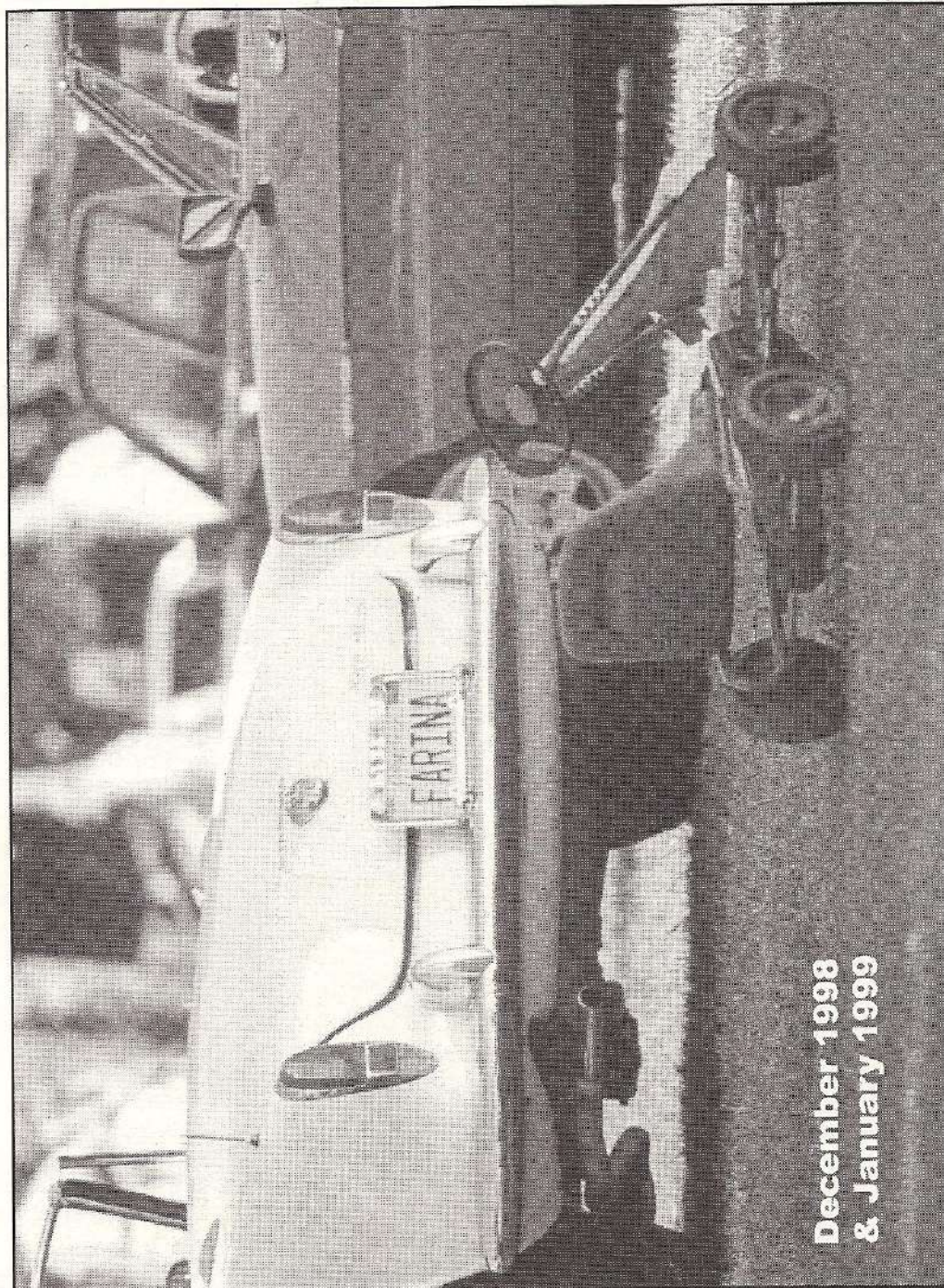


Quadrifoglio

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



December 1998
& January 1999

In This Issue: "When Things Click But Nothing Cranks", "Did Someone Say Party?", "Of National Consequence" and much more . . .

Meeting Information

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

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91394

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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

Do we see evidence of an *Alfa* enthusiast in training in this picture, taken at the final *Alfa Romeo Owners of Southern California* Concours of 1998, held in Woodley Park?

Event coverage and more photos of some of the dozens of *Alfas* in attendance can be found in this issue, starting on page 14

Photo by Tom Suter

Disclaimer (a.k.a. Lawyer Repellent)

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

AROSC Previews

An outline of coming events

AROSC General Meeting - 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 special program.

"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 northeast 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 week-end 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 April

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.

AROSC General Meeting - 28 May

Join us for May'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 Time Trial at Willow Springs Raceway - 29 & 30 May

Following February's event at Laguna Seca, our second Time Trial of 1999 will be held at the Willow Springs Raceway and should be another fun event.

For additional information, call Paul Blankenship at (818) 883-0266 or John Cote at (714) 495-8523



In Search Of Wild Flowers

Coming to the mountain roads near you on Sunday, March 26th

by Jay Negrin

Yes, again. It is that time of year when Southern California *Alfisti* gather their loved ones, pack a picnic lunch and, with a good set of route instructions, head for the hills. Them hills are meant for *drivin'*!

They are one of the driver's natural resources, right next to the suburban sprawl most of us call home. And on 9:30 Sunday morning, the 28th of March, the annual AROSC springtime tour, *In Search of Wild Flowers*, will commence again.

In the springtime they provide a "long-cut" from the urban and suburban living areas to the high desert, where the elusive wild flowers lay in wait. There are many routes through those hills, and I have shown you but a few in the past several years. As your tour guide, I will endeavor to once again demonstrate that getting there can be more than half the fun.

Our destination, as the name implies, is the fields of the Antelope Valley, where poppies, lupines, wild mustard, and more flowers than I can remember, make their post-winter emergence.

Last year, due to El Nino induced storms, the weather was less than cooperative. The winter chill had not yet left the area, and in addition to the cold it was damp and windy.

In spite of those conditions the frail, delicate things that are the wild flowers bloomed. It was not the riotous profusion of flowers I have seen in years past, but it held promise. It is a promise of color and splendor that I want to share with as many *Alfa* owners and drivers as I can.

I can only guess as to what Mother Nature has in store for us, but I would like to invite you all to come with us, and enjoy the journey together. Dress appropriately, and be prepared for anything Nature can dish out.

As with past tours, this one will once again start in the northern end of the San Fernando Valley. We meet at 9:30 AM, in Mission Hills, behind the Bank of America, in the parking lot on the north east corner of Devonshire and Sepulveda.

Also following a tradition of sorts, once we arrive in the high desert we will be stopping for a picnic lunch. Pack your own store of delights, or purchase from the local markets. (There are two supermarkets literally in walking distance from the starting location.)

Reservations are not necessary, but if you have any questions, comments, or suggestions, please feel free to call me at (818) 894-3549.

E-mail works, also. I am at jmnegrin@aol.com.

I look forward to hearing from you or, better yet, seeing you on the morning of the tour.



0170

Happy New Year to All

by Charlie Schwartz - AROSC President

As I write, both 1998 and my term as AROSC president are rolling to an end. We've had a good year and calls for my impeachment have been comparatively few and far between, all things considered.

It had crossed my mind to leave this space blank as a parting holiday gift to our membership, perhaps just inserting the always clever, "Best Wishes from a Friend". But at the risk of seeming like the guy who locks the garage door after the car's been stolen, I would like to take a look back over my shoulder at some of the club issues that concerned me in 1998.

During the year, AROSC membership continued its slow and steady increase (at last count we stood at about 325 members), which of course means that the club's dues income also grew. However, like so many other things in life, our expenses aren't what they used to be, either. In years gone by we were able to find free places to hold our general meetings and January awards meeting. For the past few years that hasn't been possible, so the club's treasury has been facing the extra burden of rental expenses. For myself and the other members of the board, this has been a matter of real concern when it comes to planning and budgeting.

A case in point is January's meeting. Last January we rented the larger Rotunda Room at the Veterans Memorial Park based on the far greater-than-usual turnout these meetings have traditionally sparked. Many of us remember when we would have well over 200 people at a January meeting at El Camino College. In the hurly-burly of today's world, though, it's harder than ever to get a commitment from a prominent guest speaker sufficiently in advance to do adequate publicity, and perhaps this is one reason our 1998 turnout was lower than expected. Whatever the reason, the club's expense for that meeting was several times higher than for a General Meeting, yet the turnout only about 50% greater than for a monthly meeting.

