeting
and help create
the 1999 sched-
ule of activities**

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Support Your Local Shaft

Replacing the 105 series driveshaft center bearing support

by Wes Ingram - courtesy of Iniezione, AROC Northwest Chapter

[Thanks to past NWARC president Steve Schaeffer for this month's tech tip. The real culprit in this scenario is item #3 in Fig 1. The Alfa part number is 105411516100. The steel bushing tends to wear in an oblong pattern.

When this happens, the end of the tail shaft of the transmission begins to wear in the same manner so, severe cases can be quite expensive, involving rebuilding the transmission and the drive shaft. The end of the tailshaft (the "olive") should be concentric and measure 18mm.]

What's that? Your 105 car is experiencing terrible drive line vibration problems, even after you've had the drive shaft balanced? This article may be of great interest to you.

BlueBelle, Stephen Habener's vintage racing '65 GTV, has had a drive line vibration problem for some time now. Past 60 m.p.h. the entire floorpan starts vibrating like a bed in your favorite cheap motel, once you've deposited the quarter. The vibration level increases with speed.

Although this problem may develop on all 105/115 cars, the pre-'69 cars may be more susceptible because of the center drive shaft bearing support methods. The earlier cars had their center bearing suspended in a large rubber enclosure, which was held to the floorpan of the car with a single piece of metal. Straight from the factory, this allowed the bearing to have plenty of movement within that rubber enclosure (see #1, Fig. 1).

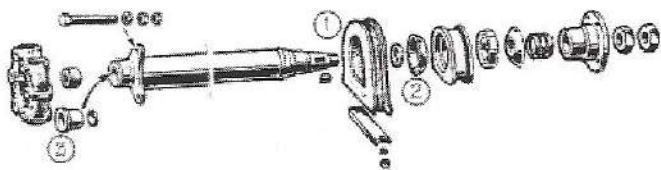


Fig. 1. Pre '69 105 style driveshaft support bearing. The metal ring that surrounds this piece must be air-chiseled out for this upgrade.

After 30 years or so, you may have much more play than desired, which can have an effect on the pilot bushing that fits over the output shaft of the transmission. On BlueBelle, this pilot bushing (No. 3 in Fig. 1) was in very bad condition, allowing lots of free play between it and the transmission's tailshaft—a certain recipe for drive line vibration. In fact, there are documented cases of generators, starters, and bell housings breaking due to the added vibration of excessive play in this pilot bushing. Without a snug fit between the drive shaft and the transmission tailshaft, severe vibrations and stresses are induced.

The later bearing was also suspended in a rubber enclosure, but that rubber enclosure was encased in a metal ring, which was affixed to the bottom of the floorpan (see #1, Fig. 2). The metal enclosure made for a much sturdier mount for the center bearing.

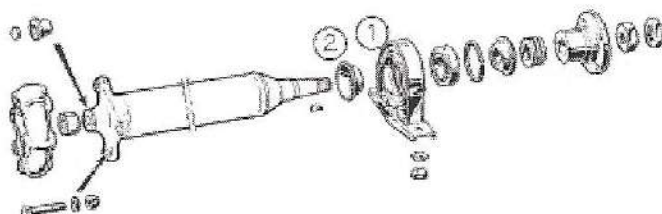


Fig. 2. The stouter later drive shaft support bearing.

The downside? Some modification of the mounting area is necessary. There is a metal horseshoe-shaped retainer for the early style rubber mount that must be air-chiseled out of the drive shaft tunnel. Then, two studs that hold the bearing retainer must be welded back on to the drive line tunnel. Any well-equipped shop will have the necessary tools.

Two saucer-shaped metal dust shields surround the center support bearing on either side (#2 in Fig 1 and Fig. 2). The ones off of the earlier drive shaft will not fit so the shields off of the later drive shaft must be used in short, it's easier to purchase a 1750 or 2000 Alfa drive shaft and simply install it, as all the necessary equipment will be present.

This replacement and upgrade completely cured BlueBelle's drive line ills.

Reproduction Parts for Alfas

TJ00 The 750-101 complete toolkit. Now available after a 40-year absence, these toolkits came with EVERY Alfa. Ours has 12 tools and a toolroll. \$295.00

TJ01 The 105 series toolkit. 13 pieces including bag. A great gift idea! Only \$279.50.

TJ03 Radio blanking plate for the 101 series cars. A 750 series plate is in the works with the same great quality. \$139.50 for either 101 or 750.

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The End Draws Nigh!

by *Charlie Schwartz - AROSC President*

Before we know it – November already! And time for the elections that will chart AROSC's 1999 course. Remember, you still have *two* chances to place your name (or a fellow member's name) into nomination. Now, by contacting a current board member, or at the November general meeting and White Turkey Auction on November 20th.

And you'll also have *two* opportunities to vote: by mailing the ballot included in this issue of *Alfacionada* to the club's post office box (an outpost of our federal government, so you know it's official) or at the November 20th meeting. (Note that the *two* opportunities to vote should not be associated with the old theme of the Democratic party in Chicago, "Vote early, vote often." You are being offered an "either-or" choice. - Editor)

Besides elections, as the year draws to a close we have one other major club event on the horizon – our annual holiday party on Saturday, December 12th. This year, we're taking a whole new approach, holding the party in the afternoon instead of the evening. We're trying this to avoid conflicts with members' busy holiday schedules. Besides the usual camaraderie, eats, general levity, and world-class bench racing, this year's bash also features the first annual AROSC Bocce Tournament, so sharpen up your bocce arm and plan for an exciting afternoon on the lawn.

For those who prefer to stay indoors and nearer the buffet, in addition and at no extra cost beyond the measly \$7.50 per head at the door to defray part of the cost of the lavish catering, we're presenting a screening of the hilarious Italian classic film "Big Deal on Madonna Street". It all gets going around 2 pm at the palatial Herting residence, 107 S. Highland Avenue, Los Angeles. Remember to bring canned goods for the homeless. Mark your calendar now!

Adhering to AROSC tradition, the day following the holiday party we'll be holding what is arguably the most important board meeting of the year, the annual planning meeting at which we lay out the calendar of events for next year. If ever you thought of attending a board meeting and putting in your 33 lira (or two cents), this is the one to make. Contact any board member for details.

Those who couldn't join us for the Santa Maria Wine Tour in October missed a terrific event. Once again our resident sommeliers Paul and Mary Blankenship managed to outdo themselves planning the trip. From our home base at the historic yet comfy Santa Maria Inn we set out in perfect weather (again, thanks to the Blankenships) to sample truly magnificent vintages at wineries scattered along some of California's most scenic byways.

And of course where there's wine and *Alfisti*, there's food. This time, we had three memorable meals: a "picnic" lunch in the wine cellar dining room of the Edna Valley Winery, dinner at an Italian restaurant in Santa Maria, and a spectacular buffet champagne brunch at the Inn. Who says we don't know how to live *con brio*?

In AROSC's well-known ecumenical fashion, our tour group consisted not only of AROSC members, but participants from the Central Coast and Orange County chapters of AROC as well.

We even shanghaied an Orange County man who happened to drive his black *Spider* into the parking lot of one of the wineries just as we were arriving and was stunned to see it brimming with *Alfas*!

The poor guy didn't even know there was an *Alfa* club, but he knows now! Some of us stopped off in Santa Barbara on the way home to commiserate with Fred Zimmerman, Central Coast chapter president, who wasn't able to join with the tour.

