

Yacimientos

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



May 1999

**In This Issue: *San Antonio Winery Concours*,
0170, "Engine Oil Filter Study", and 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.

AROSC Mailing Address

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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.

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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.

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| 1/2 page | \$275 per year |
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This Month's Cover

Concours Judges Al Cortes and Phil Guiral are immersed in a careful study of score sheets at the first AROSC Concours of 1999, held at the San Antonio Winery. An article and more photos can be found in this issue, starting on page 10.

Photo by Tom Suter

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AROSC Previews

An outline of coming events

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. This Swap Meet will be held in the parking lot of Sensor Systems in Chatsworth. Look for additional details in an article on page 5 of this issue of *Alfacionada*.

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. Originally scheduled for the April meeting, this program was rescheduled to May to permit a special presentation at the April meeting.

The May meeting will feature what one member has called a "visual treat". This is a professionally done video put together some years ago from material filmed at some of the club's Time Trials. Shot in the era when Riverside Raceway was still the scene for some great events, and edited by industry professionals using a musical soundtrack, the end result is an experience you won't want to miss. One description compares its visual and aural impact favorably with anything that you might see on MTV. (*But with much better subject matter, of course - Ed.*) Don't miss this program! Join us on May 28th.

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

AROC National Convention in Kansas City - 16-20 June

There's a full schedule of activities planned for this year's AROC National Convention, and there are also some great *Alfa* roads between here and Kansas City. If you are interested in exploring the possibility of caravanning with other members, contact Charlie

Schwartz at the numbers given on page 2 of each issue of *Alfacionada*.

AROSC General Meeting - 25 June

Join us for June'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 Buttonwillow Raceway - 3 & 4 July

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

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

AROSC Concours at El Dorado Park in Long Beach - 18 July

The second AROSC Concours of 1999 will be held at El Dorado Park in Long Beach. 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. For additional information, see the article on page 17 of this issue of *Alfacionada*, or call Anthony Rimicci at (818) 360-3418.

There are picnic facilities at the park, and many members like to make this event an outing for the entire family. Everyone is encouraged to come, even if you are not planning on displaying your vehicle.

AROSC General Meeting - 30 July

Join us for July's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, announcements, etc., we'll have a special program.

AROSC Summer Party - 1 August

The AROSC Summer Party will be held at the Huntington Beach home of Phyllis Gaylard. In conjunction with the party, we'll be holding our first annual **AROSC Antipasto Competition and Potluck Picnic**. Put this event on your calendar and plan to attend! Additional details will appear in future issues of *Alfacionada*.

0170

This is YOUR chance for AROSC glory, so step right up, ladies and gentlemen !

by Charlie Schwartz, AROSC President

I suppose by now everyone is tired of my harangues on the many-splendored pleasures of volunteering to help run the club, so this month I'll just get it out of the way quick:

The club still needs someone to take over as program chairman (a position of great authority and respect) for the rest of the year, and also a bon vivant to provide refreshments at our monthly meetings. This is YOUR chance for AROSC glory so step right up, ladies and gentlemen! Don't be shy!

Those of us who were able to make the club's recent annual quest for the wildflowers had a spirited trip from the northern San Fernando Valley, through the Angeles Forest, and into the no-longer-trackless wastes of the High Desert. The weather was great, the company charming, the roads challenging, but - alas - the blooms themselves were rather shy. Our spontaneous bunch decided to end the trip with a picnic on the shores of Lake Elizabeth. We had a few non-club participants and their assessment was the same as my own: what a great bunch of people and what a wonderful time! Thanks to our resident biologist and *capo di tutti flori*, Jay Negrin.

The traditional rain again visited AROSC's concours at San Antonio Winery in downtown Los Angeles, but I'm told it held off long enough for the judging and the awarding of prizes. As other obligations took me out of town that weekend (*some feeble excuse about a family wedding - Editor*), I can't offer any first-hand commentary other than to say our Concours program is off and running under the guidance of Anthony "Boom Boom" Rimicci. So get those rags and Q-tips out and start getting ready for the next one, July 18th at El Dorado Park in Long Beach.

As I write this in mid-April, Spring has returned to the air in Southern California and the skies have brightened. I can just feel all those *Spiders* coming out of their long winter's hiberna-

tion and readying for an exciting season ahead. Once again, I urge you to take a look at the back cover of *Alfacionada* for our upcoming events, but I do want to mention a few highpoints that should be on your personal calendar.


These include our General Meeting in Culver City on April 30th, the Driving School May 1st and 2nd at the *Streets of Willow*, the Swap Meet May 23rd at Sensor Systems in the NW Valley, the General Meeting May 28th in Culver City, and the Time Trial at Willow Springs on May 29th and 30th. And this is just the beginning of what AROSC has in store as we move into the good (or at least more reliable) weather season.