With an eye toward our bottom line, the board didn't want to risk exposing the club to a similar level of expense for the January 1999 meeting, so we cast about for an alternative approach. Earlier in the year we did an informal poll to see if a January meeting in a restaurant (the way many other AROC chapters find their meeting locations) would be appealing to the membership, and we concluded was that this no-rent approach is also problematic.

Without a hard commitment from a guest speaker, we couldn't count on a turnout sufficient to offset the minimum we'd have a guarantee a restaurant with the key attributes of a West Side location, ample free secure parking, and Italian cuisine. We should really have at least two and probably three months to properly

publicize an event like this, and about the same amount of lead time to book the restaurant. Alas, none of the prestigious potential speakers we approached could make a definite commitment that far in advance. The old squeeze play.

Speaking of *Alfacionada*, the dynamic tag team of Tom Suter and Phyllis Gaylard has done a great job again this year with our newsletter. Through a special arrangement he engineered, Tom has been able to have the newsletter printed out of town on a supersophisticated machine which has saved us a lot of money on production, which is AROSC's largest expense by far. And Phyllis has helped us save even more on the "lettershop" functions of addressing and mailing the newsletter. I know I'm not alone in thanking them both for providing us with the best newsletter we've had in years - and at the lowest overall cost in years, which is quite an accomplishment.

But no system, and especially no system in a volunteer organization like AROSC, is perfect. We have had complaints of the newsletter being late, of events publicized too close to their dates (or past their dates), etc. More than once we have been forced to mail the newsletter first class rather than bulk rate in order to get it in your hands ASAP, which represents a significant increase in our monthly postage expense. And to take up the slack that's almost inevitable in a system like ours, we've had a few first class special notice mailings during the year.

Here again, the tension between finalizing the information that needs to be communicated, producing and mailing the newsletter, and holding the line against rising costs has been a major challenge. It reminds me of a film editor I used to use who had a sign posted over his editing bench: Highest Quality, Lowest Prices, Fastest Turnaround... and in tiny letters at the bottom: Pick Any Two.

Glancing back over the 1998 club calendar, you'll see that despite monsoon rains and rising expenses in 1998 we had quite a terrific year with a revitalized concours program (thanks, Ron Avery!), a somewhat soggy but decidedly exciting and successful Time Trial program, a number of special events both locally (swap meets, thanks to the Robins!) and on the road (a toast to the Blankenships for the wine tour and to Jay Negrin for the wildflower hunt!). In fact, there was something going on every month something for pretty much everybody, and a few months when there was an *Alfa Club* event available every single weekend!

1999 looks like its shaping up to be another year of fun, excitement, and challenge. Best of luck to our new board in rising to meet the occasion... and to all our members for a great holiday season and a terrific 1999. You're the best 325+ pals a boy ever had!

-30-

Wine Tasting in '98

How Sweet It Is (Was)

Text and photos by Jay Negrin

How many of you have been wine-tasting with the *Alfa* club? I mean, really? OK, the few that have raised your hands, can now lower them. The rest of you, listen up. You have missed out - for the third time - on three greats that we have to offer: Great roads; great wine; and great people. And, oh yeah, staying for a couple of nights at the historic Santa Maria Inn wasn't too bad either.

Someone who is more in tune may be able to figure this question out. Why is it that the good wine areas, at least in Southern California, are associated with such wonderful driving roads? For the past three years, Paul Blankenship has treated us, not only to some very nice vineyards, but also some great driving roads between and around those wineries.

Our first wine tasting tour was in the Santa Ynez Valley, just north of Santa Barbara. Last year our hosts treated us to the wineries in the Temecula area, just outside of, uh, Temecula. This year we went to try some of the wineries in the greater Santa Maria environs.

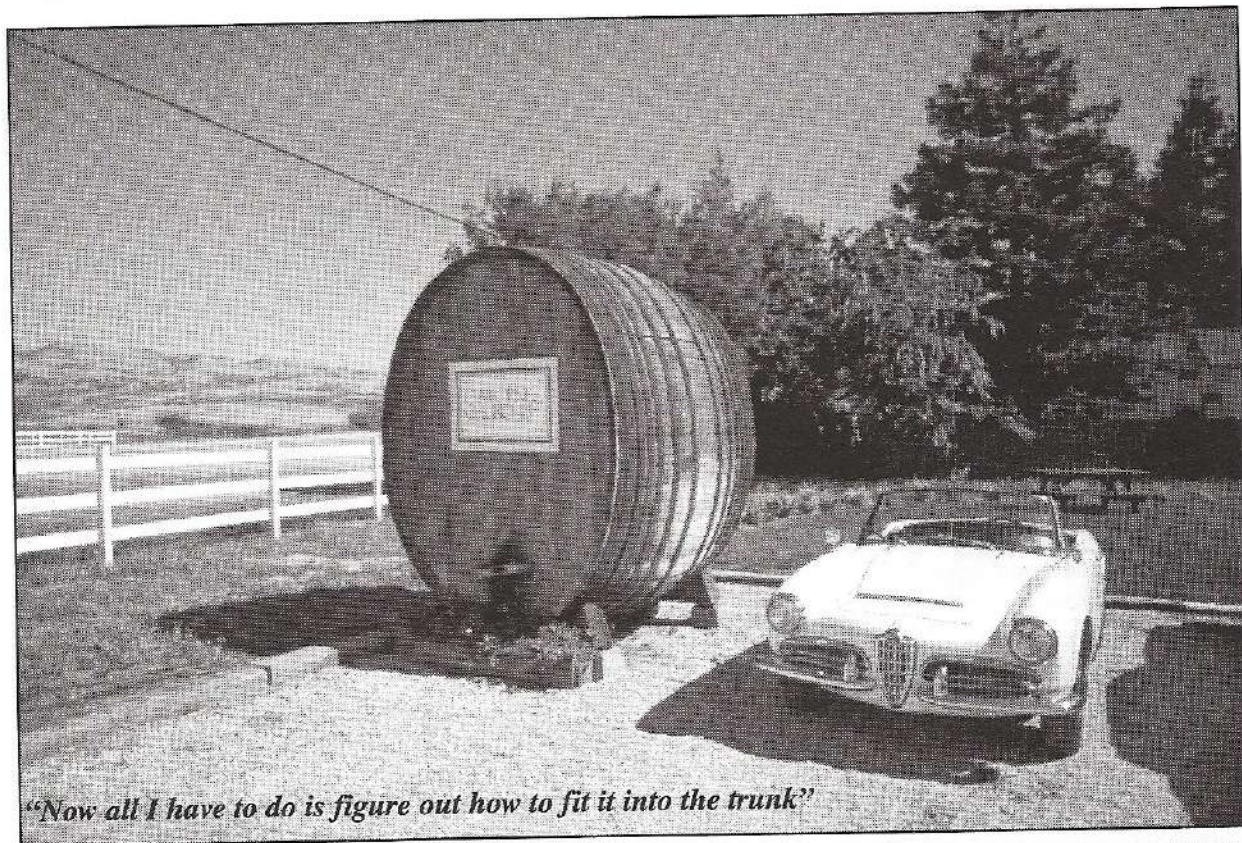
Great wine is no surprise, as that is what we all were looking for; sort of our *raison d'être* for the tour. Paul and Mary Blankenship, selfless souls that they are, went through all of the

trauma and rigors of repeated visits to the wine-making areas to make sure that the rest of us would only have good wine from which to select. They sacrificed so that we could benefit.

As for great people, how could we go wrong? After all, we all started out with one common interest, our love of *Alfa Romeos*. Those who would/could love such amazing mechanical marvels, subject them to roads that seem to match so well to their needs, and have the wish to sample some of nature's bounty could hardly be uncaring, selfish souls.

This wine tasting tour, being held north of Los Angeles proper, was attended by several folks who hale from the Central Coast chapter of the *Alfa Romeo Owners Club*. Some came up for the day (Saturday) while others staying at the Santa Maria Inn, and they enjoyed the company of the rest of us "Southerners". Like I said, great people.

This year, as I mentioned above, Paul and Mary led the *Alfa* club's entourage through the Santa Maria wine country. I know that there are some major wineries in the area, as I have heard numerous radio commercials for a winery in a CANYON-CanYon-canyon. However, we were spared the major commercial interests, and were led to smaller, more intimate, more personal wineries. The settings were generally idyllic, calling out



"Now all I have to do is figure out how to fit it into the trunk!"

for picnic lunches, and time to stop and smell the flowers.

Did I mention lunch? This was a potential fiasco that some enterprising compromisers turned around into a pretty nice affair. After being promised some outdoor space on which to spread our lunches, we were told that another group had pre-empted us.

Not to worry. After a discussion with management, we were allowed to use the wine tasting room as our lunch room. With the wine barrels adding a bit of authentic decor, we had a lively time of it.