As an extra treat, October also saw *Alfa* as the featured marque at the

Torrey Pines Concours in La Jolla, where AROSC's own Dave Mericle served as one of the judges. Although there weren't nearly as many *Alfas* on display as at the Concours Italiano in August, a number of spectacular pre-war cars graced the seaside golf course, along with rare and beautiful postwar cars, not the least of which was Al Cortes' 2600 *Zagato*. Personally, I tooled down in the "cover girl" *GTV6* and joined about 75 other *Alfas* in the marque paddock.

If you couldn't make it to some of these events, don't disappear! Photos from some of this fall's *Alfa* happenings will be shown at an upcoming general meeting. See you there!

-30-

**As the year draws to a close
we have one other major club
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Don't Try This At Home!

After all, I'm A Trained Professional!

by Dan Sommers - courtesy of Alfa Bits, AROC Oregon Chapter

Even though I work on cars for a living, I still play with my own cars at home on the weekends from time to time. Recently, I decided it was time to give a little attention to my very neglected 67 GTV. The reason for the neglect of the GTV is the amount of attention that Diane and I give to our 87 Spider *Quadrafolio*. The GTV has been sitting quietly, sleeping under its car cover in the garage, and as spring seemed to be poking it's head just around the corner I felt it was time to start her up and go for a short drive.

After removing all of the miscellaneous things I have been piling on top of the car all winter, I rolled it out into the sunlight to charge the battery. Since I had taken my personal battery charger to the shop, I used the *Spider* for the electrical transfusion. Now I'm not really proud of the fact that I let the GTV go months at a time without starting her, but it just seems to happen.

When I do not start her for over 3 months, she shows her dissatisfaction by being very difficult to start. Most of the difficulty is due to the fact that the gas has all evaporated out of the dual sidedraft Weber carbs and the car is equipped with its original mechanical fuel pump.

Unfortunately I am sometimes a little too impatient, and this occasion was no different than other times. So I went to the cupboard and took out a can of STARTER FLUID. Note that the vapors of starter fluid are flammable and even explosive.

Another note is that you can help the spark plugs to work better when cold by pulling the plug wires off of the end of the plugs and leaving them 1/4 inch from the plug. This seems to encourage the spark. It also leaves an unwanted ignition source for the excess starter fluid and vapors that are not going into the engine intake.

I was able to start the car three times before the gas filled the carbs. My impatience persisted and I managed to use most of the rest of the can of starter fluid without further starts. Now, because I was too concerned about the fact that the car hadn't started yet, I seemed to be oblivious to the fluid and vapor build up inside the engine.

For those of you who have already figured out the rest of the story, I can only assume that you would not have experienced what I was about to see. At my next attempt at starting the motor there was a backfire. This was followed immediately by a very LOUD EXPLOSION.

Yes - I said explosion - not bang. The aforementioned explosion prompted Diane to come out to the back yard to where I was to see if the GTV and I were still in one piece. I, of course, was quite surprised and just a little embarrassed. My embarrassment turned to amusement when I began to survey for any damage.

I walked around to the right side of the engine compartment and immediately noticed that the oil dipstick was missing. I knew it was in place because I had checked the oil level before I attempted to start the car. I began to look around the yard and found the missing stick several yards away in a bush. I also noticed that there was a trace of vaporous smoke coming from the front of the engine.

Upon further investigation I found that an entire front section on the valve cover gasket was lying on the driveway under the front of the car. The other things I found are not as easy to repair, however. The front and rear crankshaft seals are now leaking very badly. Oh well, I was looking to overhaul the engine anyway.

Do remember. Don't try this at home. After all, I'm a trained professional!



Just How Many Wrenches Does It Take To Overhaul A 67 GTV?

by Dan Sommers - courtesy of Alfa Bits, AROC Oregon Chapter

Now that I have begun to take my engine apart I am making a list of all that is wrong. I'm not talking about all the worn out parts and broken things, I'm talking about all the incorrect and missing parts. One of the reasons I bought the car in the first place is that it had less than 10,000 miles on a recent rebuild. To me that means at least 20,000 more miles of hard driving. About 4 years ago I left Las Vegas at 4:30 a.m. and arrived that same day in Forest Grove at 10:30 p.m.. I would have arrived sooner but I had a 1-hour layover in Fallon, Nevada to have the spare tire repaired. So I have put some hard miles on the motor.

I now have the 20K plus miles of hard driving, and thanks to the overload of starter fluid it is time to overhaul the motor. So I have begun to disassemble. The first thing I noticed was the missing nuts on the motor mounts. These do not leave on their own accord when properly installed. I also noticed the overwhelming absence of "wave washers".

A wave washer is like a flat washer only it is thinner, made of a light spring steel and looks like it's bent in the middle. Kind of like a cowboy hat with no top on it. The purpose of a wave washer is to serve as a lock washer without teeth so that it won't dig into all that aluminum on your engine. For those of you new to *Alfas*, you should know that most all of the engine is aluminum.

The next thing I noticed, and this really irritates me, is the wrong nuts on the intake manifold. Now most of the nuts holding the engine together are of two sizes, 6mm and 8mm. The 6mm nuts

are removed with a 10mm wrench. These nuts are referred to by their thread size. The 8mm thread size is not as easy, however. In early Post War *Alfas* the 8mm nuts required a 14mm wrench. Later on in the 1960s *Alfa* began to use an 8mm nut with a 13mm wrench size.

This is the common and correct size of the modern *Alfa* such as the 67 GTV. However someone with a can of old nuts had mixed 14 and 13 wrench size 8mm nuts. Call it a pet peeve, but it really bugs me to have to go back to the toolbox for a tool I should not be using on this engine except for the cam tensioner and the cooling system bleed nipple. To complicate things further, most all Japanese cars use 12mm wrench size 8mm nuts.

As a further note, an *Alfa* engine is really two large pieces of aluminum with a whole lot of steel studs sticking out of them. Most of these studs are 8mm. One end of the stud (the end that screws into the aluminum) is a 1.25mm pitch. That means it's 1.25mm from one thread to the next one. The other end (the one the nut goes on) is a 1.0mm. So, if your engine is correct you will only need 8mm X 1.0 nuts and a whole lot of 8mm and 6mm wave washers to put it together.

I will try and update my findings as I go along. Right now I have removed the head and the exhaust manifold, I have also removed anything else I could get to, as I plan to remove the block by myself in my garage without a hoist. This overhaul will take several weeks rather than the 5 actual days it would take me at my shop. The reason is because the GTV is a hobby and the shop is work. It's the same but different.

Let's Talk Turkey - White Turkey!

The November General Meeting in Culver City on Friday, November 20th will be the scene of the famous AROSC White Turkey Auction. Here is your chance to sell all of your *Alfa* junk at inflated prices and purchase incredibly rare and valuable *Alfa* hardware from other members at awesomely low prices.

Come one - come all!

If past events are any guide, this promises to be one of those experiences you will be talking about for years to come! Not only will you have a chance to OD on *Alfa* stuff, but the auction process itself should provide you with a memorable evening of entertainment.

In addition to the opportunity to buy those parts you have been seeking for ages, and to sell items that may have been gathering dust in your garage for uncounted years, you will be helping to support AROSC. As a fund-raiser for the club, AROSC asks for a 10 percent commission from the seller. This is a win-win opportunity for all of the members and also for AROSC.