Looking farther ahead, the National Convention in Kansas City is coming up June 16th - 20th, and the *AROSC Summer Picnic, Tech Session, and Antipasto Competition* (this year washed by refreshing ocean zephyrs) will be held in Huntington Beach on August 1st.

But for the immediate future, you won't have Charlie Schwartz to push around any more. Heartbreaking though it is, I will be forced to miss AROSC events until the end of May, as I am compelled to go to Italy for a while to check up on the current state of things automotive and to scrutinize the *Mille Miglia*. It is hardship duty but someone has to do it. During my absence, the torch will pass to our frequently-sideways Vice President, Paul Blankenship. So, if you have any complaints or can dredge up any ancient tribulations or festering animosities, or even if you come up with a brand-new emergency for the club, please get in touch with Paul directly and leave me out of it.

I hope you will receive this issue while I am in Italy and I truly look forward to sharing some of my experiences there with you all when I get back... and I fully expect there will still be an AROSC to come back to!

And now - *andiamo!*



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The Annual AROSC Spring (Cleaning) Swap Meet

by Jay Negrin

Ah, it is springtime. Once again, the flowers are blooming, the lawn needs mowing, and garage smells like stale gear oil. This is the gentle reminder that Mother Nature provides us with to let us know that we must clean out the old, unused *Alfa* parts, and trundle them down to the AROSC Spring Cleaning Swap Meet.

I know, there are some of you who don't have the need to clean out your garage(s) of unneeded parts. You - and you know who you are - are likely the ones in need of the parts the rest of us bring to the swap meets. Indeed, it is a symbiotic relationship if there ever was one; mutually beneficial for all who come.

This year's AROSC Spring Swap Meet will be held Sunday, the 23rd of May. Typical starting time for these morning events is 9:00 am. People who have a lot of parts may want to get there a bit earlier to set up. To cover the (admittedly few) club expenses, we will again levy a small tariff on those selling their wares. Card-carrying club members will have to pay five dollars per parking space.

Two spaces is a fairly normal requirement, so plan on a fee of \$10 in most cases. If you have a lot of parts and need more space, it can be purchased on an as needed and as-available basis. Non-members are welcome to sell parts and accessories, but expect a surcharge. This goes to the axiom that membership has its privileges.

So, now you know what it is. You know why it is. You know when it is. What is left is for me to tell you where it is. The swap meet will, once again, be held in the rear parking lot of Sensor Systems in Chatsworth, the business location of Si and Jeff Robin. The address is 8929 Fulbright Ave, less than 1 block north of Nordhoff Street.

Coming from the San Diego Freeway, take Nordhoff Street west several miles, then turn right on Fulbright. Sensor System is a couple of buildings in, on the left. If you are coming in from the Simi Valley Freeway, take Desoto Street south to Nordhoff Street. Turn left, and then left again onto Fulbright. From the Ventura Freeway, take Winnetka Street north for several miles. Turn left on Nordhoff, then right on Fulbright.

Hoping that these instructions haven't lost anyone, we all hope to see you the morning of May 23rd, for another *Alfa Club* swap meet.

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Engine Oil Filter Study

Although not intended as such, here is a good argument for using Ricambi Originale

by Russell W. Knize - courtesy of *i Saluti*, AROC St. Louis Chapter, originally from the Mini-Mopar Resource Site

[This is an edited version of Russell Knize's investigation. Since the Fram PH8A filter fits the Alfa Spider and Milano, it's reasonable to assume that the other filters discussed here will also fit the 4- and 6-cylinder Alfas. It's probably better, however, to check each manufacturer's application book — Editor, *i Saluti*]

When it comes down to it, all of the lower-priced filters (\$5 or below) have their ups and downs. In reality, there are only four different manufacturers available. In alphabetical order, here are the low-cost filters that I feel safe using, based on all this information: **AC Delco**, **Purolator**, and **Wix**.

| <u>Recommended Filters</u> | <u>Price</u> |
|-----------------------------|--------------|
| AC Delco Duraguard PF2 | \$3 |
| Purolator Prem. Plus L30001 | \$3 |
| Purolator Pure One PL30001 | \$5 |
| Wix 51515 | \$5 |
| Mobil 1 M1-301 | \$10 |
| <u>Not recommended</u> | <u>Price</u> |
| Fram Extra Guard PH8A | \$3 |
| Fram Tough Guard TG8A | \$5 |
| Fram Double Guard DG8A | \$10 |

Here are my reasons for each:

I like the deep pleats of the **AC Delco's** filter element and the fact that it is not weak like the low-end Wix. I also like the way that the anti-drainback valve diaphragm makes a positive seal to the filter cartridge and to the bypass valve, which sort of "snaps" into the diaphragm. The fact that the bypass valve seats against the backplate metal-to-metal is not a big deal. It probably doesn't leak anyway, but if it does, only clean oil can get back into the pan. In case you haven't noticed, I really like this filter.