During lunch my friend Linda pointed out that of those couples assembled for lunch, at that time, half of the women were nurses and half of the other women were also in the medical profession. I opined that it shouldn't be that unusual, as nurses are - by and large - sympathetic, caring people, who just seem to be able to pick out those individuals who just happen to need help.

We don't need any help being cured of *Alfaholism*, but we do need help expressing our feelings so others may enjoy in our passion. Considering that our group encompassed folks from the far reaches of the Inland Empire, through Orange County and the greater Los Angeles area, up to the Central Coast region, this band of *Alfa* lovers seems to have found an excellent venue for our expression of our love of life.

Great wine, great cars, great roads to enjoy ourselves on and - of course - the great people that make it all happen. Truly, an inspired weekend. Thank you Paul and Mary Blankenship, for organizing another wonderful weekend get-away.

(Continued on the next page)



How did this rumor that Alfisti like to party ever get started?





Jay Negrin's explanation for the reason that the 1998 Fall Wine Tour encountered more flowers than his annual "In Search of Wildflowers" Tour appears to be met with some skepticism

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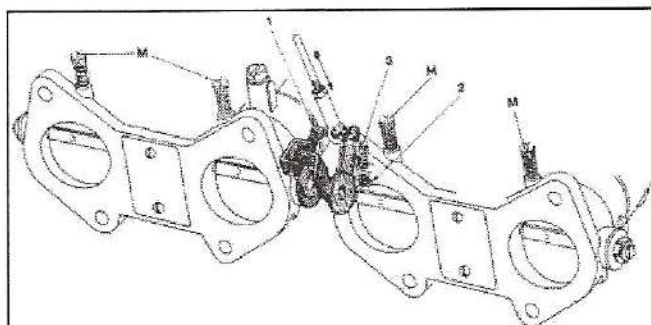
Improving the performance of your carburetted Alfa doesn't have to be a mystery

by Gary Valant with additional comments by Rich Hirsch -
courtesy of i Saluti, AROC St. Louis Chapter

For starters, you are going to need one special tool (of course), i.e., some sort of carb balance tester such as a UNISYN. The best one I have seen is the unit sold by *Alfa Ricambi*, which is cheap and easy to use with no calibration needed. If you have a stock airbox, be sure to get the 90-degree adapter. The only other tool you will need is a small screwdriver. A good portable tachometer would be nice but is not required. Here we go:

- A. Warm up the engine.
- B. Remove the air filter(s) on the carbs.
- C. Attach the balance tester to each throat on each carb. Note the readings from each throat. A difference between carbs can be adjusted, but a difference within one carb may indicate a mechanical problem. Check the following:

- Air leak at carb/manifold or manifold to head. Check by spraying the suspected area with some combustible liquid such as Berryman's B-12, enamel reducer, etc.—NOT GASOLINE. Be careful and have a fire extinguisher handy. A leak will cause an increase in idle speed.
- If cylinder #1 is lower than #2, the air bleeder to #1 will cause a small difference. Clamp the hose to test, unclamp for tuning.
- If #4 is lower than #3, the vacuum hose or brake booster is leaking. Clamp hose to test. Air leaks must be corrected. They cause the engine to run lean and can damage pistons/valves. Mechanism problems such as uneven intake valve clearances, burnt valves or bad rings can cause variations between chambers. Check with a compression gauge or leak-down tester and correct as needed—it's hard to tune



1. Balance adjusting screw
2. Throttle lever
3. Idle speed adjusting screw
- M. Idle mixture adjusting screw

junk. Small variations (5 percent or so) are OK.

- D. If all is well, use the spring-loaded screw (#1 in Fig.) on the center linkage to balance the flow between each carb. Get the air flow as even as possible.
- E. Rev the engine by popping the butterflies open. A hesitation may indicate:
 - Too low idle speed — screw-in main idle speed adjusting screw (#3 in Fig.)
 - Fouled plugs or Poor coil or wires
 - Distributor points/condensor bad
 - Distributor too retarded
 - Accelerator jets not working
 - Idle circuit not working
 - Carbs are still not balanced
 - Venturis are too large or cams are too small
 - Float levels are too low
 - You're out of gas
 - Intake cam timing is way off

continued on page 10

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A slight hesitation is OK. Some European *Alfas* have it and you can learn to drive the car and easily cope with the problem. Large hesitation should be corrected.

- F. Now that the carbs are balanced and there is little or no hesitation, pull off the spark plug wires one at a time and note the rpm drop on each cylinder. If the idle jets are set properly, the drop should be within 25 to 50rpm. Adjust each idle mixture screw (spring-loaded at the back of the carb, 'M' in Fig.) until the drop is even. If you get lost, screw in all four jets and unscrew one to two turns then start over, if one won't adjust, you must clean out the idler circuit. Now go back to Step E. If it revs OK, you're done—go drive the car and check the results. [CAUTION: Most electronic ignitions may be damaged by disconnecting a spark plug wire, so don't adjust idle mixture screws this way unless you are sure your ignition won't be harmed. RHH.]

Notes:

1. Carbureted cars will not idle as smoothly as a well-tuned fuel-injected one, but you can get out more power and it should be more reliable.
2. Idle roughness can be caused by uneven valve clearance or cams. The more overlap on the cams, the rougher it will idle—you can compensate by raising the idle speed.
3. If engine speed hangs up and then drops, the idle mixture screws (M in Fig.) may be too lean (screwed in too far). Back off one-half turn. It's also possible the carb butterflies may be set on the progression holes. Reset idle screws and start over.
4. Idle too rich. Screw in each idle mixture screw until the idle starts to increase, then unscrew one-quarter to one-half turn and rebalance.
5. Car bogs badly on takeoff. Venturis are too large for the cams, or the cams are really hot—or both.
6. Uneven idle, uneven midrange performance. Check that both carbs are tied together and have a support rod to the motor mount. If the carbs can move around, you will get misalignment of the throttle shafts and sporadic performance.
7. The idle mixture screws on Dellortos are in the rear set of tubes and may be covered with grease. Adjust and recover (keeps air and water out).

Rejetting

If all else is OK and the cams are the ones you want, change the jets as follows:

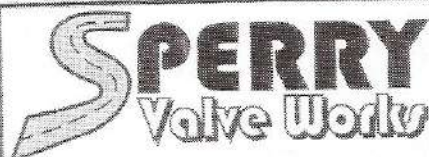
Problem

- Car bogs from takeoff
- Too rich at idle or use smaller jets
- Too rich at midrange
- Too rich at top end
- Surging under steady state driving:
 - At 1/2 throttle
 - At slow speeds

Solutions

- Use smaller venturis
- Lean out mixture screws
- Reduce main jets
- Enlarge air correctors
- Increase main jets
- Increase idle jets

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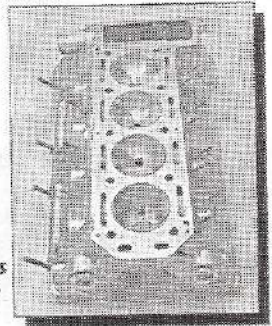
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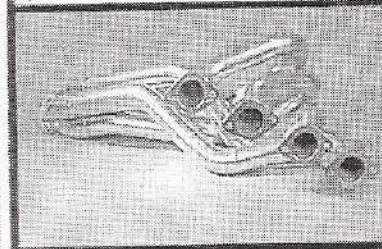
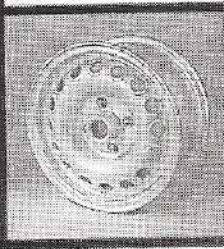
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The Concours Is Coming!

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.

Of National Consequence

Some upcoming events in the National AROC of which you should be aware

Although it may seem as if there is so much going on locally with AROSC that you need never concern yourself with what is happening at the National level, such is not the case. Both from the standpoint of how the club is run, and from the standpoint of activities that can provide enjoyment for you and your Italian love, things are happening.

For anyone who is interested in running for election to the Board of Directors of the National club, it's time for nominations to be submitted. Each Chapter is entitled to one nomination, and nomination can also be done with a form signed by any 10 current AROC members. If you are interested in running as the SoCal nominee, contact *Il Presidente* Schwartz right away. His address, e-mail address, and phone numbers can be found on the inside front cover of each issue of *Alfacionada*.

Also on the National front, if there is any item that you would like to have considered by the AROC National Board at the meeting in Kansas City this June, it should be submitted to the National President by 15 March. As a general rule, the National Board of Directors will normally consider only items which have been submitted well ahead of the Board meeting.

The reason for this policy is that it provides time for public dissemination of the agenda and helps to insure an opportunity for

all of the Chapters to comment before the Board of Directors meets to consider the agenda.

