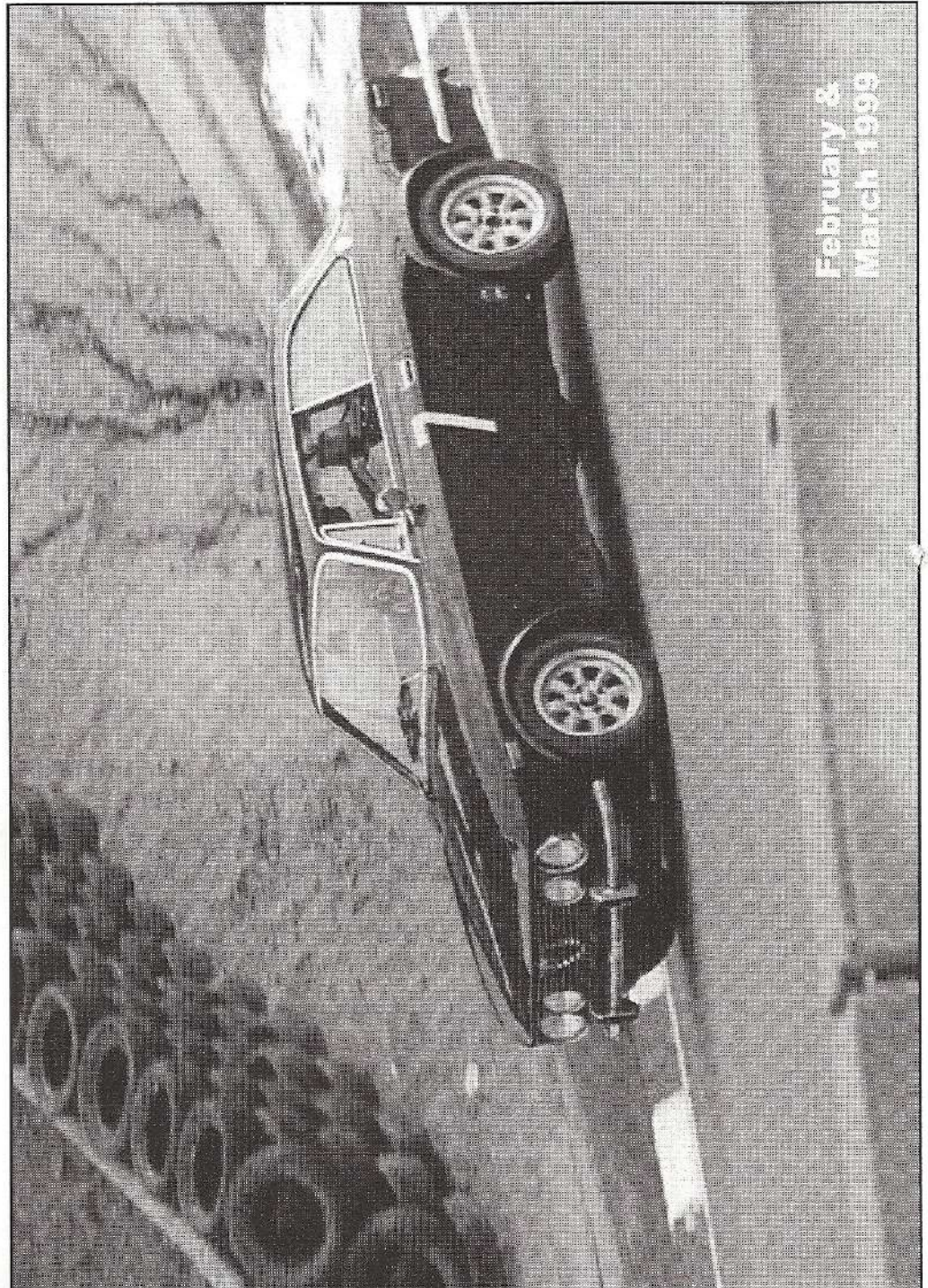


Quadrifoglio

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



February &
March 1999

In This Issue: “Laguna Heat!”, “Finding Top Dead Center”, 0170, “Ignition Notes” and ...

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 at the corner of Culver and Overland 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

The *GTV* of Terry Manchester is seen at speed on Laguna Seca's legendary track during the AROSC Time Trial on the weekend of February 13th and 14th. Event coverage and more photos can be found in this issue, starting on page 12.

Photo by Art Russell

AROSC Board of Directors - 1998

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Disclaimer (a.k.a. *Lawyer Repellent*)

AROSC and the authors and editors of this newsletter assume no liability for the accuracy or legality of any technical information appearing herein. They are also not responsible for the safety or practicality of modifications performed by individuals or companies and described in these pages. You should always check with your mechanic before performing any work or modifying your car in any way.

AROSC Previews

An outline of coming events

AROSC General Meeting - 26 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, announcements, etc., we'll have a very special program.

Automotive journalist Paul Mitchel will be giving us an inside look at the stunning Scighera - a project car from ItalDesign which is based upon a turbocharged version of the 4-cam 3 liter engine. The next issue of *Alfacionada* will feature an article and Dave Gooley photo essay on this striking vehicle, so we can assure you that this is well worth seeing. Come to the March meeting to listen to Paul talk about the car and see his own photos, which will be different than what you'll see in *Alfacionada*. Plus, of course, Paul's pictures will be in color, which we won't be able to match here..

"In Search of Wildflowers" Tour - 28 March

Join us for the annual AROSC Spring Tour and a day of *Alfa*-related fun. Departing at 9:30 am from the parking lot on the north-east corner of Devonshire and Sepulveda in the San Fernando Valley, tour-master Jay Negrin will lead us over some great "*Alfa* roads" in the Antelope Valley area. Bring food with you, as we will be stopping for a picnic lunch in the high desert.

AROSC Concours at San Antonio Winery - 11 April

The first AROSC Concours of 1999 will be held at the San Antonio Winery in Los Angeles. Be sure to arrive by 9:30 am, as judging will start promptly at 10:00 am. We expect to see all types of *Alfas*, from garage queens to daily drivers, and all are welcome. Please remember that this event is not in Pebble Beach and we are all out here to have a good time.

There will also be a Novice class for first-time entrants. This is a good way to get a feel for how to prepare your car for a Concours, along with other newcomers who have never participated in a concours before. The winery will be open for both lunch and tours (optional), so come on out and bring the whole family for a fun-filled day with fellow *Alfisti* and many great cars. Everyone is encouraged to come even if you are not planning on displaying your vehicle.

AROSC General Meeting - 30 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, announcements, etc., we'll have a special program.

AROSC Driving School at "Streets of Willow" - 1 & 2 May

Called, "the best bargain in high-performance driving you will find anywhere", the AROSC Driving School is an event for everyone. Whether you are interested in improving your track skills or want to focus on learning the defensive driving skills which will improve your safety on the street, this is an event for you! With classroom instruction, time on a dry skid pad, time on a wet skid pad, and track time, you'll come away from the weekend with a capability behind the wheel which you didn't realize

you had. Look for a registration form as an insert in *Alfacionada* and send it in right away to insure your space in the school.

Car show in conjunction with the Muckenthaler Car Show - 16 May

The Muckenthaler Car Show, held on some great terrain in Orange, is a multi-marque event held annually as a charitable fund raiser. Not only will you see some great cars of all types, but your AROSC Board is working with several

other AROC Chapters in the area to help create a great *Alfa* presence at the event. We'll have entry forms and additional information in future issues of *Alfacionada*.

AROSC Spring Swap Meet - 23 May

The first AROSC Swap Meet of 1999 will be an event you will not want to miss. In addition to the opportunity to buy rare and valuable *Alfa* parts at incredibly low prices, you'll be able to sell your old junk at unbelievably high prices. Even if you are not in the market for parts, it's worth coming for the scenery. Judging from past events, we expect to see all types of *Alfas* in attendance. For some reason, these events seem to draw a turnout of *Alfa* models worthy of a concours event.

**Automotive journalist
Paul Mitchel will be
giving us an inside look
at the stunning
Scighera**

Season Finale at Willow Springs

A Halloween event provides treats for some and tricks for others

Text and photos by Randall Higa

It was the last AROSC Time Trial and Race Weekend for 1998 at the big track at Willow Springs Raceway. For some, the Halloween weekend was full of treats, and for some, it was full of tricks. At least the weather behaved and it was, all things considered, quite pleasant. It was nice to have decent conditions after a year of El Nino precipitation that included a big flood at Sears Point Raceway. But, as many of you know, the Sears Point Raceway event seamlessly transitioned to the February AROSC Carneros/Sonoma/Napa Wine Tour.