The **Purolator** is a very solid design. It seems to have the toughest paper filter element of them all and the bypass valve is built right into the cartridge. There are no internal sealing problems with this filter at all. I wish the inner diameter of the cartridge was smaller so that the pleats could be fewer and deeper. The **Premium Plus** looks like it flows fine, but the **Pure One** or Motorcraft versions seem to be packed a bit too tightly. That assembly string still bothers me somewhat, but not enough to avoid these well-made filters completely. My '88 Shadow ES has a Purolator Premium Plus in it right now. I plan to cut it open and see how it holds up at the next oil change.

I don't care for the **low-end Wix** filters. The filter elements are way too fragile to give me much confidence in them. That, along with the rusty backplates, makes me shy away from them. Some decent filter material and a little oil used during assembly would

make this into a fine filter. Like the Purolator, I like how the bypass valve is built right into the filter cartridge. This filter has no internal sealing problems, either. Even so, I won't be using them.

The **high-end Wix** filter is a very well made filter. Aside from being a stronger case, it also uses a much better filter element (about the same as the AC Delco). Like the AC Delco, it also has a minor internal sealing problem. In this case, the bypass valve has a metal-to-metal seal to the filter cartridge. It probably doesn't really leak either, but if it did, dirty oil could get to the clean side of the filter. Otherwise it is a good filter. Given the choice between the Wix and the AC Delco, I'd take the AC Delco. The Wix is also about twice the price.

If money is no object, I would go with the **Mobil 1**. Although it has low-end Wix internals, it has a really tough synthetic fiber filter element. The element is stronger and thicker than the Purolator, but they claim that it flows just as good as paper. As with the other low-end Wix filters, it has no internal sealing problems. Mobil 1 got the best of the Wix world. The \$10 price tag is a bit steep, but it is the best filter you can buy retail. Watch for "Mobil 1 Oil Change" sales, which includes 5 quarts of Mobil 1 synthetic oil and a Mobil 1 filter. There are probably better filters available through mail order, but I haven't tested those yet...

I reserve the right to change my opinion at any time. It could easily change if another filter (or one of the filters I am waiting on) comes around and is better.

See the AC Delco, Fram, Purolator, and Wix sections for information on how to identify these manufacturers by looking at the backplate. The tell-tale signs are always there.

DETAILS

AC Delco Duraguard PF2

Some years ago, a study was done on oil filters that uncovered the Fram filter farce. They named AC Delco's filter to be one of the better models. Later, AC Delco changed their design and went to a cheaper setup made by an offshore manufacturer. Even so, I definitely recommend this filter over the design of any Fram filter. In fact, I even recommend it over the low-end Wix and I (personally) prefer it over the Purolators.

The filter cartridge has a large outside diameter with deep pleats, which gives the filter element the maximum flow possible. At first glance, it appears to have little filter element media, but the surface area measure was surprising: 315 sq in. The unit had a solid top end cap because the bypass valve is at the bottom, which is well-constructed spring-loaded steel with a nitrile seal design. The nitrile rubber diaphragm-type anti-drainback valve doubles

as the seal between the bypass valve and the cartridge.

The only drawback to this design is that the bypass valve seats metal-to-metal against the backplate. This could allow oil from the clean side of the filter to seep back into the oil pan, but it won't allow the dirty oil in the filter to seep back. Oil that is in the main gallery usually leaks out through the main bearings anyway while the engine sits. This is a better alternative to the high-end Wix, which can allow oil to seep from the dirty side of the filter to the clean side.