If you are planning on attending the AROC National Convention in Kansas City this June, we hope that you have noticed that there have been some changes from the previously announced schedule. For most people the differences are probably not worthy of special note, but for some of us they create some minor heartburn and, if you were planning on running the Time Trial at Heartland Raceway you are looking at a *major* change.

The Time Trial has now been moved to Hallett Raceway, in Oklahoma and over half a day's drive from the location of the rest of the Convention. In addition, the Time Trial is now scheduled for Wednesday, 16 June, while the rest of the Convention will not be starting in Kansas City until Friday.

What happened to the plans for Heartland Raceway? Well . . . it seems that the folks at Heartland decided to put a venue in the middle of their facility for running "tractor pull" competitions. (*Heartland Raceway is in Kansas, after all!*) The construction necessitates closing the track during the time the AROC Convention is scheduled, so the choice came down to totally canceling the Time Trial or finding another track with time available.

From The Editor

Some miscellaneous rumblings

Yes, Virginia, there *is* an *Alfacionada*. Though you might be forgiven for wondering if this was still true. Granted, you've been getting the flyers with information on the upcoming *AROSC* events, but where has the *real* newsletter been?

If the answer to this burning question is not something that has been keeping you awake at night, you should skip the next three paragraphs. But don't stop reading altogether, since there are other things that you may not want to miss which may be found in the last paragraph.

Why the gap in "real" newsletters? A couple of factors were at work here, one of which can be laid at the feet of your faithful servant and the other of which can be attributed to our friends in the Postal Service. Our first problem occurred when I shipped *Alfacionada* off to the company in Seattle which prints the issues for us and then took off on vacation. Upon my return, I found that the issue had never reached the printer, confirming again one reason why companies like FedEx have managed to take business away from the Postal Service in spite of higher prices.

With so much happening in *AROSC*, merely sending off the same issue to be printed with no changes from the version which had disappeared into that great mailbox in the sky would have meant that it would have reached you containing a lot of "upcoming

events" which were already history. So a decision was made to send out via first class mail a flyer which would make sure that you would know of upcoming events well in advance, to be followed by an expanded *Alfacionada* with its reports of past events, tech articles, etc. and revised material about future happenings.

Ah, as the man said, "The best laid plans of mice and men . . ." Some circumstances in my personal life have forced *Alfacionada* to a lower place on my priority list for a while and, with an *Alfacionada* staff consisting of yours truly, we've had a "publication gap." Although it may be easy to say that this is one of the inevitable hazards of having an unpaid staff, that does not really lessen my own disappointment with everything.

Enough of the past - on to the future! If you haven't noticed it already, I want to call your attention to the number and breadth of the activities that are being provided to *AROSC* members this year. At the meetings of your *AROSC* Board of Directors, it has been a real challenge to figure out how to add proposed new events to the calendar. This problem has basically been that it's tough to find days which are not already occupied by other events or which are not holidays such as the Fourth of July that seem unsuitable for an *AROSC* event since so many people would have conflicting plans. Take a moment and look over what's happening in *AROSC*. We'd love to see *you* at an event!

Timing Chain Tensioning On A 4-Cylinder Alfa

by *Simon Favre - courtesy of i Saluti, AROC St. Louis*
Chapter

[Chain tensioning on the 4-cylinder cars should be done every 12,000 - 15,000 miles and should NOT be done with the engine idling—a method described in many Owner's Manuals.]

1. Remove the cam cover.
2. Put the car in gear and engage the parking brake.
3. Using a cam rotation tool, rotate the exhaust cam backwards (towards intake cam). This takes up the tension on the long run from the idler sprocket to the exhaust cam.
4. Using the same tool, rotate the intake cam backwards (towards intake cam). This takes up the tension on the run between the two cams, and moves all the slack to the run that goes over the tensioner.
5. While holding tension on the intake cam, loosen the tensioner securing bolt with a 14mm wrench. The tensioner should make a "BOING" as it eagerly jumps out to take up the slack. If it doesn't, "encourage" it. It usually only takes 1/2 turn on the bolt, and needs no encouragement. **Do not unscrew the bolt more than one or two turns.** (*Emphasis added - Editor*)
6. Tighten the securing bolt.
7. Release parking brake and put the transmission in neutral.
8. Rotate engine and check tension by pressing on the run between the two cams. Now is a good time to check the cam timing as well. If the chain has stretched, the timing marks will be off.
9. Replace the cam cover.

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.

Whether you are looking to learn the techniques which will improve your safety on the highway, or wish to find out how to take a few more seconds off of your lap times on the track, this is the place to go.



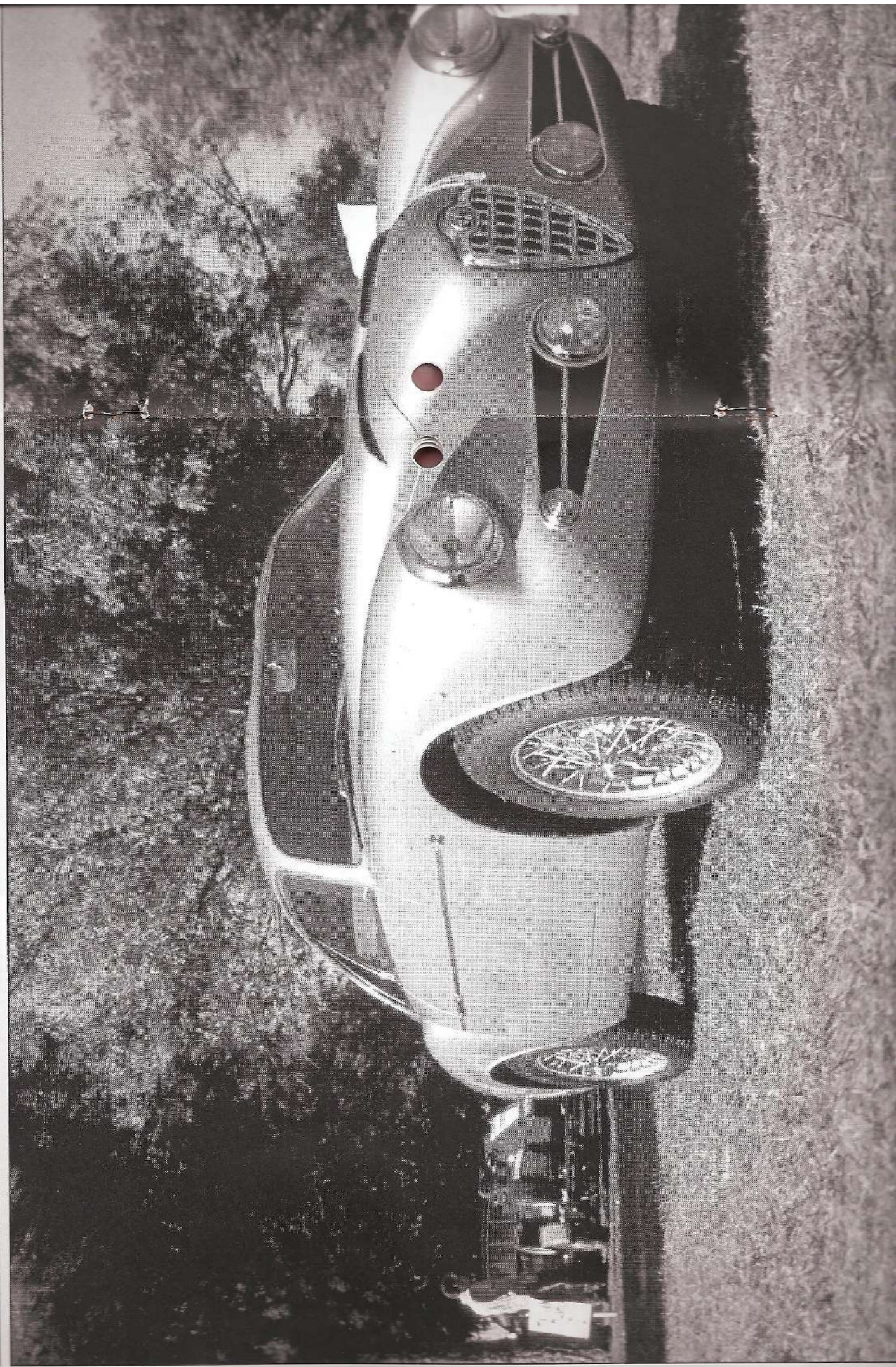
At a fraction of the cost of the commercial schools, you will receive expert instruction, split between the classroom and your vehicle. In your car you'll get time on a dry skidpad, time on a wet skidpad, and time on the track.