Fred Hamilton's Buick has the spirit of the season

Unfortunately, I was one of those who got the Halloween "tricks" instead of the "treats." I spent most of the weekend under the hood of the GTV and chose to drive home early on Sunday to minimize the risk of being stuck in the cold dark desert with a temporarily disabled car. Therefore, I missed about 99% of the Time Trial and race activities and ended up concentrating only on events within 10 feet of my GTV. I do apologize for the meager and selfish perspective coverage of this event.

From my limited perspective and from what I overheard, the weekend went smoothly and there were no major incidents. The Antelope Valley Inn has been the default hotel of choice for the past several years, and did not disappoint except for their large outdoor welcoming sign that prominently read, "Alpha Romeo in Spring Room." At least they spelled "Romeo" correctly - I was going to push my luck and ask how they pronounce it, but wisely decided against it. The dinner at the Antelope Valley Inn was up to its usual standards, but the big treat was watching the final F-1 race at



The tire man cometh - Paul Ellis in his Dunestang

Suzuka live in the Antelope Valley Inn bar. The race was a bit of an anticlimactic finish for the F-1 season, but it was absolutely the best entertainment in Lancaster on Halloween.

My woes began on Saturday afternoon when my GTV suddenly lost about 80% of its power going down the back straight. It felt as though it was only running on one cylinder or suddenly contracted a nasty strain of the flu. Once in the pits, the collective Alfa Romeo wisdom was gathered together and the head scratching began. Charlie Thieriot's amazing depth of knowledge was put to good use as we checked for various mechanical and electrical gremlins.

After several minutes of prodding, yanking, and inspecting, and testing the plugs, distributor, coil, fuses, fuel pump, etc., Terry Manchester hooked up Randy Harris' timing light and found that the ignition timing was severely retarded. I ignored all snide



Anthony Rimicci's Milano at speed



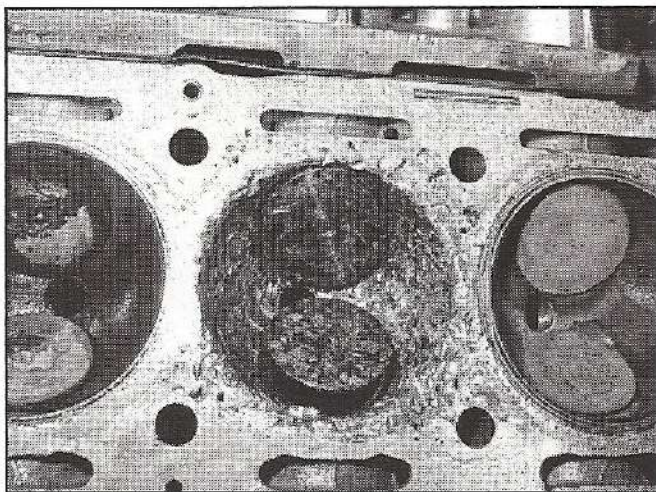
Reactions seem to vary at the Drivers' Meeting

comments about the similar condition of the driver. The GTV was soon restored back to its old self after correcting the timing. Yippee!

However, much to my dismay, the fix didn't last and the GTV had to be re-timed a couple of more times before the end of the weekend. Although we couldn't find the cause of the problem, Charlie suspected that the problem was with the oil pump. I was thankful that the GTV got me home in fine style. Many, many thanks to all that lent a hand with the GTV; especially Terry Manchester and Charlie Thieriot.

It was noted that Charlie was in the same Time Trial class as myself and, if he were of questionable character (which he is most certainly not!), he might have been suspected of sabotaging a competitor. [After getting the car back to my mechanic, Stewart Sandeman, he found that it was indeed the oil pump that was defective and was causing the ignition timing to slip.]

Terry Manchester was also attacked by a bit of bad luck when he discovered escaping coolant in the bottom of his engine bay. After pulling off the fan shroud (just after we did that on my car)



Believe it or not, Dirk Stoehr's engine came back from this problem to win class E on Sunday

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he found a tiny geyser sprouting water from the radiator back towards the engine. Charlie Thieriot again came to the rescue and asked if anyone had Alumaseal radiator sealant. Huh, what is Alumaseal? Won't that clog up vital engine coolant passages in the aluminum *Alfa* block? As Charlie explained, Alumaseal was put into ALL NEW *Alfa Romeos* by the dealers in the early 1970s to compensate for the leaky cooling system that came from the factory!

After finding a willing Alumaseal donor, a crowd huddled around Terry as he poured the silvery powder into his radiator. Everyone ooh'd and aah'd as we saw the leak magically stop. Amazingly (almost magically), the stuff worked, and Terry went on to capture second place in Class D and drive his car home. Needless to say, during my next trip to the auto parts store, I purchased a shiny new timing light and Alumaseal.



In the photo above, Charlie Thieriot's 164 Sedan leads a Spider around Willow Springs International Raceway.



At the left, Ray Kohl shows us that even after 30 years an Alfa Duetto knows how to provide a great experience.

During the ordeal, Charlie also told many of his famous stories from his days as a service manager at an *Alfa Romeo* dealer, his Trans Am racing adventures, and his early AROSC Time Trial days. One of the favorites was when he was at one his first AROSC Time Trial events and informed everyone before lunch that he was going to rebuild his limited slip and then drive the timed runs just after lunch. To everyone's amazement (including the resident *Alfa Romeo* gurus of that time) he did just that! His trick? Leave the right axle and differential in place on the car and pull off only the left side to get at the plates. And, oh yes, add a ½ teaspoon of molybdenum disulfide anti-seize into the differential for optimum limited slip operation.

Many thanks to all of the AROSC Time Trial Directors and all of the participants for another successful event.

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AROSC Time Trial 98-5
Willow Springs International Raceway
1 November 1998

No.	Class	Name	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
50	C	Brown, Alex	<i>Alfa GTV</i>	01:40.000	01:44.000	01:42.000	01:40.000	01:41.000	01:43.000
40	C	Manchester, Terry	<i>Alfa GTV</i>	01:42.000	01:43.000	01:43.000	01:42.000	01:42.000	01:43.000
28	C	Harris, Randy	<i>Alfa Duetto</i>	01:45.000	01:48.000	01:46.000	01:45.000	01:52.000	01:45.000
29	C	Harris, Michael	<i>Alfa GTV-6</i>	01:45.000	01:45.000	01:59.000	01:46.000	01:07.000	01:45.000
80	C	Story, Scot	<i>Alfa GTV</i>	01:49.000	01:51.000	01:49.000	01:49.000	01:49.000	01:49.000
32	D	Hesthal, Mark	<i>Alfetta GT</i>	01:48.000	01:50.000	01:49.000	01:49.000	01:49.000	01:48.000
1	D	Thieriot, Charlie	<i>Alfa 164</i>	01:48.000	01:50.000	01:50.000	01:48.000	01:48.000	01:49.000
84	D	Russell, Art	<i>Alfa GTV</i>	01:50.000	01:51.000	01:50.000	01:51.000	01:51.000	01:52.000
47	D	Rimicci, Anthony	<i>Alfa Milano</i>	01:54.000	01:56.000	01:54.000	01:55.000	01:55.000	01:54.000
52	D	Lambert, Alan	<i>Alfa Spider</i>	01:55.000	01:59.000	01:57.000	01:56.000	01:55.000	01:57.000
118	E	Stoehr, Dirk	<i>Alfa Giulia Ti</i>	01:49.000	01:49.000	01:49.000	01:49.000	01:49.000	01:49.000
18	E	Garbini, Fabio	<i>Alfa Giulia Ti</i>	01:50.000	01:50.000	01:51.000	01:52.000	01:51.000	01:51.000
68	E	Bianchi, Norm	<i>Alfa Spider</i>	01:50.000	01:51.000	01:50.000	01:52.000	01:52.000	01:51.000
41	M	Mello, Wayne	944 Turbo	01:37.000	01:39.000	01:00.000	01:37.000	01:37.000	01:49.000
168	M	Padilla, Jose	Mazda RX-7	01:38.000	01:39.000	01:41.000	01:39.000	01:39.000	01:38.000
15	M	Fultz, Gary	Corvette	01:47.000	01:48.000	01:47.000	01:47.000		
45	M	Nolan, Peter	Corvette	01:50.000	01:52.000	01:51.000	01:56.000	01:50.000	
37	N	Knoke, Jim	944-T	01:39.000	01:43.000	01:42.000	01:41.000	01:41.000	01:39.000
729	N	Nelson, Greg	RX-7	01:40.000	01:43.000	01:41.000	01:40.000	01:41.000	01:47.000
5	N	DeArman, Daryl	RX-7	01:41.000	01:43.000	01:41.000	01:41.000	01:41.000	01:51.000
16	N	Galbreath, Rick	RX-7	01:42.000	01:42.000	01:43.000			
735	N	Seho, Kenneth	RX-7	01:49.000	01:49.000	01:50.000	01:50.000	01:51.000	01:51.000
129	N	Nelson, Kim	RX-7	01:55.000	01:57.000	01:56.000	01:56.000	01:56.000	01:55.000
247	N	Rusciolelli, Remy	Lotus Europa	01:57.000	01:00.000	01:59.000	01:58.000	01:57.000	01:57.000