The telltale signs for an AC Delco filter are: Five large holes for the oil inlet and 6 spot welds on the rim surrounding them. There are no crimps holding the gasket in place. When you look through the inlet holes, you can see the metal bypass valve with its 12 small holes and the black anti-drainback valve diaphragm around it. Through the center outlet hole, you can see the spring for the bypass valve.

| | |
|----------------------------|--------------------------|
| Average Retail Price | \$5 |
| Cartridge Length | 4.825 inches |
| Cartridge OD - 3.600 in. | ID 1.375 inches |
| Cartridge Pleats | 36 |
| Cartridge End Cap Type | Stamped steel |
| Anti-Drainback Valve Type | Nitrile rubber diaphragm |
| Bypass Valve Type | Spring-loaded steel |
| Element Type | Paper media, glued seam |
| Element Length 70.0 inches | Width 4.500 inches |
| Element Surface Area | 315 square inches |
| Shell Thickness | 0.015 inches |
| Backplate Thickness | 0.100 inches |
| Gasket Type | Nitrile rubber |

Fram Extra Guard PH8A

Years ago Fram was a quality filter manufacturer. Now their standard filter (the radioactive-orange cans) is one of the worst out there. These filters are manufactured by Allied Signal, Inc. Please do not buy this filter. By boycotting it, we may be able to cause some change. I have personally had one if these filters fail and actually cause engine damage due to bits of paper and glue floating around in the engine.

This filter cartridge has a small outside diameter with a rather low filter element surface area (193 sq. in.), and features cardboard end caps that are glued in place. The rubber anti-drainback valve seals against the cardboard and easily leaks, causing dirty oil to drain back into the pan. If you have a noisy valve train at startup, this filter is likely the cause. The bypass valves are plastic and are sometimes not molded correctly, which allows them to leak all the time, but they often leak anyway. The backplate has smaller and fewer oil inlet holes, which may restrict flow, and is made of thin material.

The telltale signs for a Fram Extra Guard are: It has 8 small holes for the oil inlet and a thin, cheap-looking backplate, and is currently stamped with a "2Y". There are 5 very small crimps holding the gasket in place. If you look into the center hole all the way to the top of the filter, you will see a kind of "button" in the end cap of the cartridge (which looks like it's made of metal from there). This is the plastic bypass valve.

| | |
|---------------------------|---------------------------------|
| Average Retail Price | \$5 |
| Cartridge Length | 4.125 inches |
| Cartridge OD - 3.600 in. | ID 1.375 inches |
| Cartridge Pleats | 36 |
| Cartridge End Cap Type | Cardboard |
| Anti-Drainback Valve Type | Nitrile rubber diaphragm |
| Bypass Valve Type | Spring-loaded plastic |
| Element Type | Paper media, stamped metal seam |
| Element Length 47.5 in. | Width 4.000 inches |
| Element Surface Area | 192 square inches |
| Shell Thickness | 0.015 inches |
| Backplate Thickness | 0.050 inches |
| Gasket Type | Nitrile rubber |

Fram Tough Guard TG8A

Even with all the problems of the other Fram filters, this one is not too bad. Aside from the filter cartridge, it is a very good design. Too bad Fram can't get past the cardboard end caps.

It has an improved filter element with more surface area (248 sq. in.), a heavy silicone anti-drainback valve with a good sealing surface, the same plastic pressure relief valve but with an integral screen to keep out large particles, and enough inlet holes for good flow. The only real drawback to this filter is that it is capped on each end with cardboard instead of metal.

The telltale signs for a Fram Tough Guard filter are: It has a better backplate that is usually shiny, with six larger holes for the inlet and 6 spot welds around the them. There are 6 large crimps holding the gasket in place. When you look through the inlet holes, you can see the orange anti-drainback valve. If you look into the center hole all the way to the top of the filter, you will see a kind of "button" in the end cap of the cartridge (which looks like it's made of metal from there). This is the plastic bypass valve.

| | |
|---------------------------|--|
| Average Retail Price | \$5 |
| Cartridge Length | 4.125 inches |
| Cartridge OD - 3.600 in. | ID 1.375 inches |
| Cartridge Pleats | 50 |
| Cartridge End Cap Type | Cardboard |
| Anti-Drainback Valve Type | Silicone rubber diaphragm |
| Bypass Valve Type | Spring-loaded plastic w/ integral screen |
| Element Type | Paper media, stamped metal seam |
| Element Length 61.0 in. | Width 4.000 inches |
| Element Surface Area | 248 square inches |
| Shell Thickness | 0.015 inches |
| Backplate Thickness | 0.100 inches |
| Gasket Type | Nitrile rubber, 7 PPE crimps |

Fram Double Guard DG8A

This is a frustrating filter. Please do not buy it. At \$10 it is one of the most expensive filters you can buy and it is junk. Inside is a basic Fram Extra Guard (PH8A) filter element that has larger diameter holes at the end and has been pre-oiled. I assume this is to hold the Teflon particles in the filter element before the unit is installed. Don't put Teflon in your engine. It does not belong there! DuPont does not recommend using their Teflon product in internal combustion engines.

Although it has the worst filter element possible (193 sq. in.), it does have a clever spring-loaded nitrile rubber anti-drainback valve and bypass valve combination. Too bad the rest of the filter is worthless. Please don't buy this filter!