Instruction is available for all levels of expertise, and we've had rave reviews from students ranging from New Mexico to the State of Washington.

For additional information, call Steve Hamilton at (310) 214-5110.

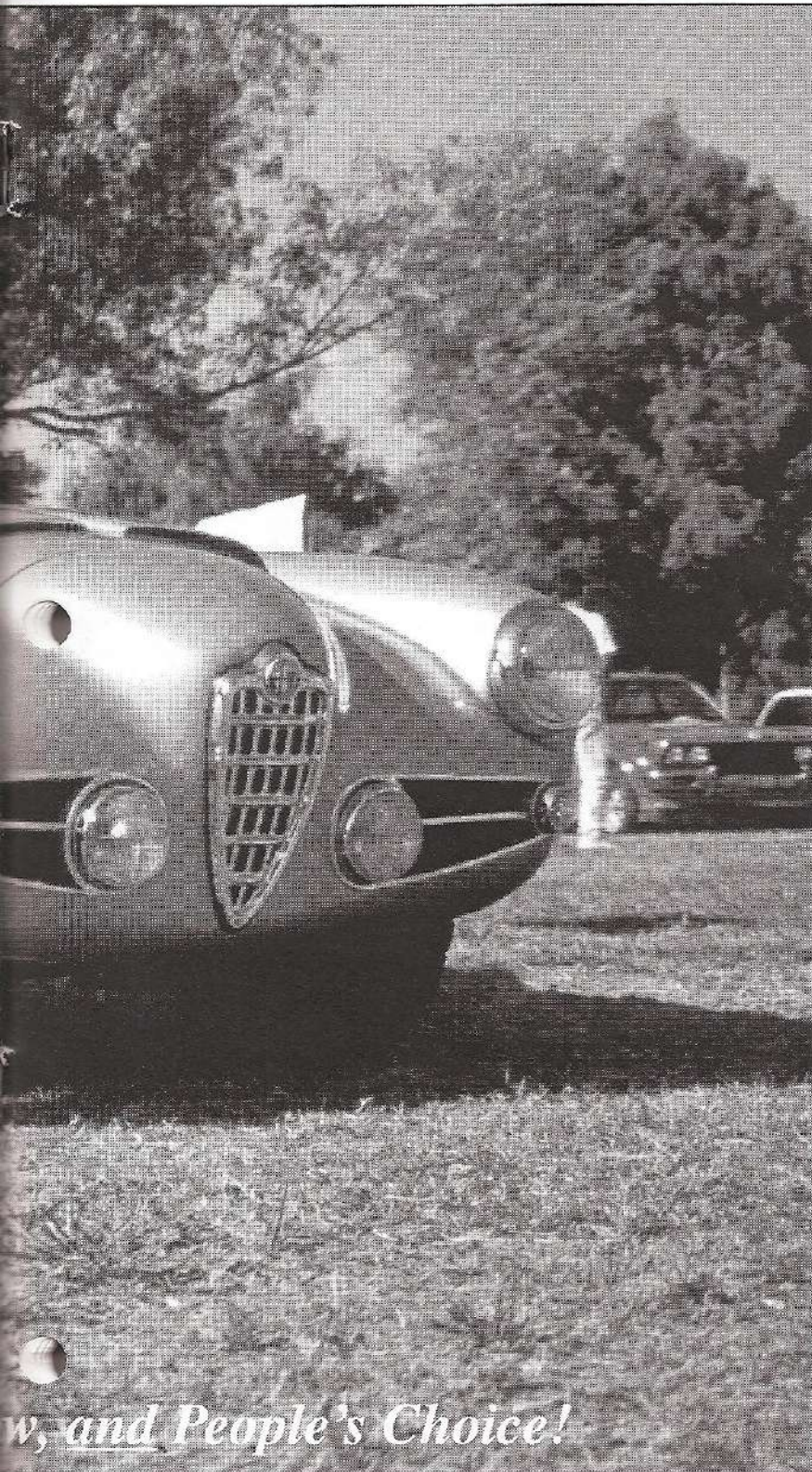
A Grand Finale For The 1998 AROSC Conco

Woodley Park is the scene of the year's last event, and a great day for auto enthusiasts



1998 AROSC Concours Series

... event, and a great day for auto enthusiasts



... w, and People's Choice!

Text by Ron Avery, photos by Tom Suter

Our last Concour of 1998 was a terrific event. Turn out was better than expected (too good, as a matter of fact - I will explain later) and the weather was perfect. The pace was non-stop for many of the judges, myself included, as we tried to keep things moving along. The overall quality of cars seemed better than I had seen in a long time; kudos to every one for the extra effort.

I do feel that we should have had one more class for novices, due to the large turn out, including actor James Cromwell and his beautiful *Alfa*. However, I received only one entry in the mail and could not gauge the huge turn out - 18 cars in all to be judged (*not to mention the dozens of others which were present for show but not in formal competition - Editor*). This was unfortunate, as if the entries had arrived by mail we could have ordered more ribbons for a Novice class. The results were as follows:

Special Class

- 1st Dave Sydoryr - 1956 1900 css
- 2nd Ron Avery - 1972 Montreal
- 3rd Al Cortes - 1967 2600 Sprint Zagato

Closed Class

- 1st Eric Sands - 1966 Giulia Sprint GT
- 2nd Eric Sands - 1992 164S
- 3rd Anthony Rimicci - 1988 Milano Verde

Open Class

- 1st Ron Avery - 1993 Spider Veloce
- 2nd Don O'Sullivan - 1961 Giulietta Spider
- 3rd Carrie Adrian - 1993 Spider Veloce

Best of Show

Dave Sydoryr - 1956 1900 css

People's Choice

Dave Sydoryr - 1956 1900 css

On a personal note, I want to announce that this will be the last Concour that I will be running for the club. I promised that I would try it for a year, and I did just that. I now have a new respect for those that have gone before me, as it is hard work. I would like to thanks all of the people who have helped me this year with the judging and for their moral support - especially Al Cortes for his assistance in running the program with me. I hope to see all of you next year as a participant.

Best regards, Ron

A Grand Finale For The 1999

Woodley Park is the scene of the year's last



The 1900 css of Dave Sydoryr won its class, Best of Show



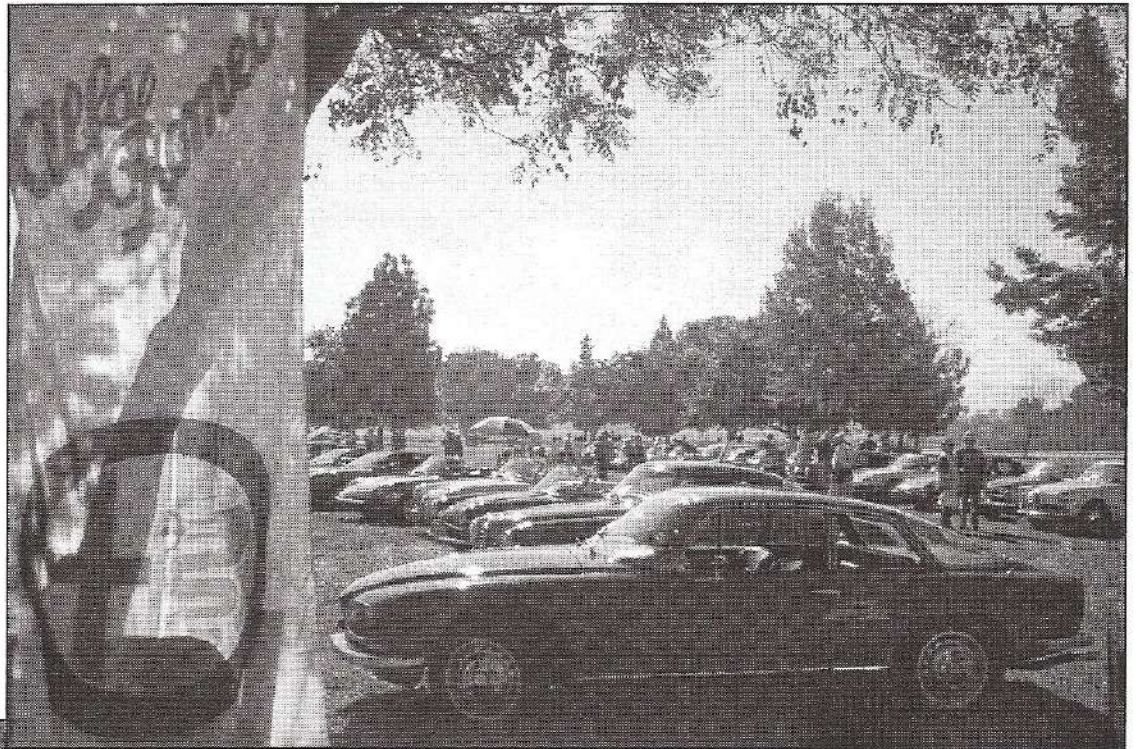
Beauty is more than skin deep!