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AROSC Time Trial 98-5
Willow Springs International Raceway
1 November 1998

No.	Class	Name	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
56	O	Choe, Danny	BMW 325is	01:39.000	01:42.000	01:40.000	01:41.000	01:41.000	01:39.000
49	O	Rogers, Matthew	BMW M3	01:44.000	01:44.000	01:45.000	01:45.000	01:44.000	01:45.000
351	O	Torres, Manny	Corolla	01:44.000	01:48.000	01:47.000	01:46.000	01:44.000	01:44.000
74	O	Scholey, Michael	240SX	01:46.000	01:46.000	01:47.000	01:46.000	01:46.000	01:55.000
66	O	Morgan, Jan	Mustang	01:46.000	01:47.000	01:46.000	01:47.000	01:47.000	01:49.000
20	O	Groth, Claus	944 Turbo	01:46.000	01:49.000	01:46.000	01:47.000	01:47.000	01:01.000
913	O	Lee, Rick	Dwarf Ford	01:48.000	01:50.000	01:48.000	01:50.000	01:48.000	
54	O	Wagner, Donald	Mustang	01:51.000	01:52.000	01:52.000	01:52.000	01:52.000	01:51.000
57	O	Cline, Charles	BMW M3	01:52.000	01:55.000	01:52.000	01:56.000	01:53.000	
76	O	Seiffer, Jonathan	Datsun 510	01:59.000	01:01.000	01:00.000	01:59.000	01:00.000	01:59.000
72	P	Rodriguez, Carlos	RX-3	01:41.000	01:50.000	01:42.000	01:46.000	01:42.000	01:41.000
119	P	Hamilton, Steve	Toyota MR2	01:42.000	01:44.000	01:43.000	01:44.000	01:44.000	01:42.000
131	P	DeAnda, Cesar	Mustang	01:44.000	01:46.000	01:44.000	01:44.000	01:45.000	01:48.000
58	P	Cuison, Rosito	Datsun	01:49.000	01:53.000	01:52.000	01:50.000	01:49.000	01:49.000
75	P	Hernandez, Randy	Integra	01:49.000	01:49.000	01:51.000	01:50.000	01:51.000	01:50.000
94	P	Arroila, Ramon	RX-3	01:49.000	01:52.000	01:53.000	01:53.000	01:50.000	01:49.000
87	P	Wakamatsu, Peter	Integra	01:54.000	01:56.000	01:54.000	01:55.000	01:54.000	01:54.000
62	P	Lufton, Steven	Toyota MR2	01:55.000	01:00.000	01:57.000	01:56.000	01:55.000	01:18.000
14	P	Fibrow, Dennis	Toyota MR2	01:58.000	01:01.000	01:59.000	01:59.000	01:59.000	01:58.000
93	P	Kutkus, N. J.	Mercedes SLK230	01:59.000	01:00.000	01:59.000	01:01.000	01:01.000	01:00.000



Four and twenty GTVs, all in a row?

Drive! - He Said

The first AROSC Driving School of the year is coming on May 1st and 2nd

"The best bargain you will find in high-performance driving instruction." That's the way the AROSC Driving School has been described, and on May 1st and 2nd you will have another opportunity to experience at first hand what the AROSC Driving School program can do for your driving skills.

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Ignition Notes

Little things can make a big difference

by Dave Beach. Courtesy of Alfa Bits, AROC Oregon Chapter

Let's say your *Alfa*, in this case a '65 *Spider Veloce*, has been running like a train for the last three days on a trip. It's been in 100°F weather, up to 6000' briefly and still ticking on all four. You decide to take a spin up Century Drive. It makes the leg to Mt Bachelor no sweat. Then as you are cruising south at 5000' elevation on Century Drive, it slowly seems to be losing power... noticeable when pulling small grades.

At the end of a relatively flat stretch, it barely is running. Pulling away from a stop, you almost become fodder for an 18-wheeler, failing to outrun a turtle. It revs to 5000rpm, but when attempting to pull from a stop sign, you are almost flattened like a pancake because of no power. But by keeping revs above 3000 and slipping clutch, you finally manage to get underway.

Oil pressure is good, but temp starting to rise...(normally running at 180°F on 100°F day). After limping 100 miles to Klamath Falls... after fortunately much flat road mixed with some slight hills taken in third at 30mph(flat out for all she's worth), you pull to exit city center.

After about 10 stoplights (mostly run on red for fear of dying) drawing many a horn toot from those friendly Klamathinians(?), you make it to a motel. By now the water is 250 degrees temp... and she dies... refusing to restart.

OK: What has happened?

Electric? Fuel? Water?

ATTEMPTED DIAGNOSIS:

1. Water is full; radiator evenly hot.
2. After cooling, it tries to start, but won't continue to run, so I spent the better part of that evening and next a.m. trying a new fuel pump, bypassing regulator/filter; checking each fuel hose individually to make sure none were collapsed. I blew into the fuel tank and made sure fuel was at the carburetors; pulled screens on the Webers... found them clean. Observed that there was fuel in the float chambers.
3. Although I thought it was a fuel problem, I did pull the distributor cap, but didn't see anything IMMEDIATELY wrong... unfortunately.

ANSWER:

The problem was in the distributor. The graphite center contact in the distributor cap had broken off and lodged itself out of sight beneath the points... 'shorting them out' sufficiently to kind of run, but not well, and certainly not timed to the engine. Then to compound things, it turns out that the Bosch points (all relatively new stuff) were not manufactured correctly.

The pivot post (these are one piece points), is supposed to extend approximately 1/8 inch beneath the points so as to fit into a hole in the distributor baseplate. This set did not extend, and in the 2000 miles of use, had become loose, and the pivoting portion/contact was 'flopping' and the points barely making contact... sometimes in line, and sometimes not.

Despite the fact that I'd purchased the set of points and d-cap close to 3 years ago, the reputable *Alfa* parts outlet sent me 2 (properly made) replacements at no cost. I suppose the lesson is to get electronic ignition... but perhaps nothing is foolproof.



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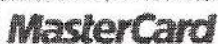
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Laguna Heat

One time trialer's perspective on Laguna Seca

Text by Doug Bender, photos by Art Russell

Our usual scribe, Randall Higa, was sick and did not make it to the Laguna Seca Time Trial in February (Valentine's day) so I will offer a few observations. Because I didn't plan ahead of time on writing anything, I didn't make any attempt to wander around the way Randall does to get a broader viewpoint, and my observations are strictly from my own selfish point of view. Art Russell helped with some of the details.

First a little history about my own preparations for the weekend. After two years of time trials, my 1974 GTV developed serious engine problems last year; my plan was to learn something about Alfa engines by taking it to the long-awaited AROSC engine-rebuilding clinic. Meanwhile, as a stopgap I bought a "cheap, time-trial-ready" 1983 GTV6 which turned out to be anything but cheap or ready for time-trials.

After throwing lots of \$\$ at the GTV6, I drove it at Laguna Seca last year and was utterly frustrated. I didn't realize rear brake pads wear out about twice as fast as fronts, and so I had to do Sunday's runs with essentially no brakes. More importantly, its gearing is far too long for a short track with hills, and driving it at Laguna Seca was an exercise in sheer frustration. So... I NEEDED the GTV to be back together before running at Laguna Seca again.

When this year's schedule was announced, sure enough, Laguna Seca was the first event. So, I contacted my faithful Alfa mechanic Fabio Garbini and asked whether he had an engine I could borrow or buy. He did, but soon after called me with a better deal... he found a rebuilt bottom end (new bearings and rings) for a very reasonable price, which together with a spare head I had bought at a swap meet pretty much made up a new engine. Unfortunately, with the pressures of work and general procrastination, time slipped to early February, two weeks before the Time Trial, with no further progress.