Be there!

From The Editor

Some miscellaneous ramblings

This month there are several items which deserve mentioning in some form, but which do not fit into the other articles in the issue, so I've created this mini-column to bring them to you. I hope that you will take a moment to read all of it, as there is a chance that something here will affect you.

First - at the moment my e-mail is non-functioning due to computer hardware problems. Hopefully it will be back in operation soon, but in the meantime anything which you wish to send to *Alfacionada* should either be sent to me via the Postal Service or should be e-mailed to me in care of *phyllis3@aol.com*.

If the reputation of AOL for mail-delivery problems has any validity, it might be prudent to back up an e-mail note with a copy sent via the Postal Service. As soon as my computer problems are resolved and my own e-mail is functioning again, I'll mention it here in *Alfacionada*.

Second - Elsewhere in this issue you will see an ad from *Tooljewels LTD* for reproduction parts for older *Alfas*. As a means of acquainting our members with his company and its products, the owner of the company (Bill Daemke) donated to us a radio blanking plate for a *101 Spider* which we could auction, etc.

My knowledge level is not sufficient to give you an expert personal opinion of the quality of the reproduction, but when the part was passed around at the General Meeting, members with much better qualifications professed themselves to be impressed with what they saw. If you are restoring an older *Alfa* and looking for rare parts, it might be worth your time to investigate *Tooljewels LTD*.

Lastly - You should have received your ballot for the 1999 AROSC Board of Directors election, along with statements from most of the candidates. Please note that if you, or any other member, wishes to run for election it is still not too late. In addition to the mail balloting, members can vote at the November General Meeting and nominations will remain open until just before the actual voting at the meeting for last-minute candidates.

Also, the absence of a statement from any candidate on the ballot you received should not be taken as lack of interest on the part of that person. As mentioned above, my e-mail is not functioning at the moment, so someone might have sent in a statement which I have not received. In addition, I know of one candidate who is in the hospital for surgery at the moment.

For those who have admired their many photos which have appeared in Alfacionada over the last couple of years, we understand that Randall Higa and Jay Negrin will both sell copies of their photos. Randall can be reached in the evenings at (213) 344-8828 and Jay at (818) 894-3549.

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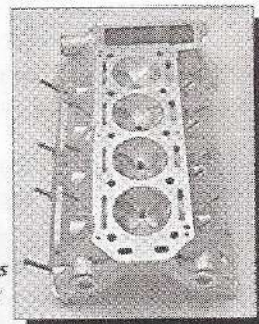
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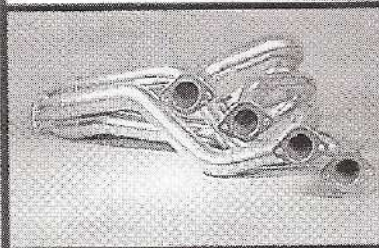
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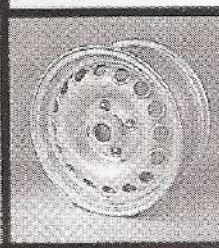
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Life In The Fast Lane !

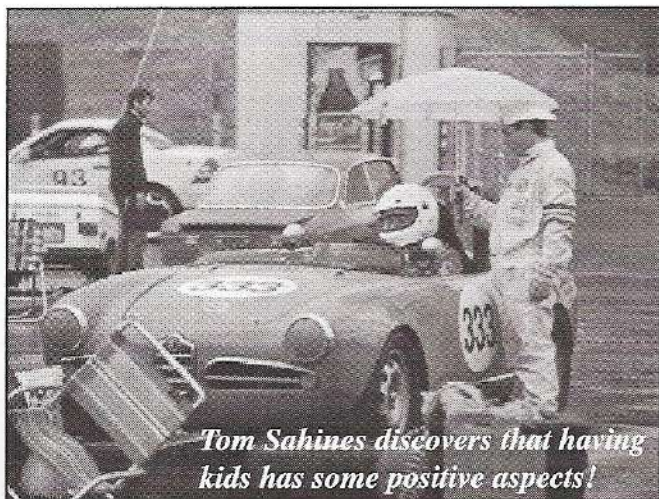
The legendary Laguna Seca track is the scene of the fourth AROSC Time Trial of the year

Text and photos by Randall Higa

"Rain, rain, go away, come on back some other day..."

AROSC's annual Laguna Seca time trial and race event again brought its usual sell-out number of cars to the famed race track. Considering the pedigree and notoriety of cars, motorcycles, and pilots that have competed at Laguna Seca, it always feels like a privilege to experience the same track from behind a steering wheel.

About the only thing that tainted an otherwise perfect weekend was the effects of a few intermittent showers. It seems as though 1998 should be called the year of the rain tire. Fortunately, the weather on Sunday turned out to be beautiful (and dry) with only a few wisps of clouds crossing the sky.



Tom Sahines discovers that having kids has some positive aspects!

The Laguna Seca race track is a relatively unforgiving track when it is dry, but when it's wet it can become downright unfriendly. There seemed to be very little feel for the limits of the corners once the track surface became dampened. Driving anywhere close to the limit in the wet caused at least one sideways and/or overly-rotating experience. Turns 3 and 4 were very devious and caused more than their share of problems.

The start of Saturday's grid qualifying race happened to be timed just after the track got a hefty dose of rain. Paul Ellis made the gutsy decision to keep the slicks on the Dunestang and hoped for the best. After the green flag dropped, Paul's gamble appeared to pay off as he gradually pulled away from the field.



"I need three experienced gardeners and..."