How many times have you seen this many 164 sedans in one place at the same time?



Do you recognize these rare birds?

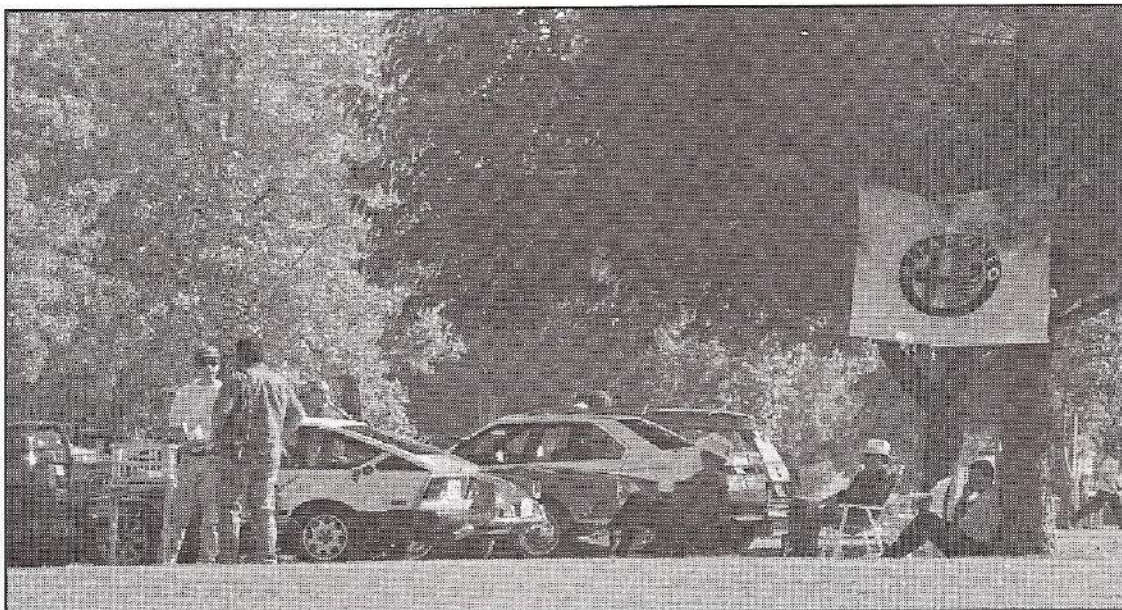
*Alfas, Alfas,
everywhere.
It was enough
to drive a man
- or woman -
to drink.*



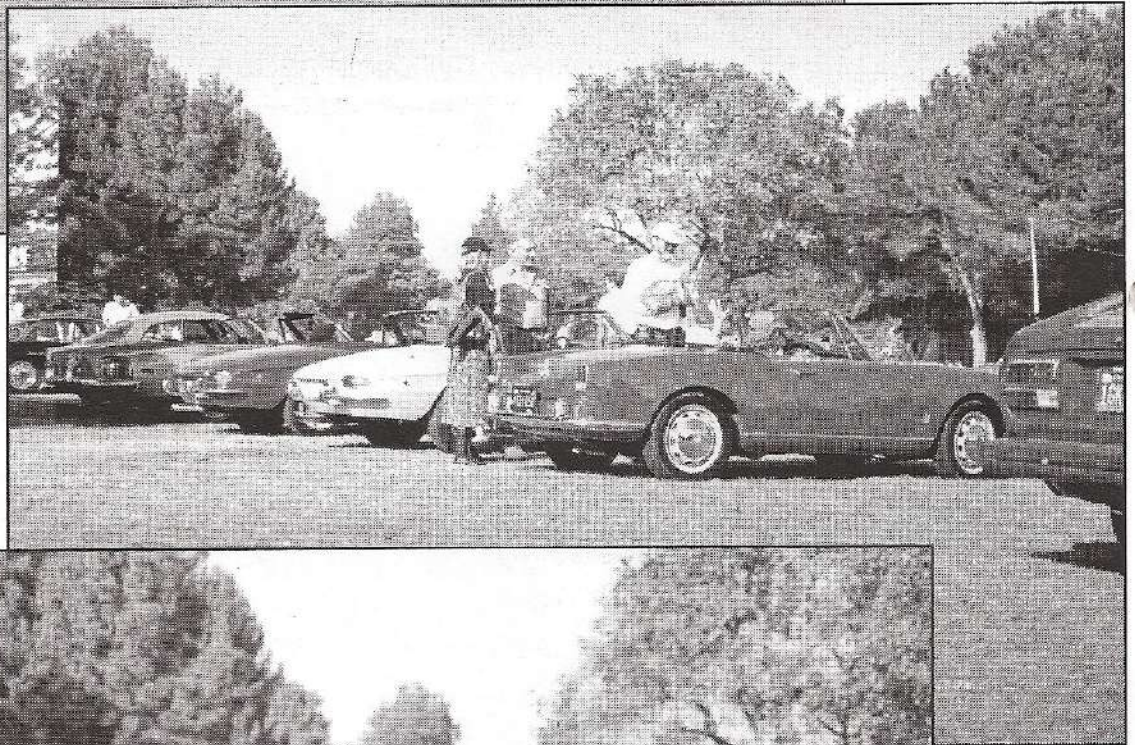
*From Alfetta to
Zagato, they were
all there!*



A 1900 and not one, but TWO, 2600 Sprint Zagatos!

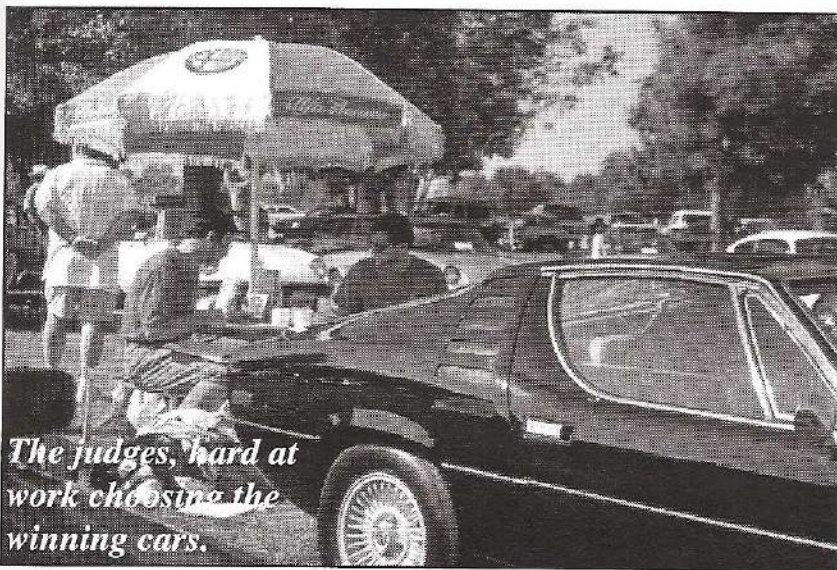


*Pick your Alfa
model - it was
probably at
Woodley Park*

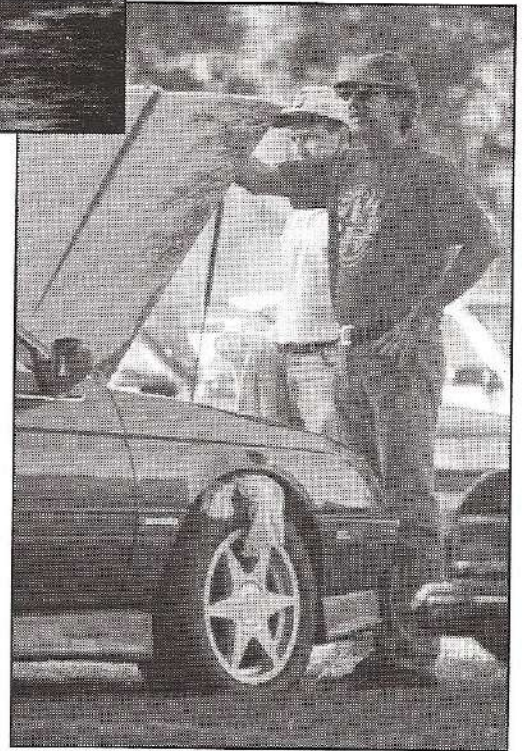




When the park sprinklers unexpectedly turned on late in the afternoon, things got a little hectic!



The judges, hard at work choosing the winning cars.