The telltale signs for a Fram Tough Guard filter are: It has a better backplate that is usually shiny, with six larger holes for the inlet and 6 spot welds around the them. The backplate should be stamped with a "1K". There are 6 large crimps holding the gasket in place. The anti-drainback valve diaphragm behind the inlet holes is black. If you look into the center hole all the way to the top of the filter, you will not see the "button" in the end cap of the cartridge (which looks like it's made of metal from there).

Mobil 1 M1-301

Like the Wix, this filter is made by Dana. However, it is a strange hybrid-type design. The cartridge is the better one-piece found in the low-end Dana filters, but it uses the different end plate and a thicker can than any other Dana filter. It also does not use the fragile paper media of the low-end Dana. I'm happy to say that this filter is NOT a fake. It is definitely a unique design.

It uses a synthetic fiber element that can filter out very small particles and is much stronger than the fragile, low-end Dana paper media. It is rated just under the Purolator Pure One as far as filtering capability, but is still very much above conventional paper filters. It also has a very strong construction to withstand high-pressure spikes during start-up. Given the choice between the Purolator Pure One and the Mobil 1 filters, I would choose the Mobil 1 because of the restriction concerns of the Pure One and that pesky assembly string. However, as with all Mobil 1 products, expect to pay 2 - 3 times as much for this filter.

| | |
|-----------------------------|-------------------------------------|
| Average Retail Price | \$19 |
| Cartridge Length | 4.250 inches |
| Cartridge OD | 3.250 in. |
| Cartridge Pleats | 72 |
| Cartridge End Cap Type | Stamped steel, with bypass valve |
| Anti-Drainback Valve Type | Nitrile rubber diaphragm |
| Bypass Valve Type | Spring-loaded steel nitrile seal |
| Element Type | Synthetic media, glued seam |
| Element Length | 46 in. |
| Element Surface Area | 357 square inches |
| Steel Thickness | 0.135 inches |
| Backplate Thickness | 0.135 inches |
| Gasket Type | Nitrile rubber |
| Working Pressure | 60 psi |
| SAE J1537 Filter Efficiency | Single pass: 98% Multiple pass: 95% |

Purolator Premium Plus L30001

Here is a fairly well designed filter, especially for the price. One odd thing about Purolator's filters is a string that is always wrapped around the filter element. I assume that this is there to hold the element in place while the glue in the end caps cures. Of all the Purolator-based filters I tested, there was one (the ProLine) that had filter element damage from this string. Although it was one of five tested, I am wary of this design. Even though the element was crushed a bit, it was not ripped. I will take apart a used one at my next oil change.

The filter cartridge has an impressive surface area of 316 sq. in.,

which is very close to the AC Delco Duraguard. The difference is that Purolator's filter element is compressed into more pleats (51) than the AC Delco. This may restrict flow somewhat, but not as much in this model than the Pure One. It features a spring-loaded metal bypass valve and a nitrile rubber diaphragm-type anti-drainback valve, which doubles as the seal between the backplate and the cartridge. Like the low-end Wix, this bypass valve is stamped right into the bottom end cap of the cartridge, so it is all one piece.

The telltale sign for a Purolator filter are: 8 medium-sized holes for the oil inlet and nothing but a black (or orange for the Pure One) diaphragm to be seen through them. There are 6 large crimps holding the gasket in place. Through the center outlet hole, you can see the spring for the bypass valve.

| | |
|---------------------------|---------------------------------|
| Average Retail Price | \$9 |
| Cartridge Length | 4.140 inches |
| Cartridge OD | 3.250 in. |
| Cartridge Pleats | 51 |
| Cartridge End Cap Type | Stamped steel |
| Anti-Drainback Valve Type | Nitrile rubber diaphragm |
| Bypass Valve Type | Spring-loaded steel |
| Element Type | Paper media, stamped metal seam |
| Element Length | 79.0 in. |
| Element Surface Area | 316 square inches |
| Steel Thickness | 0.071 inches |
| Backplate Thickness | 0.115 inches |
| Gasket Type | Nitrile rubber |

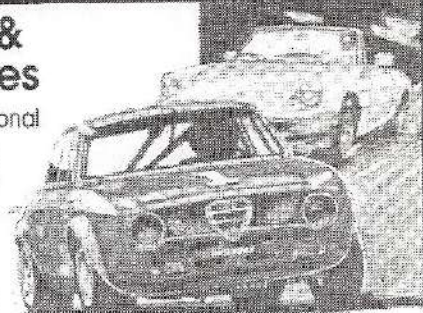
Purolator Pure One PL30001

This filter has a few improvements over the Premium Plus. It has a denser filter media to filter out smaller particles and more surface area to make up for the flow restriction. Aside from those the cartridge is the same construction as the Premium Plus.