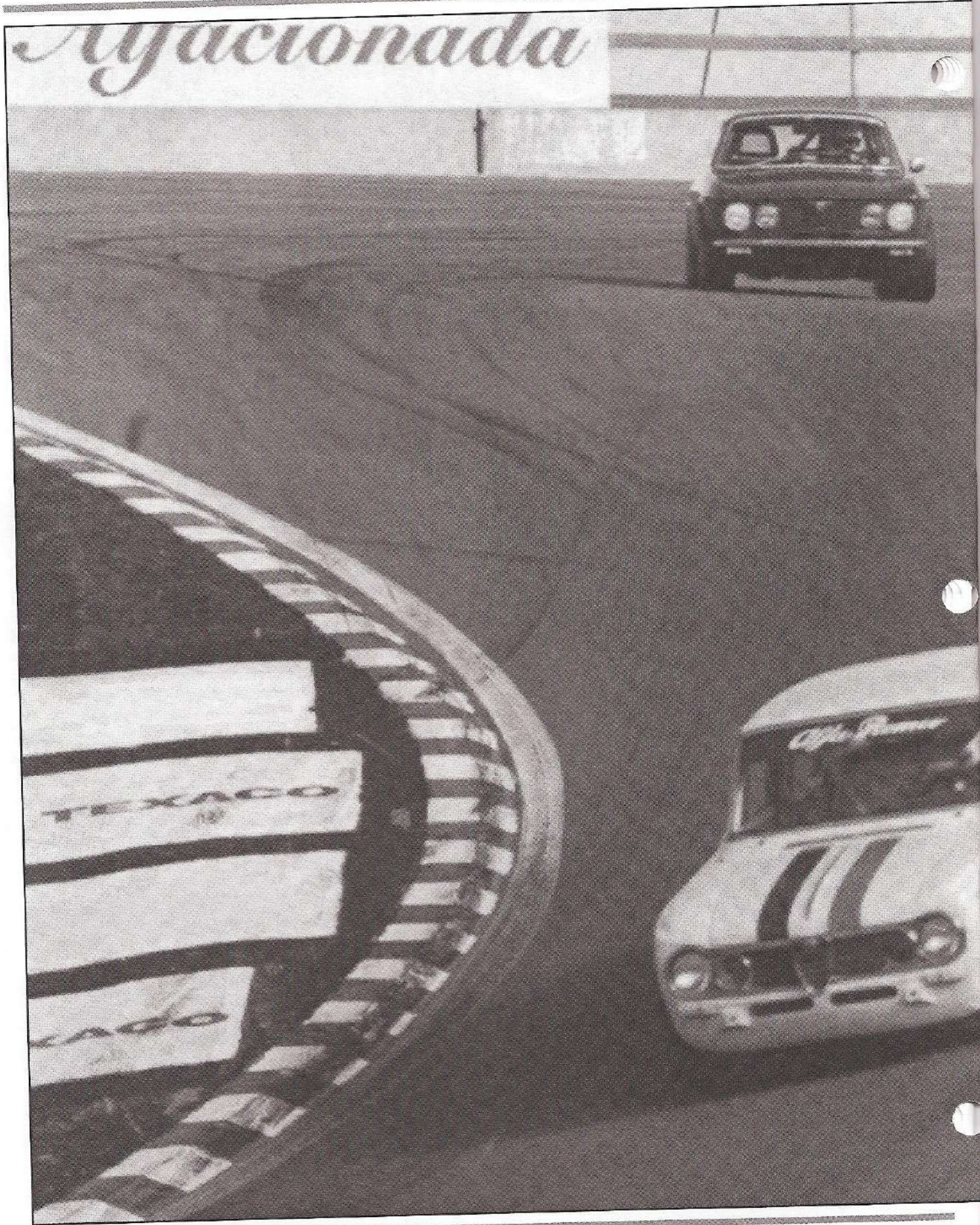
The big battle was for second place between two Datsun 240Zs driven by Paul Hightower and Mike DeAngelis and the BMW M3 driven by Carl Buckman. They appeared to be bunched together as tightly as a group of stock cars after a full-course yellow.

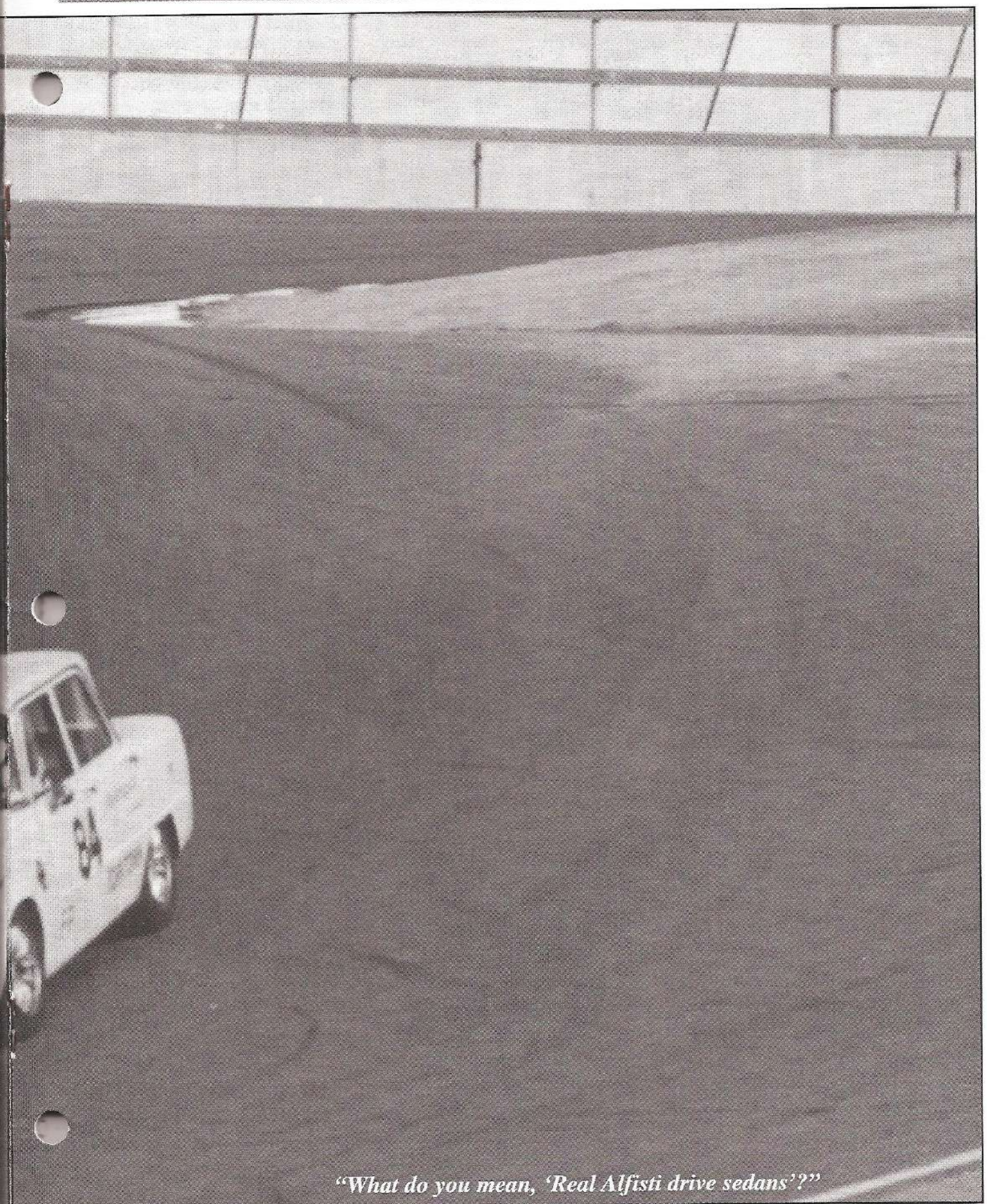
Back in the pack, a number of cars were slipping and sliding with most of the action in Turn 11, the last tight turn before the main straight. Richard Thomas in the silver GTV6 gets the award for the most spectacular full-lock slide in Turn 11, one that was worthy of a "World of Outlaws" car - too bad it wasn't captured on film.

Misfortune came during the three-way fight for 2nd place when this pack was entering Turn 11. Paul Hightower was following behind the other two cars exiting Turn 10 and approaching Turn 11. As the three cars braked for the turn, Paul's Z locked the rear brakes and spun the car counterclockwise into the inside wall.



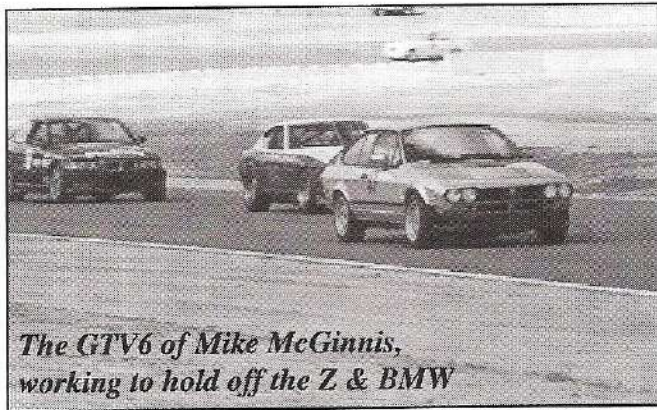
*"They also serve who stand and wait"
- for their timed runs*





“What do you mean, ‘Real Alfisti drive sedans’?”