The 2600 Sprint Zagato of Al Cortes, always a serious contender

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Milano Heating & Ventilation Tips

There's no law against being comfortable on a winter drive

by Colin Verrilli - courtesy of Alfa Advocate, AROC
Mid-Atlantic Chapter

Over the past few winter months, I've discovered several things about the *Milano* heating and ventilation system that may be of use to some readers. I'll start off with a description of the system and then on to some hints for servicing and preventative maintenance.

As with most modern cars and with recent *Alfas*, the heating and air conditioning system of the *Milano* is controlled via an array of switches and knobs on the center console. There are three rotary knobs controlling airflow direction, heat temperature and air conditioning. There are also two rotary switches that control recirculation (on/off) and fan speed.

The airflow direction rotary knob has three positions: floor, vent and defrost. I quickly discovered that no matter where this knob is positioned, air always comes out of the dash vents. Positioning the knob on floor or vent will direct some of the air to the floor or windshield respectively. In order to stop air from coming out the vents, manual knobs on each of the four vents must be closed.

The heat control knob simply controls the amount of engine coolant that runs through the heater core. A cable runs from the knob to a valve located over the accelerator pedal. It can be adjusted at the valve so that when the knob is fully counter-clockwise, the valve is closed. I've found that the "closed" position of the valve is not necessarily where the stop is...if you move it to the stop, it may start to open again. I had to experiment to get the heat to turn off completely when the knob was off.

The A/C knob turns on the A/C compressor. It also sets the temperature threshold at which the compressor will turn off. There is a thermostat directly behind the knob with a tube running to a bulb in the heater box. The more you turn the knob, the lower the temperature must go before the compressor will turn off.

The recirculation control switch sets the position of a recirculation flap located near the passenger's foot well. When open, this flap allows inside air to be recirculated through the heating system. Some outside air (15% according to the manual - I'm sure that they measured this precisely!) is also mixed in. When the flap is closed, only outside (fresh) air passes through the system.

The fan speed switch simply controls the fan speed. This switch provides +12V to one of three positions of a resistor network. The output of the resistor goes to a fuse and then to the fan motor. There is an interlock between the A/C knob and the fan switch. If the fan is off, the A/C compressor will not activate.

There is also an interesting interlock between the fan control and the recirculation control. If the fan is off, the recirculation flap is forced closed regardless of where the recirculation switch is positioned. The intent is to keep air moving in the proper direction through the system at all times. If the flap were allowed to stay open with the fan not blowing, unheated outside air would come find its way to the recirculating input and place cool air on the passenger's feet.

This leads into the first problem I discovered with the heating system in my *Milano*. With the recirculating switch set to "recirculate" and the fan off, cold air would come out near the passenger's feet. I noticed that the interlock between the fan switch and the recirculation switch was not operative...the flap could be set open even when the fan was off.

I traced the "problem" to a circuit modification that had been made by the previous owner. In fact it looked like a dealer may have made the change since the wire splices were very professionally done. Other *Milano* owners have told me that their controls work this way too.

My guess is that the intent of the modification was to allow airflow to be completely stopped by setting the recirculation switch to "recirculate" and the fan to "off"... the only way to normally do this is to manually close all four dash vents - a pain, especially in heavy traffic. The modification will stop flow to the vents, but there is the problem of air backing up through the recirculation input.

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In my case, having to close the vents manually is better than getting complaints from the passenger, so I decided to set my wiring back to original. To do this, I had to gain access to the rear of the recirculation switch by moving the console shroud forward. First remove the console storage bin...

There is a single screw under the felt padding on the bottom of the bin. The padding just lifts out. Next, unscrew the 13mm bolt underneath. Unscrew the two screws on either side of the radio enclosure. Put the gearshift in 4th. Slide the whole console towards the rear.

This should give you enough room to find the wires coming from the recirculation switch. There should be one white and one blue. If the modification has been made, the blue wire will have a splice in it. There should also be a loose, cut, blue wire somewhere in there. Cut the spliced wire and reconnect the loose wire to the switch. I put terminals on them so I could switch back easily if needed.

The second problem I was having with the heater was a squealing and brushing noise coming from the fan. I suspected that there were leaves in the heater box...and I was right! ... about a liter's worth (what's the metric measurement of leaves?).

To clean out the debris, I opened up the heater box. It's not as difficult as you might think. Here's how... By the driver's foot well, you'll see the covering for the fan motor. There are two wires entering an enclosure. Unscrew the 3 screws and remove the cover. There will probably be a lot of leaves right in there.

Try running the fan and see if the remainder of the leaves find their way out. You can also gain access to the other side of the fan by opening the recirculation flap. Put the switch to "recirculate", put the fan switch on, turn on the ignition, wait a few seconds and then turn off the ignition. You should be able to reach your hand in there and find some more debris.

If this doesn't do it, you can remove the whole fan. This is a little more work... First, move the center console back as de-

scribed above. Remove the wires from the fan motor. Unscrew the clamp holding the fan motor. Unscrew the three screws holding the motor brace. Pull out the brace. Pull out the motor along with the squirrel cage, being careful not to break the cage. Now you can get in with compressed air and really clean it out. While you have the motor out, it would be a good idea to lubricate it with some household oil.

Reassembling is the opposite...be careful to align the motor in the brace so that the cage does not hit when rotating.


Ok, we've cured the symptom, but what about the cause? It seems that they don't have many trees in Italy...or at least at the test sites. The designers didn't think it was necessary to cover the air intake with screening material. The intake is located under the black fanning near the windshield wipers. Some 1/4" screen and some clips from the hardware store should do the job.

My most recent problem with the heater was that it smoked when I turned on the fan...not good! I thought that it might be the motor, but running it on the bench produced no smoke. It turned out to be the fan switch itself. The plastic connector was melting! I checked it with an ohmmeter and found that the resistance was varying between 4 and 30 ohms depending how I jiggled the knob.

I won't get into how to remove the switch, but I ended up dismantling the whole control panel...fairly straightforward, but time consuming. Rather than trying to find a part number for a new switch and waiting for it to arrive from Italy, I tried rebuilding the switch.

Upon taking it apart, I found that the interior contacts were dirty, but luckily, nothing had melted. I cleaned the contacts, put lithium lubricant inside and reassembled. Rechecking the resistance showed 0.2 ohms - more like it. I hooked it back up and no more smoke...the switch doesn't even get hot.

So now my heater is in tip-top shape. Just in time for summer! I can't wait to discover all the A/C problems!



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Did Someone Say Party?

Dave and Erika Herting host a great AROSC Holiday bash at their home

Text and photos by Tom Suter

For some reason, AROSC has the reputation of being a club that has no activities other than Time Trials. If you were to listen to some people from other AROC Chapters you might be left with the impression that social activities are totally absent from our agenda. Such is definitely not the case, and a good illustration of that reality can be found in this brief report about the AROSC Holiday Party.

Hosted by Dave and Erika Herting at their home, this year's party was a break from tradition in the sense that it was scheduled on a Saturday afternoon. This was an experiment aimed at coping with the



This year's Holiday Party activities were divided between socializing, food, socializing, Bocci Ball, more socializing, more food, and watching the classic Italian film, "Big Deal On Madonna Street". For some reason, we don't have any pictures of members watching TV.

schedule conflicts which arise due to the large number of parties which are all crammed into the month of December.

Judging from the reaction of AROSC members, the experiment was a success. The turnout was up from previous years and members not only came but many also stayed longer than they had originally planned.

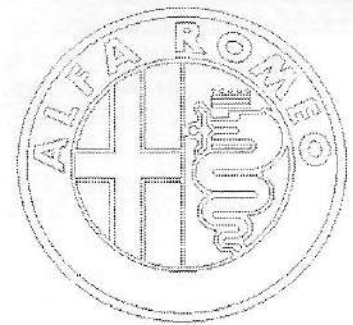
If you came to the 1998 event, you know that AROSC definitely knows how to party! If you weren't able to make it due to a schedule conflict, put the AROSC Holiday Party for 1999 on your calendar *now*, so that you don't miss out next time.



Perhaps the rumors that Alfisti have a fondness for tall tales have some validity? Dave Herting appears to be a little skeptical about the story with which Jerry Lomas is regaling his wife Erika, and Michelle Sands is definitely looking for the salt shaker to season Pat Suter's prose.



Even with the onset of darkness, some hardy souls continued their dalliance with Bocci Ball, but others - who might be said to appear to favor more sedentary pursuits - moved indoors near the food.