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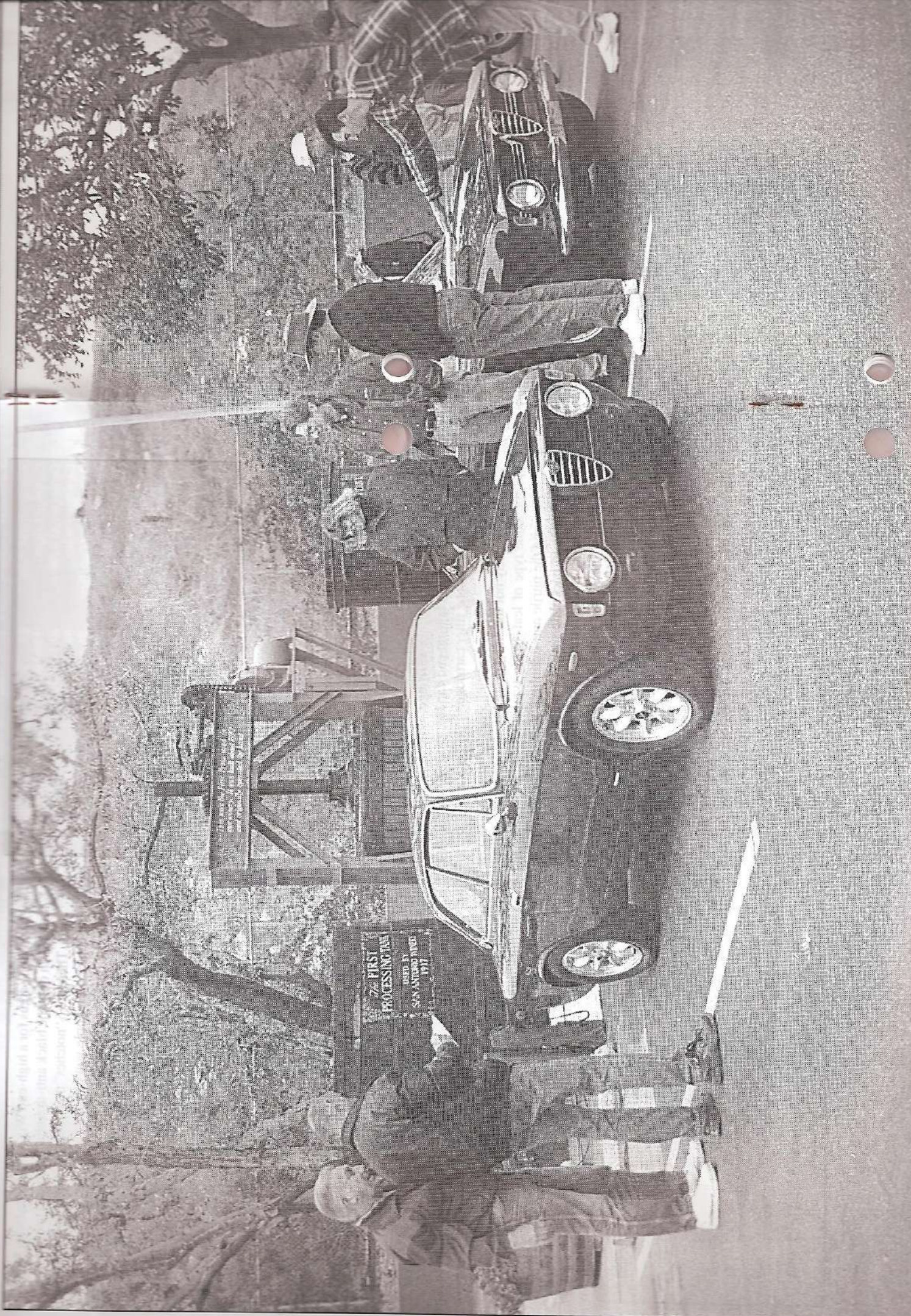
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Al Cortes and Phil Guiral review the score sheet for First Sunday City of San Antonio, D. H. 1911.