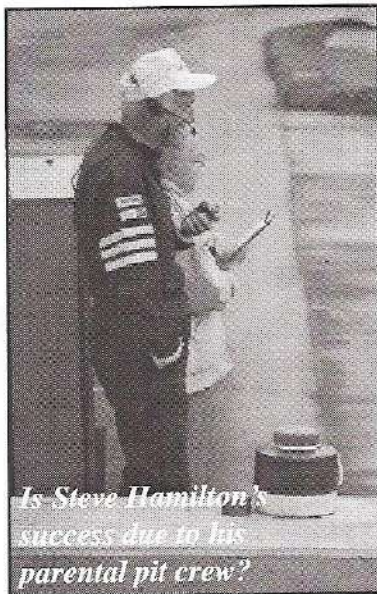
Alfa Romeo Owners of Southern California



The GTV6 of Mike McGinnis, working to hold off the Z & BMW

Paul was unhurt but the side of the Z and the rear suspension/driveline were turned to scrap metal. Paul Ellis' choice of slicks and skillful driving took the Dunestang first to the checkered flag.

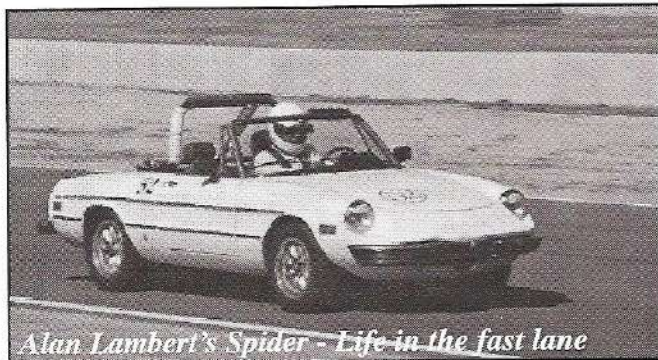
Sunday's race was thankfully run under clear skies and on a dry track. Paul Ellis again pulled away from the pack and motored onto to an unchallenged first place overall and first in Class M. Mike DeAngelis took first place in Class N without challenges from either Paul Hightower or Carl Buckman, who was also a DNS.



Is Steve Hamilton's success due to his parental pit crew?

Steve Hamilton was the winner of the hotly contested Class P with the ever-present Toyota MR2. Behind Steve there was a great battle between Tom Sahines in a very clean *Giulietta Spider* and Gary Semerjian in a trick VW Golf.

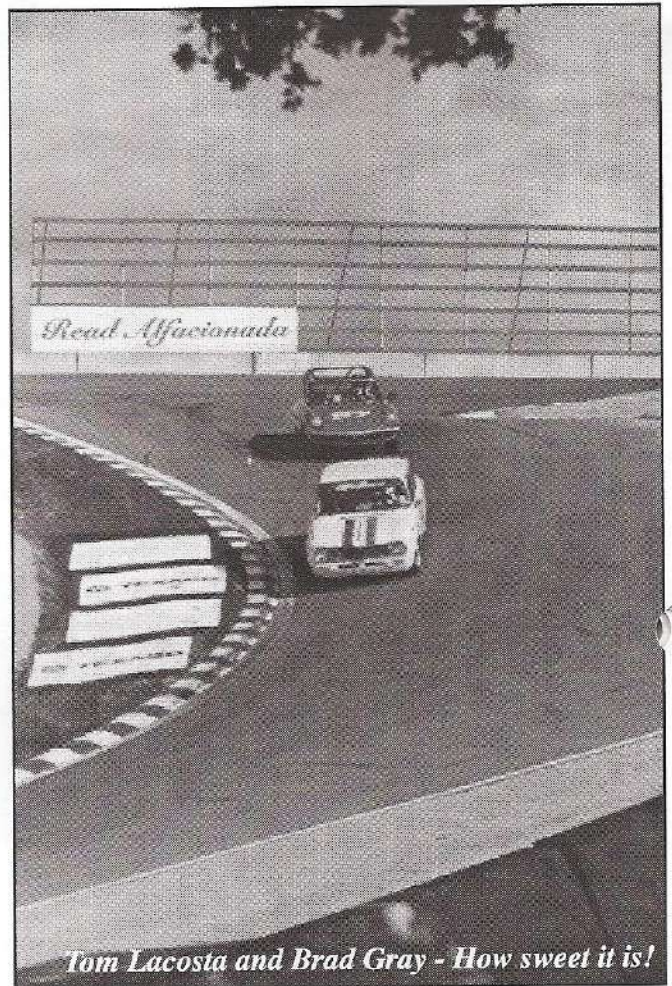
The lead swapped more than once, but there was rarely enough space between the two cars to fit a small postage stamp. However, at the end, it was Sahines' mighty



Alan Lambert's Spider - Life in the fast lane

Giulietta that pulled ahead, with Tom valiantly (and sometimes a little sideways) hanging onto the lead to the checkered flag.

Behind the *Giulietta* and the VW, there was another battle between two *Alfa Romeos*. One of the cars was Rob Richard's *Spider* driven by Brad Gray, and the other was Fred Schueddekopp's *Giulia II* driven by Tom Lacosta. These two cars also seemed to be less than a hair width's apart.

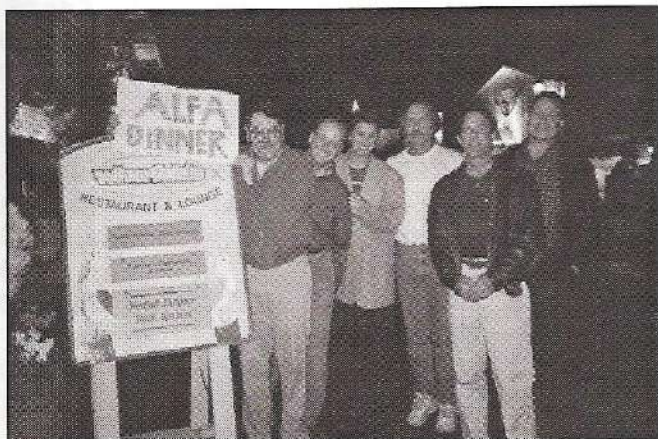


Tom Lacosta and Brad Gray - How sweet it is!

Would they have driven the cars any faster (or slower) if the cars belonged to them? (This did remind me of a comment made by Len Frank, who once quipped that when racing someone else's car, the redline was always just a little bit higher than if it were your own.) In any case, Brad drove Rob's car to 4th in class and Tom drove Fred's car to a 5th in class. Class Q had the *Alfa Romeo GTV* of Peter Inshaw in first with Michael O'Brian in a *Giulietta Spider* in second.

As usual with the Laguna Seca event, the noise restrictions were in full force with a few cars getting black-flagged for not complying with the 92 db sound limit. The sound measurement booth is located about 50 feet from the right (south) side of the track along the uphill straight between Turns 5 and 6. One of the unfortunate black flag recipients was Al Leake and his Sebring *Spider*.

Brad Gray arranged another fabulous dinner for Saturday night – this time at the Wharfside restaurant on Monterey's Fisherman's Wharf. There was a higher than expected turnout and the restaurant graciously made room for all to fit in; albeit in a rather "cozy" seating arrangement. The food was terrific and the service was great – the only minor downside was that the wine selection was rather limited, but the brews on draft made up for it.