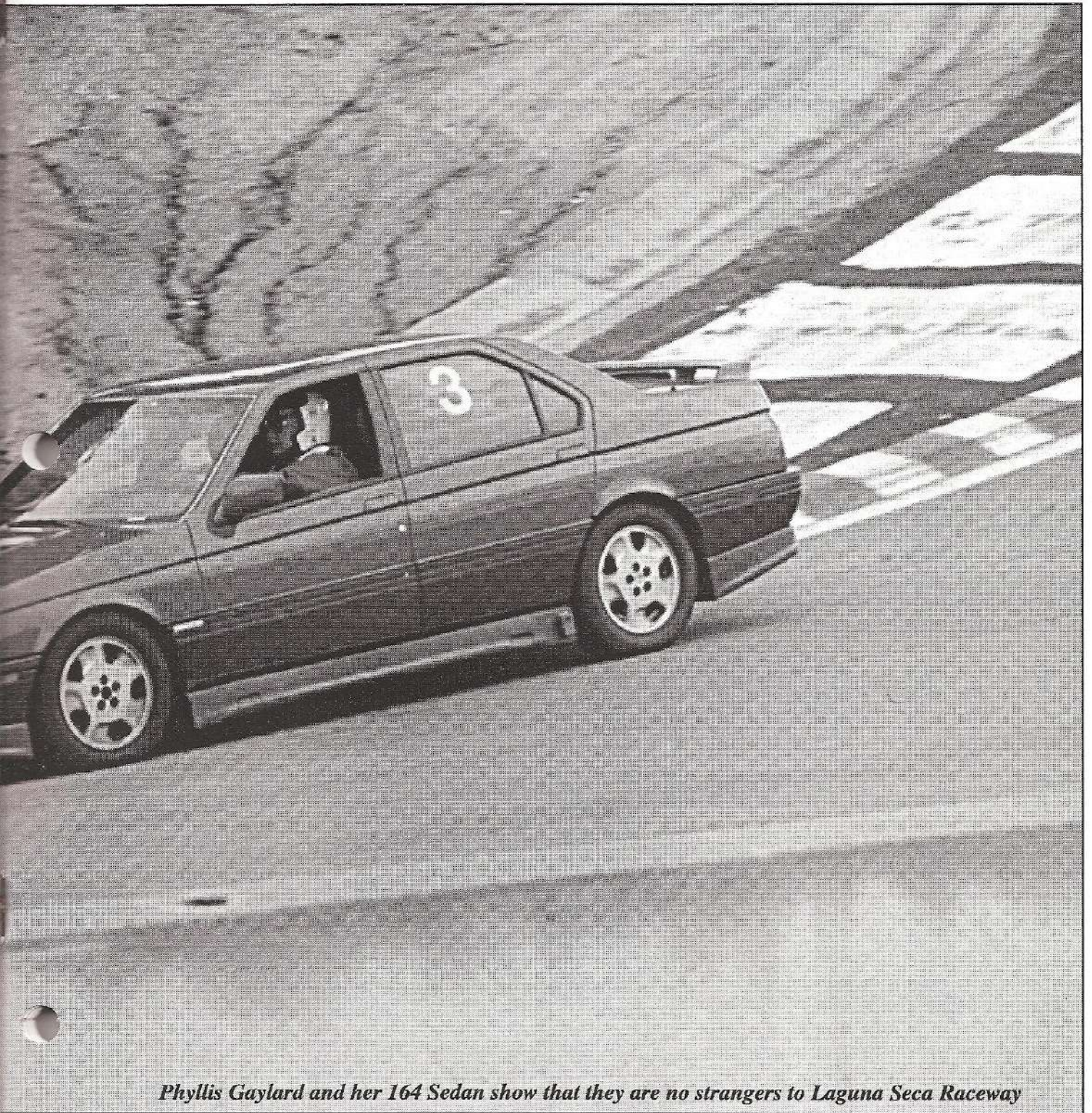
Now it was time to get serious. I took a few days off work, and in the space of a week, disassembled the head, got it cleaned up and surfaced, assembled the engine, and swapped the new engine into my car in Fabio's garage. The engine swap took two 8-hour days over the weekend before the time trial. Starting the engine up at 6:00 on Sunday evening was the biggest thrill of my year so far!

Then during the week I smogged the car, registered it, and was up till 5:30 in the morning on Thursday night doing last-minute preparations (remember, the car hadn't run for a year). When it started looking like rain for the weekend, of course I also had to order and install a new set of street tires in case the track was wet.



! - A la AROSC

. And no, his name is not T. Jefferson Parker .



Phyllis Gaylard and her 164 Sedan show that they are no strangers to Laguna Seca Raceway

Alfa Romeo Owners of Southern California

On Friday I drove to the Monterey in convoy with my friend Art Russell in his red '73 GTV (yes, the one pulling a small motorcycle trailer for his race tires and tools). We met some more friends at the hotel, had a good dinner, and went to our rooms. Incidentally, this year's hotel was excellent... good quiet rooms, a decent restaurant, and very close to the track.

During the weekend I was pretty busy sorting out last-minute details on my car so I didn't get much chance to wander around, but here's what I observed.

Saturday's weather was generally sunny and dry. The driver's meeting started a little late ("Alfa time"). Things went well, with no major accidents. The club provided a nice lunch for the drivers. There were several cars from Northern California that we seldom see at AROSC events, but not as many truly unusual cars as I have seen at Laguna Seca before.



Alan Lambert's Spider at play on Laguna Seca

Some of the more interesting cars I saw included an Opel GT and a Triumph Spitfire customized with a Rover V8 and a hard-top. Steve Hamilton and Glenn Bjorkman had their Lolas, and the Dunestang showed up. Plus of course, lots of *Alfas*... the usual *GTVs* and *Spiders*, several *Giulia* sedans, and plenty of later cars (although the *GTV6* contingent was down somewhat). One of the *GTVs* looked like a full-race car with plenty of races behind it.

The Saturday night banquet was held at Fisherman's Grotto on the wharf in Monterey. The banquet was much better than last year... we had a private room and the food was very good.

Unfortunately, it started raining Saturday night and Sunday morning the track was quite damp, not really drying out till the third group's practice session. Group 1's practice times were about 10 seconds high because of the wet track. In the afternoon the weather cooperated nicely with a dry track and sunny skies for the timed runs and race.

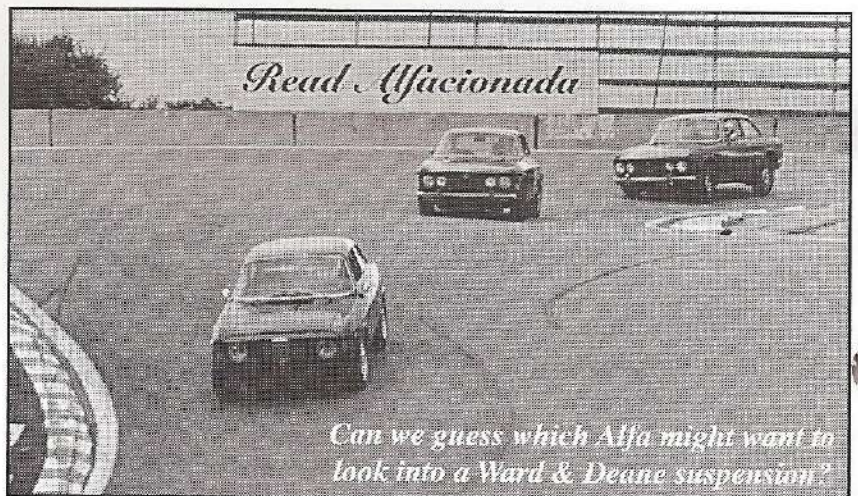


Mark Hesthal is caught checking out the GTV of Art Russell

The race was won by a Porsche 944 Turbo and second went to an Acura NSX Turbo. The Dunestang started off strong and faded later in the race. As far as time trial results, the groups I follow closest are *Alfa* Classes C and D. Alex Brown continued his winning streak in Class C, with Terry Manchester second (so what else is new?). Mark Hesthal won Class D, edging Art Russell.

Several cars had the usual troubles with the Laguna Seca decibel police. Both Lolas had problems, and Steve Barber's *Alfa GTV* was black flagged during his timed run because his exhaust developed a crack.