San Antonio W

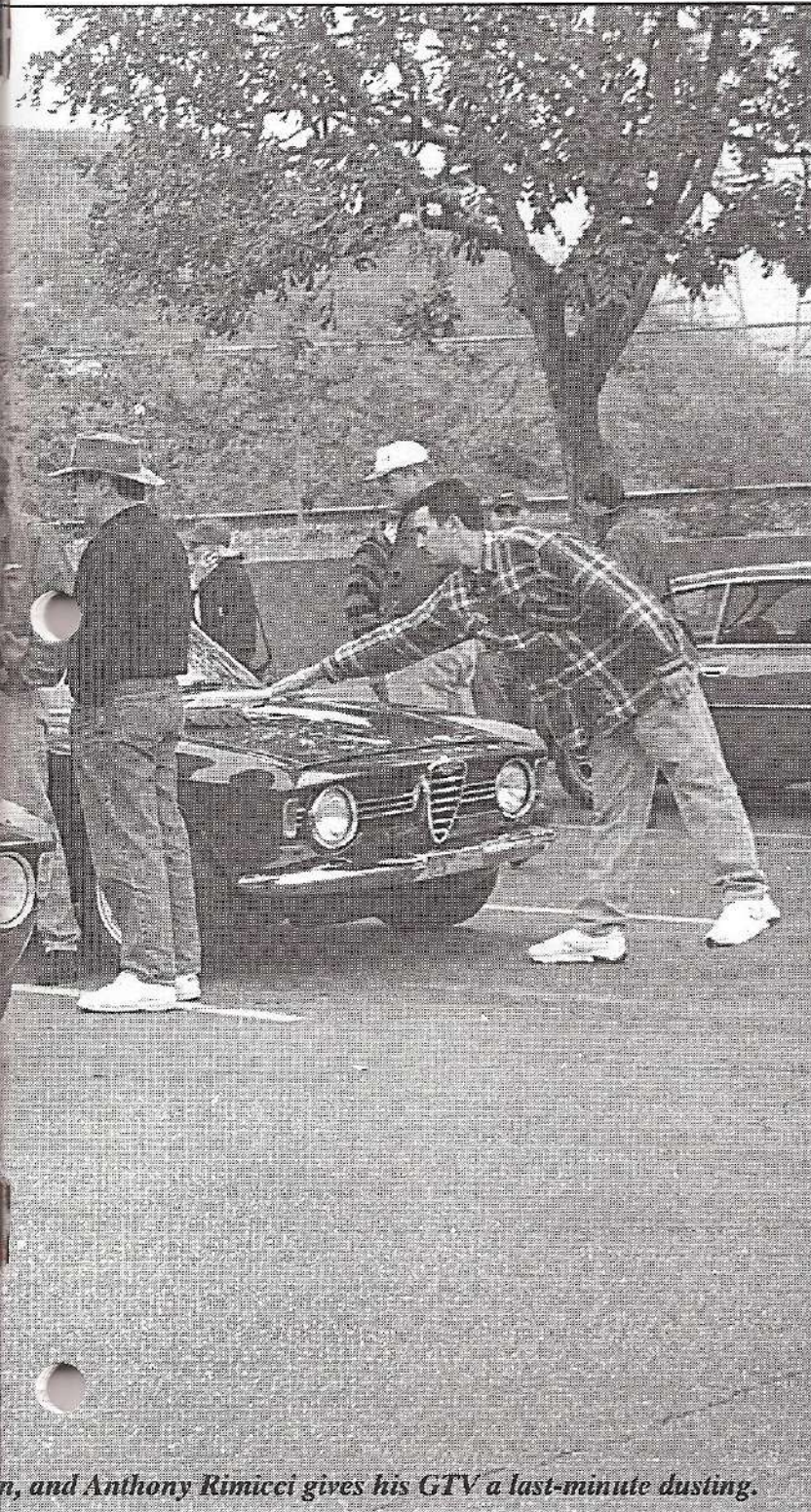
The first AROSC Concours of 1999 draws



Al Cortes and Phil Guiral review the score sheet for Eric Sands' GTV "Uve Bella", while Michelle and Eric look

Winery Concours

a good turnout in spite of threatening skies



...n, and Anthony Rimicci gives his GTV a last-minute dusting.

by Anthony Rimicci

As the days were approaching, I was receiving many phone calls and e-mails asking what was going to happen if it rained the day of the concours. My answer was, "We are gonna do it rain or shine." The morning of the concours, I looked outside and saw the cloud hanging over my house, but no rain. As I proceeded out, it started to drizzle and I figured it was going to take a while for the rain to get downtown.

When I arrived at the San Antonio Winery, the clouds covered the sky and little by little, the cars and people started to show up. The turnout was not as big as was expected, but we did get a nice group of about twenty-five cars with most of them being judged despite the threatening weather. The judging started at about 10:00 and went well thanks to Al Cortes, Phil Guiral, Eric Sands, and myself.