"Unaccustomed as we Alfisti are to partying . . ."

Many thanks to Tom Sahines for diagnosing and fixing my Spica-injected (iniezione) GTV at the track. On the way up to Laguna Seca and once on the track, it had a stumble at mid-range RPM that seemed to indicate a lean condition. Tom began by trying to richen the Spica but found that the press fitting on the fuel injection pump bellcrank had loosened. This caused the throttle butterflies to open but not send more fuel to the injectors causing a lean condition.

Also, thanks to Terry Manchester who just happened to have a spare bellcrank in his toolbox. Voila! I was back on the track with a perfect running car! Unfortunately, it was not quite enough to do any better than fourth place in Class D.

Also, many thanks to all of the hard work that goes on behind the scenes by the AROSC Directors who orchestrated another wonderful event. Special recognition goes to Pierre Pfeffer and his fiance for handling the registration.

*Time Trial results are on pages 14 and 15,
Race results can be found on page 16.*

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AROSC Time Trial Results

Laguna Seca - 27 September 1998

Class B	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	33	Mike Sahines	Giulietta Spider	2:02.040	2:04.661	2:03.785	2:03.391	2:02.040	2:03.443

Class C	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	50	Alex Brown	Alfa GTV	1:51.669	1:55.723	1:53.253	1:52.672	1:52.146	1:51.669
2	65	Terry Manchester	Alfa GTV	1:53.407	1:56.152	1:54.605	1:54.027	1:53.407	1:54.270
3	87	Rob Richard	Alfa Spider	1:54.501	1:58.432	1:56.738	1:55.732	1:55.550	1:54.501
4	99	Dale Farmer	Alfa GTV-6	1:55.327	1:55.933	1:55.935	1:56.978	1:55.327	1:55.465
5	15	Chris Mayring	Alfa GTV	1:55.358	1:58.184	1:56.492	1:56.080	2:07.385	1:55.358
6	57	Mike McGinnis	Alfa GTV-6	1:55.961	1:57.507	1:56.401	1:55.961	1:56.956	1:57.284
7	28	Randy Harris	Alfa Duetto	1:57.147	2:02.423	1:57.147	2:07.484	1:58.918	1:57.873
8	5	Philip Guiral	Alfa GTV	1:57.295	2:00.446	1:58.855	1:57.295	1:57.497	2:05.206
9	51	Michael Harris	Alfa GTV-6	1:57.971	1:58.962	1:57.971	1:58.105	2:00.914	2:00.853
10	58	Craig Goldenson	Alfa GTV-6	2:02.507	2:03.886	2:02.507	3:24.644		
11	63	John Nagorski	Alfa GTV	2:07.837	2:07.837	2:09.304	2:08.205	2:07.315	2:15.786
12	10	Marcos Karnezos	Alfa GTV-6	2:16.361	2:18.167	2:18.187	2:18.792	2:19.012	2:16.361

Class D	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	84	Art Russell	Alfa GTV	2:02.214	2:04.579	2:04.877	2:03.750	2:02.558	2:02.214
2	64	Raymond Kohl	Alfa Duetto	2:03.230	2:07.389	2:05.309	2:04.651	2:03.230	2:06.699
3	13	Mark Hesthal	Alfetta GT	2:03.622	2:06.177	2:04.905	2:03.728	2:03.925	2:03.622
4	17	Randall Higa	Alfa GTV	2:04.544	2:08.063	2:05.730	2:05.413	2:04.544	2:05.033
5	1	Charlie Thieriot	Alfa 164	2:04.982	2:07.230	2:06.588	2:05.994	2:06.794	2:04.982
6	11	Nizam Zambri	Alfa Milano	2:07.587	2:07.597	2:10.169	2:07.587	2:08.590	2:13.118
7	83	Doug Bender	Alfa GTV-6	2:11.491	2:14.553	2:11.491	2:12.990	2:11.799	2:13.978
8	52	Alan Lambert	Alfa Spider	2:11.494	2:15.513	2:14.643	2:14.134	2:11.957	2:11.494
9	47	Pierre Pfeffer	Alfa GTV-6	2:12.074	2:12.467	2:13.041	2:13.124	2:12.074	2:15.872
10	10	Peter Kunedt	Alfa Milano	2:14.608	2:22.126	2:17.626	2:19.612	2:14.608	2:15.394

Class E	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	79	Dirk Stoehr	Giulia TI	2:03.805	2:05.323	2:04.861	2:04.779	2:04.765	2:03.805
2	17	Fabio Garbini	Giulia TI	2:04.446	2:07.123	2:06.937	2:05.195	2:06.021	2:04.446
3	10	Steve Smith	Alfa GT Jr.	2:04.942	2:06.952	2:05.864	2:05.131	2:04.942	2:05.276
4	11	Gianni Troian	Alfa GTV-6	2:05.446	2:08.378	2:06.415	2:07.088	2:05.620	2:05.446
5	12	James Savattono	Alfa GTV	2:15.075	2:20.051	2:17.578	2:16.856	2:15.293	2:15.075

Class F	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	11	Jeff Ifland	Alfa Spider	2:01.734	2:02.717	2:01.734	2:05.607	2:03.467	2:01.772
2	9	Norm Bianchi	Alfa Spider	2:03.179	2:06.527	2:05.259	2:04.353	2:03.179	2:03.385
3	91	Tony Guinasso	Alfa Spider	2:05.387	2:06.981	2:06.210	2:05.694	2:05.387	2:05.917

Class G	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	10	Chris Cartsonas	Alfa GTV	2:10.624	2:12.492	2:12.698	2:12.535	2:11.825	2:10.624
2	10	Steve Barber	Alfa GTV	2:15.024	2:17.184	2:17.866	2:19.093	2:15.065	2:15.024

Class M	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	76	Robert Sauter	Corvette	1:46.621	1:48.672	1:48.082	1:47.201	1:46.621	1:47.415
2	68	Jose Padilla	Mazda RX-7	1:47.503	1:48.641	1:48.302	1:47.923	1:47.503	1:48.091
3	11	Brian Chmielewski	Corvette	1:47.938	1:49.042	1:47.938	1:48.274	1:48.592	1:48.556
4	39	Ray Gonzaga	Toyota Starlet	1:50.497	1:52.404	1:52.105	1:50.671	1:50.497	1:51.704
5	24	Mel Foye	Camaro	1:52.123	1:57.771	1:56.536	1:54.548	1:52.123	1:53.655
6	24	Kevin Foye	Camaro	1:53.210	1:55.118	1:54.028	1:56.067	1:53.210	1:53.330