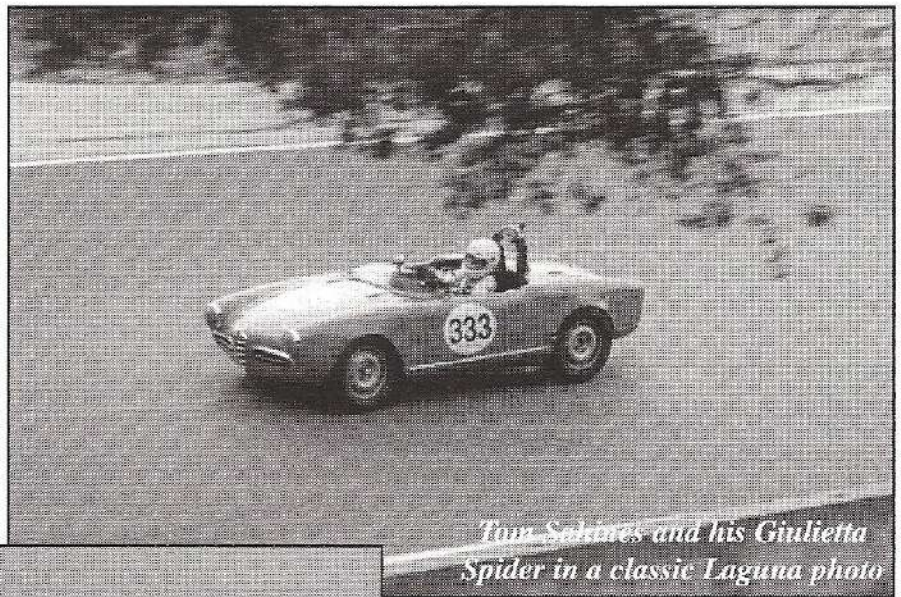
A new feature at this time trial was the electronic timing system the club is evaluating. This system uses a transponder attached to each car, which slides into brackets that Alex Brown handed out to each driver. The system times each car and prints out a time sheet for each run group. By the third practice on Saturday, these time sheets were being posted shortly after each session... a very convenient, near-real-time means to track one's progress. These times were used to grid the cars up during Sunday's timed



Can we guess which Alfa might want to look into a Ward & Deane suspension?

runs. I hope we get to keep using it. Another new feature was that all *Alfas* had to be classified by Randy Harris. This caused a few cars to move up or down a class. A good thing as far as I am concerned.

We had, by my count, one "incident" and three significant accidents on Sunday. The "incident" was Alex Brown's *GTV* dropping its oil drain plug and dumping 7 quarts of oil on the track... thanks for showing us your line Alex! As for accidents, a BMW M3 hit a wall during the Group 1 timed runs and caused the group to rerun. A late-model Ferrari F355 Spider sustained significant damage to its rear coming out of the corkscrew... the rumor was that it was the same Ferrari that hit the wall hard and dam-



Tom Sahines and his Giulietta Spider in a classic Laguna photo



Craig Goldenson's GTV-6 at speed

aged its front at Turn 4 last year.

Terry Watson's Merkur hit the wall going up the hill to the corkscrew after Turn 6 and sustained significant damage to its right side. Terry lives near me in the South Bay, and he had to be on a plane to Boston Monday morning, so I gave him a ride home in my *GTV*. There wasn't much room left for us after loading up my gear (tools, spares, etc) in the trunk, race tires in the back seat, and Terry's duffel bag on top of the tires. I've never had so much stuff in the *GTV* before.

And oh yes... how did I do? The car performed nearly flaw-

lessly. Burns more oil than it should... I should have put in new valve guides. My first time at Laguna Seca year before last I was intimidated by the blind turns and walls. I am not as intimidated anymore, and my times improved steadily over the weekend, but I still need to improve by several seconds. My best time was in the 2:03 range, and the winning time in Class D was about four full seconds better.

So, I felt, as usual, a real thrill to be driving at Laguna Seca. I was glad to have the car back running and reliable (especially after the frantic week of preparation). I was a lot less frustrated driving it than the *GTV6*, but I would rather be less busy preparing the car and have more time to concentrate on my driving, and I was not thrilled with my time. Wait till next time!

Finally, let me thank the usual gang for arranging and running everything...Charlie Thieriot, Phyllis Gaylard, Alex Brown, Pierre Pfeffer, Randy Harris, Steve Hamilton, and several others who I don't know yet by name. Without them, there wouldn't be any AROSC Time Trials.

Race Results

No.	Class	Name	Car	Best Lap	Laps Run	Differential
6	M	Mello, Wayne	Porsche 944	1:45.166	12	01:38.0
55	M	Hayashi, Doug	Acura NSX	1:44.750	12	0:03.874
11	M	Ellis, Paul	Dunestang	1:47.839	12	0:22.401
252	N	Freeman, Gary	Porsche 911	1:49.077	12	0:33.818
33	N	Sahines, Tom	Alfa Giulietta Spider	1:54.615	12	1:47.633
12	N	Burgoon, David	Alfa GTV	1:54.108	12	1:49.057
22	N	Purdie, John	Datsun 240Z	1:56.642	11	1 lap
8	N	LaCosta, Tom	Alfa Giulia Ti	1:57.366	11	0:07.181
61	N	Hamilton, Steve	Lola T-594	1:46.439	8	4 laps
135	N	Lee, Joseph	Mazda RX-7	1:58.947	6	6 laps
27	N	Bjorkman, Glenn	Lola T-497	1:51.423	1	11 laps



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**AROSC Time Trial 99-1
Laguna Seca Race Track
14 February 1999**

No.	Class	Name	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
66	A	Leake, Al	Alfa GTV	1:52.899	01:55.000	01:53.000	01:53.000	01:53.000	01:54.000
50	C	Brown, Alex	Alfa GTV	1:53.606	01:59.000	01:56.000	01:54.000	01:22.000	01:54.000
7	C	Manchester, Terry	Alfa GTV	1:55.696	01:59.000	01:57.000	01:56.000	01:56.000	01:02.000
133	C	Sahines, Mike	Alfa Giulietta Spider	1:57.816	01:02.000	01:00.000	01:00.000	01:59.000	01:58.000
28	C	Harris, Randy	Alfa Duetto	1:59.039	01:21.000	01:01.000	01:59.000	01:10.000	01:00.000
86	C	Sands, Eric	Alfa GTV	2:01.993	01:05.000	01:05.000	01:04.000	01:02.000	01:03.000
18	C	Goldenson, Craig	Alfa GTV-6	2:03.572	01:05.000	01:04.000	01:04.000	01:04.000	01:04.000
52	C	Lambert, Alan	Alfa Spider	2:03.769	01:09.000	01:09.000	01:06.000	01:05.000	01:04.000
90	C	Liao, Jesse	Alfa Milano	2:10.128	01:12.000	01:10.000	01:16.000	01:10.000	01:10.000
41	D	Hesthal, Mark	Alfetta GT	1:59.776	01:02.000	01:02.000	01:02.000	01:00.000	01:00.000
84	D	Russell, Art	Alfa GTV	2:00.362	01:03.000	01:03.000	01:02.000	01:00.000	01:00.000
83	D	Bender, Doug	Alfa GTV	2:03.399	01:06.000	01:05.000	01:05.000	01:03.000	01:04.000
96	D	Troian, Gianni	Alfa Milano	2:07.364	01:11.000	01:10.000	01:09.000	01:08.000	01:07.000
3	D	Gaylard, Phyllis	Alfa 164 Quad	2:08.518	01:11.000	01:09.000	01:09.000	01:15.000	01:09.000
38	D	Dahlberg, Jon	Alfa GTV-6	2:12.817	01:17.000	01:17.000	01:14.000	01:15.000	01:13.000
144	E	Kattchee, Ted	Alfa Spider	2:02.883	01:04.000	01:04.000	01:04.000	01:03.000	01:03.000
44	E	Kattchee, Chris	Alfa Spider	2:05.909	01:10.000	01:08.000	01:08.000	01:08.000	01:06.000
47	E	Pfeffer, Pierre	Alfa GTV-6	2:07.388	01:11.000	01:10.000	01:09.000	01:09.000	01:07.000
57	E	Lewis, Brian	Alfa GTV-6	2:08.656	01:16.000	01:13.000	01:13.000	01:10.000	01:09.000
196	E	Kunedt, Peter	Alfa Milano	2:12.063	01:16.000	01:15.000	01:16.000	01:14.000	01:12.000
39	E	Karnezos, Marcos	Alfa GTV-6	2:13.078	01:16.000	01:19.000	01:13.000	01:13.000	01:14.000
53	E	Barber, Steve	Alfa GTV	2:13.911	01:14.000	01:13.000			
10	F	Savattoni, James	Alfa GTV	2:09.713	01:14.000	01:13.000	01:11.000	01:12.000	01:10.000
2	G	Cartsonas, Chris	Alfa GTV	2:10.271	01:12.000	01:11.000	01:10.000	01:11.000	01:12.000
4	M	Schepergerdes, Bill	Corvette	1:44.375	01:47.000	01:45.000	01:45.000	01:44.000	01:45.000
49	M	Sauter, Robert	Corvette	1:47.045	01:48.000	01:47.000	01:47.000	01:49.000	01:49.000
14	M	Padilla, Jose	Mazda RX-7	1:51.357	01:55.000	01:52.000	01:51.000	01:42.000	
120	M	Alexander, Kirk	Corvette	1:52.613	01:54.000	01:55.000	01:53.000	01:53.000	01:53.000
58	M	Alter, Mark	Corvette	1:54.434	01:02.000	01:57.000	01:56.000	01:55.000	01:54.000
111	M	Vizcarra, Alex	Acura NSX	1:57.204	01:01.000	01:00.000	01:59.000	01:57.000	01:57.000
21	M	Reitman, John	BMW M3	1:59.566	01:03.000	01:00.000	01:00.000	01:00.000	01:00.000
46	M	Staebell, William	Corvette	2:00.483	01:04.000	01:03.000	01:00.000	01:04.000	01:02.000
115	M	Wynne, Richard	Acura NSX	2:01.828	01:03.000	01:02.000	01:04.000	01:03.000	01:04.000
45	N	Stern, Gary	Chevy Camero	1:46.481	01:48.000	01:46.000	01:47.000	01:47.000	01:15.000
252	N	Freeman, Gary	Porsche 911	1:49.157	01:49.000	01:50.000	01:50.000	01:50.000	01:50.000
62	N	Poulin, Robert	BMW M3	1:54.662	01:57.000	01:55.000	01:55.000	01:55.000	01:55.000
117	N	Stramotas, Tino	Acura Integra	1:54.870	01:57.000	01:55.000	01:55.000	01:55.000	01:55.000
25	N	France, Allan	BMW M3	1:57.591	01:00.000	01:58.000	01:58.000	01:58.000	01:58.000
150	N	Peterson, Ted	Pontiac Firebird	1:59.199	01:06.000	01:02.000	01:01.000	01:00.000	01:59.000
735	N	Keller, John	Mazda RX-7	2:07.379	01:09.000	01:10.000	01:09.000	01:09.000	01:07.000