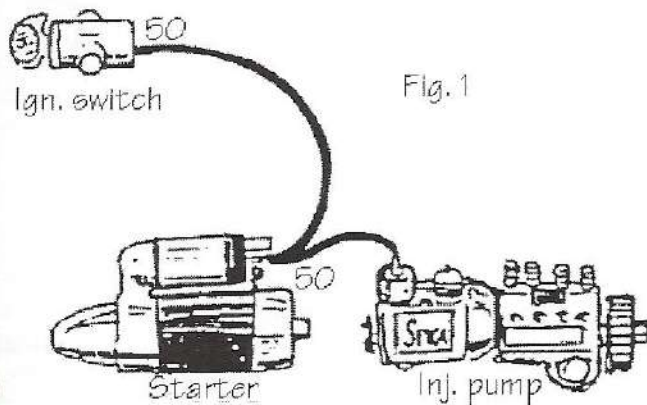


When Things Click But Nothing Cranks

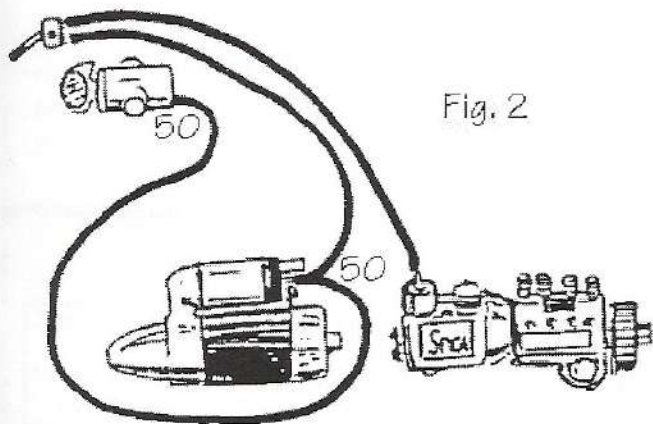
How life with a Spica injection system can be an electrifying experience

by Rex Brown - courtesy of Una Notiza, AROC Oklahoma Chapter

A common problem in the summer is difficulty starting when the engine is hot, usually due to flooding. Another seemingly unrelated problem is the annoying "click" when trying to crank the engine. No crank, just "click." These two ailments are, quite often, very related and easily fixed. The installation of the switch and relay to bypass, or engage, the cold start solenoid on the injection pump can cure both problems.

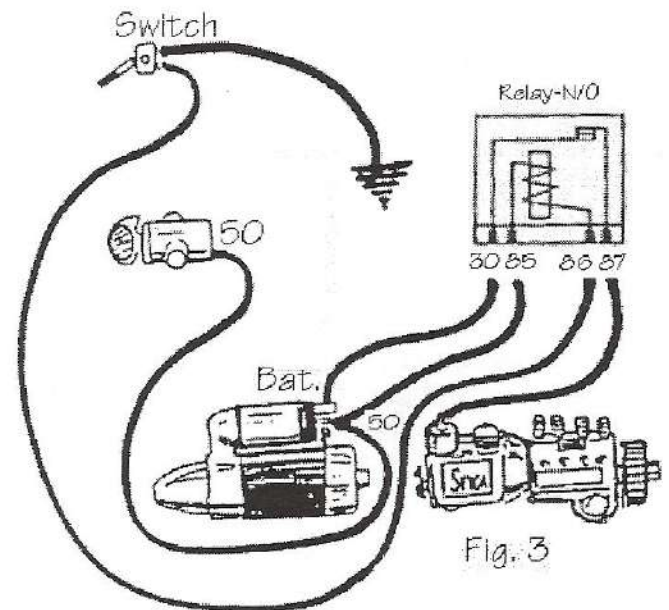


In Fig. 1, the factory wiring is shown. This is how the cars left Arese. In order to alleviate the hot weather flooding, many dealers installed switches usually under the dash or in the steering column nacelle. Fig. 2 shows the simple installation of this switch. Notice that no relay is used. This arrangement won't cure the "click-no crank" problem, however.



The basic problem with either setup, Fig. 1 or Fig. 2, is that the ignition switch has to energize the starter solenoid and the cold start solenoid. After a few years the contacts in the ignition switch get crusty and the poor ol' ignition switch is lucky to energize one of these solenoids, let alone both. Another problem with the first fix, shown in Fig. 2, is the possibility of meltdown as the half-mile of wire gets hot from cranking the engine and shorts out.

The real fix, with the relay, reduces the amount of current flow through the ignition switch and bypass switch (Fig. 3). Now the ignition Switch starting contact terminal "50," is only required to energize the starter solenoid and the itsy-bitsy coil inside our new relay. The current for energizing the cold start solenoid flows through the relay contacts from the battery cable's connection at the starter. Assuming your ignition switch and starter solenoid are in good condition, this will end the "click-no crank" syndrome.



The operation of this bypass circuit is quite simple. In fact, most of the time the bypass switch should be left closed, in the "on" position. In this position, the cold start system operates just as it always has. Should the engine flood, or not start promptly when hot, open the bypass switch to cease the cold start solenoid's fuel enriching action. Just don't forget to turn the switch back "on" tomorrow morning!

Parts required:

- SPST Switch (toggle, rocker, knife, etc.)
- Normally open 12 VDC relay
- 14-16 ga wire; approx. four feet
- Female blade terminals
- Ring terminal with 8mm (5/16") hole
- Small ring terminal
- Sheet metal screw

Note: Use existing black wire from starter to relay blade "85." Just remove from cold start solenoid. Judge mounting location by this wire's length.

Classified Ads

Free advertising for members - please send to the Editor

1974 Spider - \$25. Yes, there is a catch! V.A.R.A. is holding its annual British Extravaganza at Buttonwillow Raceway on March 27-28. One of the events is a charity fund-raiser drawing for a 1974 Alfa Spider. The car is said to be mechanically and cosmetically restored. Only 400 tickets will be sold at \$25 each. Checks should be made out to "The Boys and Girls Club of Tulare County". Mail to: Dr. Dan Longacre, 30131 Town Center Drive #150, Laguna Niguel, CA 92677. For questions call (949) 240-9275.

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1988 Veloce Spider. Air, leather, 5-speed. Maroon with tan interior. 61,500 miles, smog certificate, very nice all around. \$5800 OBO.
Call (310) 373-1932

Four 14" Daytona-style Alfa wheels. (Original on an '82 Spider Veloce.) With near new Michelin X tires. \$500 OBO.
Call Tina at (323) 666-3771 or <btinavc@ix.netcom.com>

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.

Call Phil at (949) 831-5882

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

Call Ian at (714) 380-1219, leave message



1964 Giulia Spider Veloce. Recent engine and transmission overhaul. Hardtop, clean driver. \$9000.

Call Ted at (760) 772-1413

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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 _____

Street _____ City _____ State _____ Zip _____

Home Phone () _____ Work Phone () _____

AROC Member Number (if applicable) _____ *Alfa(s)* Owned _____

Check enclosed in the amount of \$ _____ for _____

Make checks payable to "*Alfa Romeo Owners Club*"

Alfa Romeo Owners
of Southern California
17041 Mulca Circle
Fountain Beach
CA 92643
MAR 1999



Dan Ritter
205 Paseo de Gracia
Redondo Beach, CA 90277

Our 1999 Calendar

January	February	March	April
<ul style="list-style-type: none"> 1 SMCCC Rally 7 AROSC Board Meeting 29 AROSC Annual Meeting 8pm, Culver City 	<ul style="list-style-type: none"> 4 AROSC Board Meeting 5 SMCCC Rally 14-5 Time Trial - Laguna Seca 26 General Meeting - 8pm, Culver City 	<ul style="list-style-type: none"> 4 AROSC Board Meeting 5 SMCCC Rally 26 General Meeting - 8pm Culver City 28 Tour "In Search of the Wildflowers" 	<ul style="list-style-type: none"> 1 AROSC Board Meeting 2 SMCCC Rally 11 Concours at San Antonio Winery 30 General Meeting - 8pm Culver City
May	June	July	August
<ul style="list-style-type: none"> 1-2 Driving School - "Streets of Willow" 6 AROSC Board Meeting 7 SMCCC Rally 15 Swap Meet 26 General Meeting - 8pm Culver City 29-30 Time Trial - Willow Springs 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 1 AROSC Board Meeting 2 SMCCC Rally 3-4 Time Trial at Buttonwillow 30 General Meeting - 8pm Culver City 	<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> 2 AROSC Board Meeting 3 SMCCC Rally 4-5 Time Trial - Willow Springs 24 General Meeting - 8pm Culver City 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 4 AROSC Board Meeting 5 SMCCC Rally 13-4 Time Trial - Willow Springs 19 General Meeting - 8pm Culver City. Elections, "White Turkey Auction" 23 Concours at "Under 3 Liter Meet" at Woodley Park 	<ul style="list-style-type: none"> 11 Holiday Party 12 AROSC Board Meeting