AROSC Time Trial Results

Laguna Seca - 27 September 1998

Class N	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	69	Kit Simmons	BMW M3	1:46.157	1:47.828	1:47.931	1:47.054	1:46.553	1:46.157
2	8	Gary Stern	Camaro	1:46.985	1:47.379	1:46.985	1:47.531	1:47.426	1:47.424
3	41	Joe DeAngelis	Datsun 280Z	1:47.023	1:51.167	1:48.697	1:48.166	1:47.466	1:47.023
4	13	Rick Galbreath	Mazda RX-7	1:50.395	1:51.823	1:50.395	1:53.271	1:52.283	1:51.814
5	27	Carl Buckland	BMW M3	1:50.524	1:58.175	1:51.933	1:51.642	1:52.169	1:50.524
6	12	Robert Brown	Acura NSX	1:52.725	1:55.340	1:54.332	1:53.882	1:52.725	1:56.113
7	49	Robert Poulin	BMW M3	1:53.948	1:55.218	1:53.948	1:54.125	1:54.136	2:34.381
8	12	Kirk Alexander	Corvette	1:54.308	1:54.308	1:54.595	1:54.948	1:54.437	1:55.103
9	98	Justin Sallows	Porsche 930	1:55.426	1:57.274	1:56.496	1:56.005	1:55.426	
10	10	John Chatters	Acura Integra R	1:56.364	2:01.073	1:59.584	1:58.127	1:58.500	1:56.364
11	12	Carlos Rodriguez	Mazda RX-3	1:56.550	1:57.339	1:56.793	1:56.617	1:57.216	1:56.550
12	15	Ted Peterson	Pontiac Firebird	1:57.760	1:59.705	1:59.208	1:59.227	1:59.032	1:57.760
13	11	Mark Alter	Corvette	1:58.575	2:01.513	2:01.635	2:00.041	1:59.528	1:58.575
14	85	William Staebell	Corvette	1:59.766	2:01.508	2:00.924	1:59.766	2:00.062	2:00.593
15	12	Julianne Buckland	BMW M3	1:59.834	2:03.879	2:04.219	2:03.292	2:02.208	1:59.834
16	12	Sean Murray	Corvette	2:00.072	2:04.548	2:03.793	2:02.621	2:00.240	2:00.072
17	37	Bob Roe	Porsche 914-6	2:00.354	2:02.185	2:00.354	2:01.075	2:00.980	2:00.759
18	73	Ken Selo	Mazda RX-7	2:01.140	2:02.560	2:02.002	2:02.467	2:01.324	2:01.140

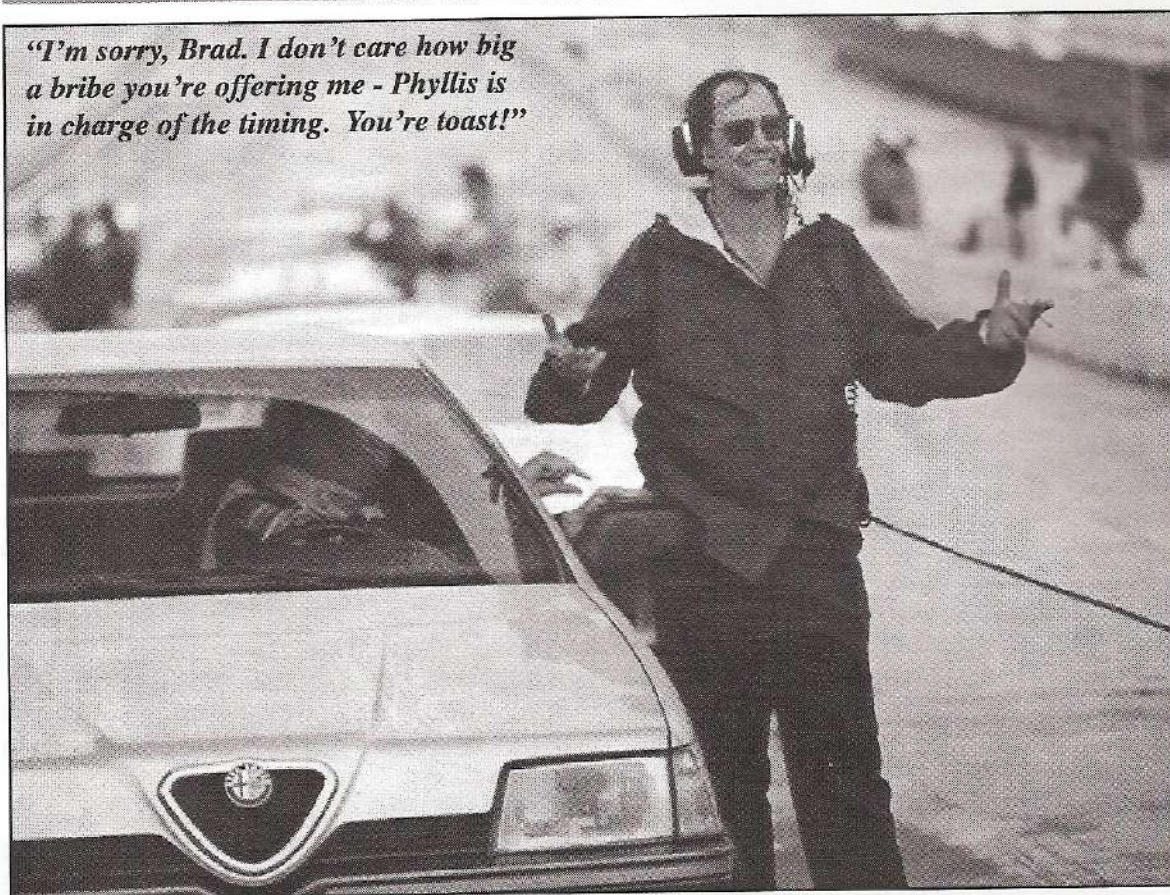
Class O	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	29	Greg Nelson	Mazda RX-7	1:54.209	1:56.298	1:55.470	1:55.027	1:55.135	1:54.209
2	35	Manny Torres	Toyota Corolla	1:55.834	1:56.688	1:55.834	1:59.920	1:58.448	1:57.452
3	16	Greg Dahlen	VW Rabbit P/U	1:56.309	2:00.269	1:57.925	1:58.026	1:56.688	1:56.309
4	11	Barry Breslow	MG-B GT	1:56.919	1:57.454	1:57.742	1:57.946	1:56.919	
5	10	Michael Scholey	Datsun 240SX	2:00.639	2:00.639				
6	89	Jan Morgan	Mustang	2:02.952	2:05.022	2:03.842	2:02.952	2:04.538	2:04.155
7	13	Cesar DeAnda	Mustang	2:03.326	2:03.326	2:04.723	2:06.598	2:05.595	2:04.371
8	11	Gary Baldwin	Sunbeam Tiger	2:04.566	2:05.108	2:05.299	2:04.723	2:04.566	2:04.624
9	14	Andrew Coradeschi	Datsun 240Z	2:04.993	2:09.026	2:06.343	2:05.932	2:05.711	2:04.993
10	10	Rich Precario	Mustang	2:06.604	2:10.262	2:08.804	2:07.796	2:07.224	2:06.604
11	67	Donald Wagner	Mustang	2:09.362	2:09.362	2:11.602	2:17.851	2:16.707	2:30.094
12	12	Dale Baldwin	Sunbeam Tiger	2:12.659	2:17.932	2:14.985	2:14.159	2:16.134	2:12.659
13	93	M.J. Kutkus	Mercedes SLK230	2:15.806	2:15.806	2:17.592	2:20.628	2:18.610	2:18.521
14	90	Brian Lewis	Mustang	2:16.393	2:18.804	2:18.957	2:17.500	2:19.702	2:16.393
15	12	Kim Nelson	Mazda RX-7	2:21.306	2:24.151	2:22.957	2:21.941	2:22.134	2:21.306