AROSC Time Trial 99-1
Laguna Seca Race Track
14 February 1999

No.	Class	Name	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
16	O	Dahlen, Greg	VW Pickup	1:55.100	01:03.000	01:57.000	01:56.000	01:55.000	01:56.000
29	O	Nelson, Greg	Mazda RX-7	1:57.443	01:00.000	01:58.000	01:57.000	01:59.000	01:03.000
20	O	Morgan, Jan	Mustang	2:00.322	01:04.000	01:03.000	01:01.000	01:01.000	01:00.000
82	O	Wakamatsu, Peter	Acura Integra	2:04.772	01:07.000	01:06.000	01:05.000	01:05.000	01:05.000
291	O	Nelson, Kim	Mazda RX-7	2:05.003	01:10.000	01:09.000	01:07.000	01:08.000	01:05.000
76	O	Wagner, Donald	Mustang	2:07.277	01:08.000	01:08.000	01:09.000	01:08.000	01:07.000
59	P	Hedman, Ted	Datsun 510	1:58.073	01:01.000	01:00.000	01:59.000	01:58.000	01:58.000
19	P	Hamilton, Kathy	Toyota MR2	2:00.419	01:01.000	01:00.000			
36	P	Hadler, Philip	Dodge Neon	2:03.480	01:06.000	01:03.000	01:10.000	01:04.000	01:06.000
5	P	DeArman, Daryl	Toyota MR2	2:04.097	01:06.000	01:04.000	01:08.000	01:22.000	01:04.000
71	P	Brown, Bruce	Mazda RX-7	2:04.658	01:06.000	01:05.000	01:06.000	01:05.000	01:05.000
641	P	Luftman, Steven	Toyota MR2	2:08.294	01:11.000	01:11.000	01:10.000	01:08.000	01:09.000
64	P	Kohl, Raymond	Toyota MR2	2:09.597	01:12.000	01:11.000	01:10.000	01:10.000	01:10.000
51	P	Fibrow, Dennis	Toyota MR2	2:10.687	01:14.000	01:15.000	01:12.000	01:11.000	01:33.000
67	P	Herman, James	Mazda Miata	2:11.251	01:15.000	01:15.000	01:14.000	01:11.000	01:12.000
81	Q	Hamilton, Fred	Buick Regal	2:15.264	01:18.000	01:17.000	01:17.000	01:15.000	01:17.000

The Concours Is Coming!

AROSC will visit the San Antonio Winery for the first AROSC Concours of 1999

by Anthony Rimicci

The first AROSC Concours of the 1999 season will be held at the San Antonio Winery, close to downtown Los Angeles. This event should be very exciting since last year's event was rained out (thanks, El Nino). We should expect to see all types of *Alfas*, from garage queens to daily drivers, and all are welcome.

Remember that this is the first AROSC Concours of the year, so this is a good way to get started on your 1999 AROSC year-end trophy points in the Concours category, along with your year-end points for an Overall trophy.

Judging will begin promptly at 10:00 am, so make sure that you arrive by 9:30 am. Please remember that this event is not Pebble Beach and we are all out here to have a good time. Just don't forget to clean your car as much as you can, including under the hood, and to take out all loose articles from the car that should not be there. Make sure to bring all tools, owner's manuals, brochures, dealer sticker, etc. They all get you extra points.

There will also be a Novice class for first-time entrants. This is a good way to get the feel of how to prepare your car for a concours, along with other newcomers who have never participated in a concours before this event.

The winery has a tasting area and a restaurant area and will be open for lunch and tours (optional). So come on out and bring the whole family for a fun-filled day with fellow *Alfisti* and many great cars. All of you are encouraged to come, even if you are not planning on displaying your vehicle.

If anyone has any questions or comments, please don't hesitate to call Anthony Rimicci at (818) 360-3418.

SEE YOU ALL THERE!

Sunday, 11 April at 9:30am

Directions: From the I-5 Golden State Fwy, exit at Main St. and turn right. Go down 5 blocks and turn left at Lamar St. Follow the Winery signs to the end of the street and enter the parking lot.

GTV6-Milano Driveshaft Repair

Notes from a tech session at the shop of a well-known East-Coast Alfa mechanic

by Roger Medlin - courtesy of Alfa Advocate, AROC Mid Atlantic Chapter

Peter Krause held an excellent tech session for very interested *Alfisti* on the subject of driveshafts—items unique to *Alfas* in their design with the cast rubber doughnut couplings known as “Guibos.” Peter started with the six cylinder models, which are quite similar to the *Alfetta* and the *Sport Sedan* drive trains. The first usage of the De Dion suspension in *Alfas* was in the 8C 2900 and the *Tipo 159* racecar, per Luigi Fusi.

The De Dion axle arrangement dates back to the 1890's, where it was used in cars to reduce unsprung weight, and to keep the driving wheels parallel with constant camber (usually zero) to keep them perpendicular to the road. Albert, Comte De Dion, and Georges Bouton patented the concept in 1894. Because of the geometry of the system, the flex-joints are required. Only some high performance cars used the De Dion arrangement, due to the high cost of the design.

The driveshaft is divided into two sections, coupled with a guibo in the center of the design, bolting both halves together. This is mounted behind the center support at the rear end of the front driveshaft section. At each end of the assembly there are guibos connecting to the driveshaft-to-clutch yoke in the rear and to the flywheel-to-front coupling at the engine.

The guibos are the usual items to fail. They are constantly stressed to transmit engine torque to the clutch flywheel in the rear mounted clutch/transmission/differential assembly. The guibos absorb rotational shock and allow the flexing of the driveshaft in other planes. They are made of cast rubber with inserts for the connecting bolts. The guibos have casting marks showing the date of manufacture and usually fail by loosing a chunk of rubber from between the mounting bolts, due to stress cracks developing over time. You can reasonably expect to have to replace guibos every three to five years. Usage and age accelerate the failure.

We all know that rubber hardens and loses resiliency with time, and it certainly has been true of Italian rubber. You should be able to inspect your couplings and note cracks, and certainly broken sections. The problems are usually evident from driveability clues, such as vibrations at different speeds.

A very serious problem associated with partially broken guibos is accelerated wear of the nose ends of the driveshaft, causing support bearing wear and possible distortion of the bearing shaft end in the driveshaft nose or the end where the support bearings are. This wear can cause vibrations at certain speeds due to either (or both) worn bearing races or a bent end of the shaft. This causes an elliptical or off-center rotation, “whipping up” vibrations.

The best way to replace driveshaft guibos is to remove the entire driveshaft assembly and do the work “out of the car”. This also allows easy checking of the bearings at each end for wear and inspecting the center support bearing assembly. It is most important to mark the center guibo mountings so you can maintain the same relationship between the two driveshaft sections (use a punch AND white-out). Marking the front and rear guibos is not critical, since they are connected to the engine and clutch couplings, not to the other driveshaft.

Removal of the driveshaft assembly is not easy, but with care it is within the home mechanic's scope. The best way to do the job is to remove the rear muffler section the heat shield, unbolt the shift linkage rod from the bottom of the gearshift lever, and remove the cross member from under the driveline (only the *Milano* has a removable cross member). Loosen the nuts at the rear and forward guibos. It helps to have someone depress the brakes or put the car in a high gear to keep the driveshaft from turning.

Loosen the center support bearing bolts. Different guibos have bolts of different lengths, so keep them straight. Now, by jacking up the De Dion tube, the assembly is tilted forward and after finishing the guibo bolt removal you can slide the driveshaft assembly forward down and back for removal.

The center guibo, which you have marked for proper realignment, may be unbolted so the front shaft propeller assembly can be taken off to get to the center support. The yoke is held by two thin nuts which are very vulnerable to damage, so be very careful not to burr or damage the threads. Now the center support can be removed and inspected.

The usual wear mode is not breaking of the rubber insert holding the bearing assembly but a sagging down so the bearing is not centered in the support. (A good time to probably replace it if the sag is evident). [To replace the center support bearing, you'll need a gear puller or press and a 32mm deep-well socket. A 1-1/4 inch 1/2 inch drive deep-well socket will also work (available from Home Depot). The torque wrench setting for the 32mm nuts is 72 ft.lbs.]

The *Milano* and the *GTV-6* use the same front and rear guibos, but different center ones. The guibos come with a band around the perimeter which allows for the bolt installation, and shouldn't be removed until the final steps, after the bolts are secured.

Speaking of the guibo bolt and nut assemblies, Fred Di Matteo has written that he has seen different thickness washers and doubled up washers used in guibo assembly, for balancing purposes. Peter said that he has never run into this, so be aware of the possibility and note so if found. There is normally one washer per bolt under the nut.

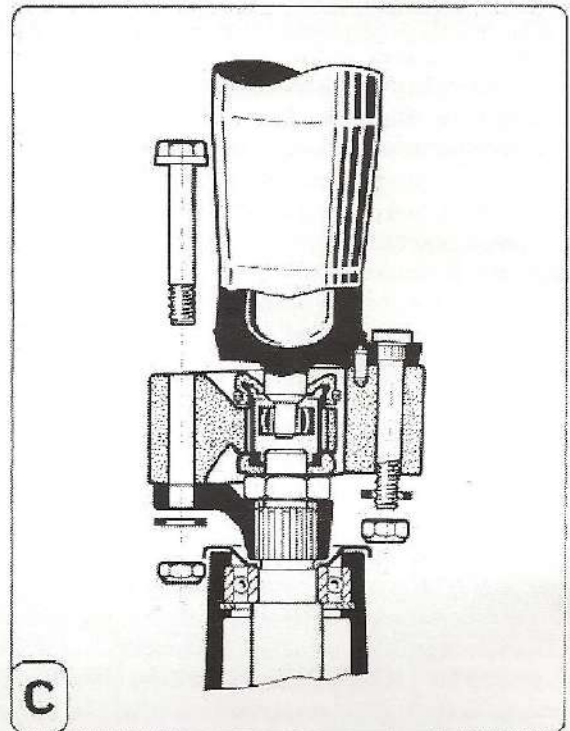
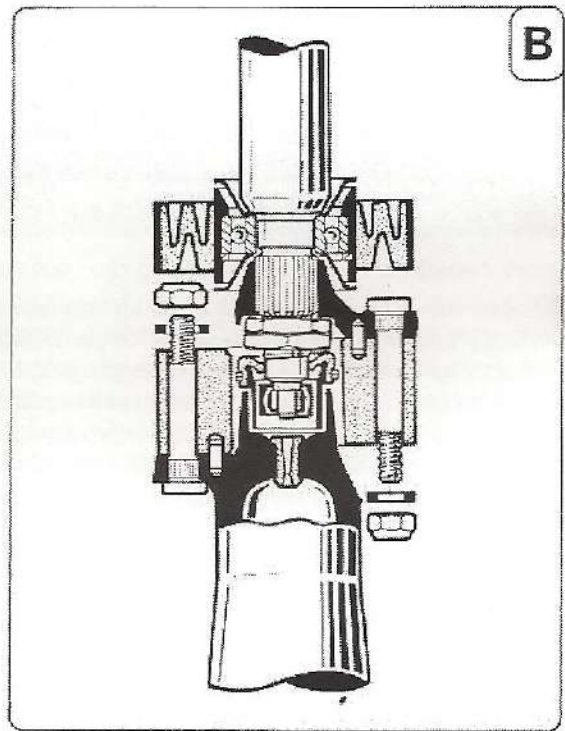
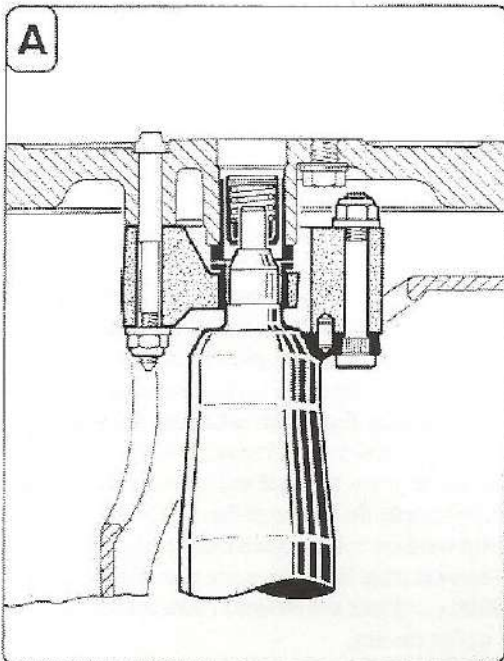
Keep the nuts and bolts together because of their different lengths front and rear. Note that the old guibos have dust shields to keep dirt and moisture out. Replace the seals for proper wear protection. New guibos do not come with seals, use the old ones or order new ones if necessary. After checking for wear on the components and replacing any worn bearings, etc. it's time for reassembly.

When reinstalling the driveshaft assembly, don't bolt everything up tight at first. This allows for alignment of the bearing sleeves and center support, and checking for proper free play. Do not forget to lubricate the driveshaft bearings and sleeves on reassembly. Pay particular attention to the splined shaft at the engine end, it only goes together in one way due to a flat key, but it must be lubed. When you are certain components are aligned and properly placed, bolt everything up according to specs and be sure you removed the guibo metal assembly bands. Usually the bands come off easily by breaking off a special tab.

Be sure you are ready for the job if you plan to do it yourself. A competent *Alfa* mechanic will require five to seven hours to do a driveshaft rebuild and replacement. Also be aware that no *Alfa* manual gives complete instructions for this job. I have found decent instructions included in the following sources:

- *Alfa Romeo Sedan & Coupe 1973-1980*, Haynes, 1982, page 92ff. Covers four cylinder cars only—be aware that the six cylinder cars are different.
- *Alfa Owner's Bible* by Pat Braden, Robt. Bentley, page 162ff.
- The *GTV6 CDROM* from CarDisc International, (716) 346-4549. Actually just describes the four cylinder cars.
- *Alfetta Transmission, Suspension, Vehicle Height, Steering Gear, and Brakes Workshop Manual*, Alfa Doc. 2064, Nov. '75. Covers four cylinder cars only. [The illustrations for this article are from this manual.]

Special thanks to Peter Krause for a great tech session.



Finding Top Dead Center

The point from which many of your engine's important functions are referenced

by Herb Bridge - courtesy of Velocissima, AROC
New England Chapter

One of the critical steps in setting valve timing or just in checking the ignition timing on a car you have never worked on before, is to determine the position of TDC and make sure that the mark on the crankshaft pulley lines up with the reference pointer. A special tool called a dial indicator makes this measurement easy; it screws into number one spark plug hole and measures the position of the piston to determine when it has reached the highest point of its travel.

This position should occur when the pointer lines up with the mark 'P' on the pulley. However, in using this method we have to remember that it may not be very accurate. This is because that, for a given angular change in the position of the crankshaft (say 5 deg) the position of the piston doesn't change much near TDC whereas it changes a lot half way through the stroke. Thus at TDC, 5 deg rotation of the crank moves the piston about 0.009 inches whereas at the 90 deg position of the crank 5 deg moves the piston 0.150 inches.

Now, how accurately do we need to measure the angular position of the crank and can we do it with the dial gage alone? The width of the reference marks on the cam sprocket and on the Camshaft bearing cap is about a degree of camshaft rotation, similarly one hole on the camshaft sprocket vernier changes the Camshaft position 1.5 deg.