Class P	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	75	Randy Hernandez	Acura Integra	1:56.481	1:57.811	1:58.184	1:56.926	1:56.481	1:57.491
2	94	Ramon Arriola	Mazda RX-7	1:59.001	2:00.028	1:59.001	2:09.902	2:01.909	2:01.154
3	56	Daniel Wade	Mazda Miata	2:01.257	2:04.761	2:03.044	2:03.879	2:02.131	2:01.257
4	45	Bruce Brown	Toyota MR-2	2:09.816	2:13.291	2:12.506	2:11.313	2:09.816	2:10.405
5	10	Peter Wakamatsu	Acura Integra	2:10.239	2:13.936	2:10.509	2:13.271	2:11.715	2:10.239
6	81	Fred Hamilton	Buick Regal	2:15.517	2:18.021	2:17.907	2:17.351	2:15.517	2:16.242
7	86	Terry Watson	Merkur	2:16.060	2:23.693	2:19.849	2:17.307	2:16.060	2:16.905

Class X	#	Driver	Make	Fastest Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	14	Chris Kattchee	Spider	2:07.240	2:09.943	2:07.811	2:07.240	2:13.706	2:14.302
2	41	Tod Kattchee	Spider	2:23.246	2:27.663	2:29.753	2:25.223	2:23.246	2:24.928

Top Time of Day by Kit Simmons, BMW M3, Class N, time of 1:46.157

"I'm sorry, Brad. I don't care how big a bribe you're offering me - Phyllis is in charge of the timing. You're toast!"



AROSC Race Results Laguna Seca - 27 September 1998

Class	Position	Car	Driver
M	1	Dunestang	Paul Ellis
M	2	Swift DB2	John Page
N	1	Datsun 240Z	Mike DeAngelis
N	2	Mazda RX7	Joseph Lee
N	3	Datsun 240Z	John Purdy
P	1	Toyota MR2	Steve Hamilton
P	2	<i>Alfa Romeo Giulietta Spider</i>	Tom Sahines
P	3	Volkswagen Golf	Gary Semerjian
P	4	<i>Alfa Romeo Spider</i>	Brad Gray
P	5	<i>Alfa Romeo GTV</i>	David Burgoon
Q	1	<i>Alfa Romeo GTV</i>	Peter Inshaw
Q	2	<i>Alfa Romeo Giulia Spider</i>	Michael O'Brien

Starter Reconditioning

Sometimes the solution to your "no-go" problem can be uncomplicated

by Fred Di Matteo - courtesy of Velocissima, AROC
New England Chapter

On a rally recently my Junior Z began to show symptoms of a weak battery. So much so that at one point I needed a push to start. A number of things can cause the starter to turn too slowly and finally quit as did mine. Weak battery, loose battery terminals, poor battery cable connection to ground, loose cable connection at the starter motor, bad ignition switch and finally, the starter itself.

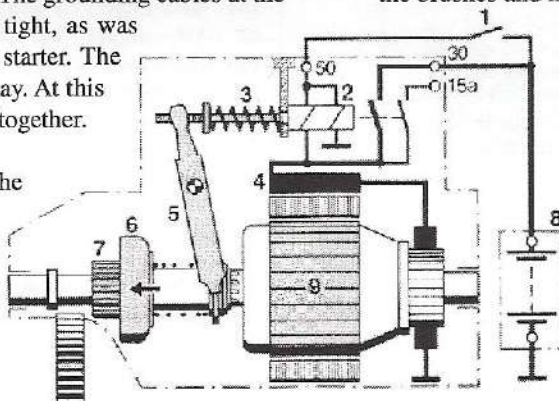
To determine where the problem was, I connected my digital voltmeter to the battery and attempted to start the car with the ignition switch. Cranking voltage did not drop below 10.75 volts which means the battery was okay. The grounding cables at the starter and chassis were clean and tight, as was the battery cable connection at the starter. The ignition switch also checked out okay. At this point the starter stopped working altogether.

This left one thing to do—remove the starter motor and bench test it. When removing the starter, keep track of where each of the mounting bolts comes from, as some of the bolts may be special purpose and are not interchangeable.

In bench testing the unit I found that the solenoid had continuity, but would not engage the starter. This meant that either the starter's field coil was open or the brushes were not contacting the commutator.

Since all starters are pretty much alike except for size, the procedure to open one applies to all. First clean up the starter so dirt and grime does not contaminate the inside of the starter. Then remove the hat-like end cap by removing two small screws. Next remove the O-ring seal, "C" clip, and flat washers under the end cap. Find two long screws that hold on the end cover and remove. Lift off the end cover to see the brush holder. To remove the brush holder, first slip the brush attached to the field coil out of its guide.


What I found in my starter was a lot of thick grease and dirt that made the brushes stick in their guides and a commutator tarnished black. After thoroughly cleaning the holder with carb cleaner and polishing the commutator with crocus cloth, I cleaned the brushes and made sure they were not too short.



- 1) Ignition/starter switch
- 2) Solenoid switch
- 3) Return spring
- 4) Excitation winding
- 5) Engaging lever
- 6) Roller-type overrunning clutch
- 7) Pinion
- 8) Battery
- 9) Armature

[Brushes should slide easily in their guides and be replaced if they are less than 1/2in long. New brushes can be obtained from Centerline Alfa Products. When fitting a new brush, hold the copper mesh connecting wire close to the solder point with a pair of flat-nosed pliers to prevent solder from wicking down the wire strands. Otherwise, the wire could become rigid and make the brush unusable - Editor.]

Finally, I cleaned the end cover and end cap to make good electrical contact with the main case. Replacing all the parts in reverse order, connecting the starter on the bench proved it worked like it was supposed to. In the car, it never worked better.



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1974 GTV 2000. Black leather, new yellow paint, California car. Rebuilt Ingram Spica pump, new comp. springs, shocks, tie rods, ball joints, brakes, st. steel brake lines, battery. \$11K+ labor invested. \$8000.
Call Bill at (805) 254-2222 (work), (805) 252-1712 (home)

1974 Spider. Original owner now truly the "little old lady from Pasadena" and must sell. All original engine, drive train, interior. Excellent condition-well maintained. 142,000 miles. \$3,500
Call Denise/John at (626) 449-6861 (days) or (626) 792-4422 (evenings)

1986 GTV-6. 15,000 miles. Champagne with leather, upgrades, well maintained, always garaged, spare parts, all records, original owner, \$11,000

1974 GTV. Rebuilt transmission, steering box, valve job, good parts car, too much rust to restore, runs well, not registered, \$1,100
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1986 Spider Veloce. White, 5-speed, new top, air conditioning, all power, Blaupunkt coded AM-FM cassette, 72,000 miles, owners manual and all repair receipts.
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Call Chris at (310) 201-8815

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. Reduced to \$7,000 O.B.O.
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1984 Spider Graduate. Red/tan, 25k documented miles. Books and records. Showroom new and original. \$6500 O.B.O.
Andre or Ruby at *Diro Alfa* (310) 539-5582

Spider and GTV Mechanical Parts Manual. (Great restoration diagrams plus mechanical components listed and numbered in 485 pgs!) **Alfetta GT and GTV Spare Parts Mechanical and Bodywork Catalog.** (Same as above in 200 pages!)

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Membership Application

Alfa Romeo Owners of Southern California

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

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

Please fill in the following information and mail to:

Alfa Romeo Owners Club - Membership for AROSC
10 Raskin Road, Morristown, NJ 07960

Name _____ Spouse _____

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Our 1998 Calendar

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