So one degree accuracy for the camshaft position is about right and that corresponds to two degrees at the crankshaft. Now the relation between piston travel and angular position of the crank is complicated and different for different engines, but for all four cylinder *Alfas* you are likely to work on and for the old 2600 six, two degrees crankshaft rotation at TDC corresponds to about 0.0013 inches of piston travel.

Since the dial gage can easily be read to 0.0005 the accuracy is just about right. But the message is: don't get sloppy—read the dial gage with care and repeat the measurement several times. If you are really fussy use a degree wheel or put a piece of tape on the crank pulley with three equally spaced marks about half an inch apart.

Measure them accurately and line up the center mark with the 'P' on the pulley. The dial gage should now read the same piston travel for the two outside marks; if it doesn't the reference pointer must be reset.

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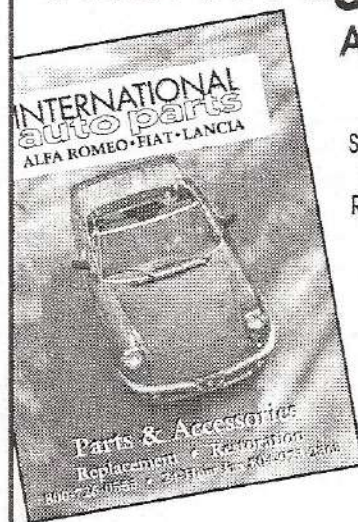
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1988 Milano 3.0. Valve job, new tires, front seats just covered with original Recaro cloth. A/C and ABS pumps just replaced. Everything functional. \$5,500
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1988 Veloce Spider. Air, leather, 5-speed. Maroon with tan interior. 61,500 miles, smog certificate, cry nice all around. \$5800 OBO.
Call (310) 373-1932

Project car: 1965 (66?) Giulia Sprint Speciale. Disk brake model. Stripped, dipped, painted, chromed, extra parts, some parts missing. Great project for the masochist enthusiast. Asking \$7,500.

Project cars: Three 2600 Sprint Coupes. Make one from three! Asking \$2000.

1982 GTV6. Not running. 69,000 miles, good interior, electric sun roof, fair Anthracite exterior. Asking \$1000.

1988 Milano engine. 3 liter, condition unknown, no accessories. Asking \$750.
Call Al Cortes at (310) 214-5657 (W) / (310) 970-0127 (H)

1967 Duetto. California car with same owner last 10 years. Many extras including rebuilt engine & trans, LSD, super-sport springs, and sway bar, Marelliplex, original hardtop, beautiful red paint, and much more. \$13,000 OBO

1974 GTV. Built for vintage racing or Time Trials and can also be driven to and from the track. Recently rebuilt engine, trans, injection pump, shimmed rear-end and much more. Beautiful yellow paint. \$8000 or \$6000 without engine & trans. OBO
Alfa Ricambi Super Sport Springs. For 105/115 cars. \$90 for set of 4.
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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, stainless steel brake lines, battery. \$11,000 + labor invested. Asking \$8000.
Call Bill at (805) 254-2222 (W) or (805) 252-1712 (H)

1979 Sprint Veloce (Alfetta) GT. 47k original miles. 22k on complete engine rebuild (pistons, liners, bb, valve job, ported, etc.) Excellent running condition. Tan leather, tinted windows, 6-speaker CD, European headlights, Shankle/Koni suspension. New brakes, transmission mounts, driveline, clutch, catalytic converter. Must See. \$2700 OBO
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1964 Giulia Spider Veloce. Recent engine and transmission overhaul. Hardtop, clean driver. \$9000.
Call Ted at (760) 772-1413

1963 Maserati Sebring 3500 GT. Project car. Complete, big potential.
Call Art at (805) 966-7852

1967 1300 Junior GT. New 2.0 engine, original 1300 engine included. Call for info between 9-5. \$7000 OBO.
Call Pino at (415) 495-7777

1967 Spider. Older restoration, well maintained, red/black interior, all records, smog exempt. \$10,500 OBO or trade for GTV-6.
Call Randy at (408) 364-2069

1969 Spider 1750. Green/black interior. Runs great, new top, posi rear end. \$5000 OBO.
Call Ed at (650) 367-7788

1969 GTV. Maintained, recent interior, minor dent, electric and engine rework, great car. \$5000.
Call Bob at (559) 730-1200

1969 Spider. Red and Black, excellent condition. \$10,500.
Call Felix at (650) 358-0127

1973 Spider. Beautiful and fast. Panasports, Konis, AR cams, Shankle, Marelliplex, interior, top, paint like new. Best offer. Call Ernest at (805) 528-6686

1973 Montreal. Red with black leather. Excellent condition. Complete owner, shop, and parts manuals. \$34,000 invested. \$18,000 OBO. Call Joyce Johnson at (805) 967-7336

1974 Spider. Red/black. 115K, very good mechanical condition, recently hit in front passenger side. Asking \$1500. Call Lou at (408) 735-0486

1974 GTV. Solid, no rust, body stripped, repainted, engine blueprint, tuned and detailed, new carpet, mags. Runs good and strong. \$4500. Call Robert at (650) 591-6283

1976 Alfetta GTV. New paint, upholstery, brakes, and fuel injection pump. Very strong runner. \$2500 OBO. Call Norm at (805) 733-3994

1978 Spider. Silver with burgundy interior. Recarro seats, new top, headlamp covers, Bilstein gas shocks. 74K miles, always garaged with car cover, exceptional condition. Original owner, all records. Best offer over \$10,000. Call Jim Carberry at (805) 965-6431

1981 Spider. 104K original miles. Red, new canvas top, Michelin tires, alloy wheels, suspension package, runs good, extra parts. Needs carpet and interior side panels. \$2700. Call Doug at (805) 682-2490 or leave message at (805) 882-4416

1984 Spider. Red with beige interior, great body, runs great too! Second owner and never had a problem with this beauty. New baby so must sell. All paperwork available. \$4600 OBO. Call Jo at (805) 563-1415

1986 Spider. Black, Alpine CD, very good condition. Sacrifice \$4500 OBO. Call Scott at (805) 963-0187

1987 Milano Verde. Black, well maintained. Second owner, must sell, leaving country. \$5500 OBO. Call Scott at (805) 963-0187

1988 Milano Verde. 100% original. \$7900. Call (213) 852-4933

1991 164. Anthracite over gray. 60K miles, pristine condition, auto, sun roof, alloys. Hauling of sports equipment and taxi service for children and Scout groups forces reluctant sale. Best reasonable offer takes this excellent example of the pinnacle of Alfa engineering. Call Rex Chalmers at (310) 836-3160 (W) / (310) 645-8945 (H). E-mail to <aroms@ix.netcom.com>

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Wanted: 1978 Alfetta transaxle. Call Mark at (805) 684-5951

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Our 1999 Calendar

January	February	March	April
1 SMCCC Rally 7 AROSC Board Meeting 29 AROSC Annual Meeting 8pm. Culver City	4 AROSC Board Meeting 5 SMCCC Rally 14-5 Time Trial -Laguna Seca 26 General Meeting - 8pm. Culver City	4 AROSC Board Meeting 5 SMCCC Rally 26 General Meeting - 8pm Culver City 28 Tour "In Search of the Wildflowers"	1 AROSC Board Meeting 2 SMCCC Rally 11 Concours at San Antonio Winery 30 General Meeting - 8pm Culver City
May	June	July	August
1-2 Driving School - "Streets of Willow" 6 AROSC Board Meeting 7 SMCCC Rally 23 Swap Meet 28 General Meeting - 8pm Culver City 29-30 Time Trial - Willow Springs	4 AROSC Board Meeting 5 SMCCC Rally 13 Concours at El Dorado Park 16-20 National Convention, Kansas City 26 General Meeting - 8pm Culver City	1 AROSC Board Meeting 2 SMCCC Rally 3-4 Time Trial at Buttonwillow 30 General Meeting - 8pm Culver City	1 Tech session & BBQ at Phyllis Gaylard's home 5 AROSC Board Meeting 6 SMCCC Rally 27 Concours Italiano in Monterey 27 General Meeting - 8pm Culver City
September	October	November	December
2 AROSC Board Meeting 3 SMCCC Rally 4-5 Time Trial - Willow Springs 24 General Meeting - 8pm Culver City	1 SMCCC Rally 7 AROSC Board Meeting 9-10 Driving School at "Streets of Willow" 16-7 Wine Tour 24 Alfa-Porsche Challenge, Buttonwillow Raceway 29 General Meeting - 8pm Culver City	4 AROSC Board Meeting 5 SMCCC Rally 7 Concours at "Under 3 Liter Meet" at Woodley Park 13-4 Time Trial - Willow Springs 19 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	11 Holiday Party 12 AROSC Board Meeting