As we approached the last car for judging, a slight drizzle started to fall and stayed calm for a while. As we were trying to gather everyone for the presentation of the awards, it started to rain. We all had to run for cover under a patio that kept us all pretty dry.

After the awards were given out, a few went home to get their *Alfas* out of the rain and the rest of us retreated into the Winery restaurant for a very nice lunch and some wine tasting. Another successful *AROSC* event goes into the books and I look forward to seeing you all at our next concours on July 18th.

The results for the event are as follows:

750/101 Spiders

| | | | |
|-----|--------------|------|---------------------------------|
| 1st | Randy Harris | 1962 | <i>Giulia Spider Normale</i> |
| 2nd | Dave Herting | 1959 | <i>Giulietta Spider Veloce</i> |
| 3rd | Ian Evans | 1961 | <i>Giulietta Spider Normale</i> |

105/115 Spiders

| | | | |
|-----|---------------|------|----------------------|
| 1st | Norm Bianchi | 1974 | <i>Spider Veloce</i> |
| 2nd | Carrie Adrian | 1993 | <i>Spider Veloce</i> |
| 3rd | Paul Rapp | 1974 | <i>Spider Veloce</i> |

Closed Class

| | | | |
|-----|-----------------|------|--------------------------------|
| 1st | Eric Sands | 1966 | <i>Giulia Sprint GT Veloce</i> |
| 2nd | Phyllis Gaylard | 1995 | <i>164 Quadrifoglio</i> |
| 3rd | Anthony Rimicci | 1967 | <i>Giulia Sprint GT Veloce</i> |

Best of Show

| | | |
|--------------|------|------------------------------|
| Randy Harris | 1962 | <i>Giulia Spider Normale</i> |
|--------------|------|------------------------------|



Multiple generations of Alfa Romeo Spiders, all with their tops up in anticipation of the imminent spring showers.

The Alfa 164 of Phyllis Gaylard shows that it has nothing to hide.

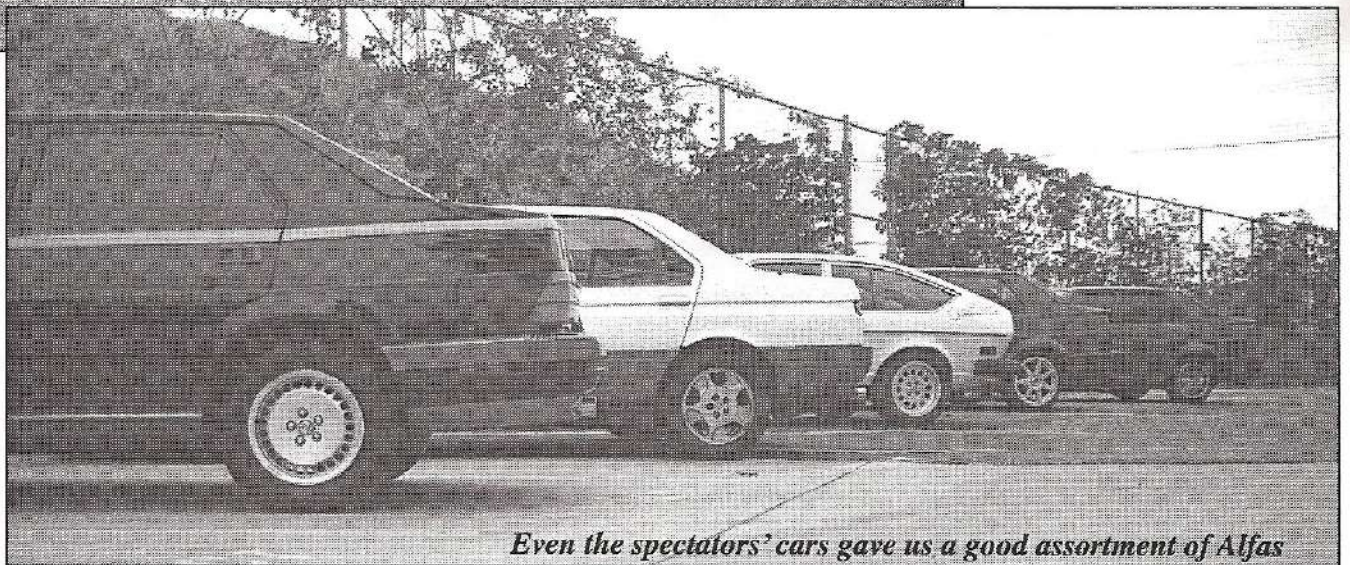


Carrie Adrian and her prize-winning Alfa Romeo Spider seem to be enjoying the AROSC Concours.

Three different GTVs are graced with three different styles of wheel.

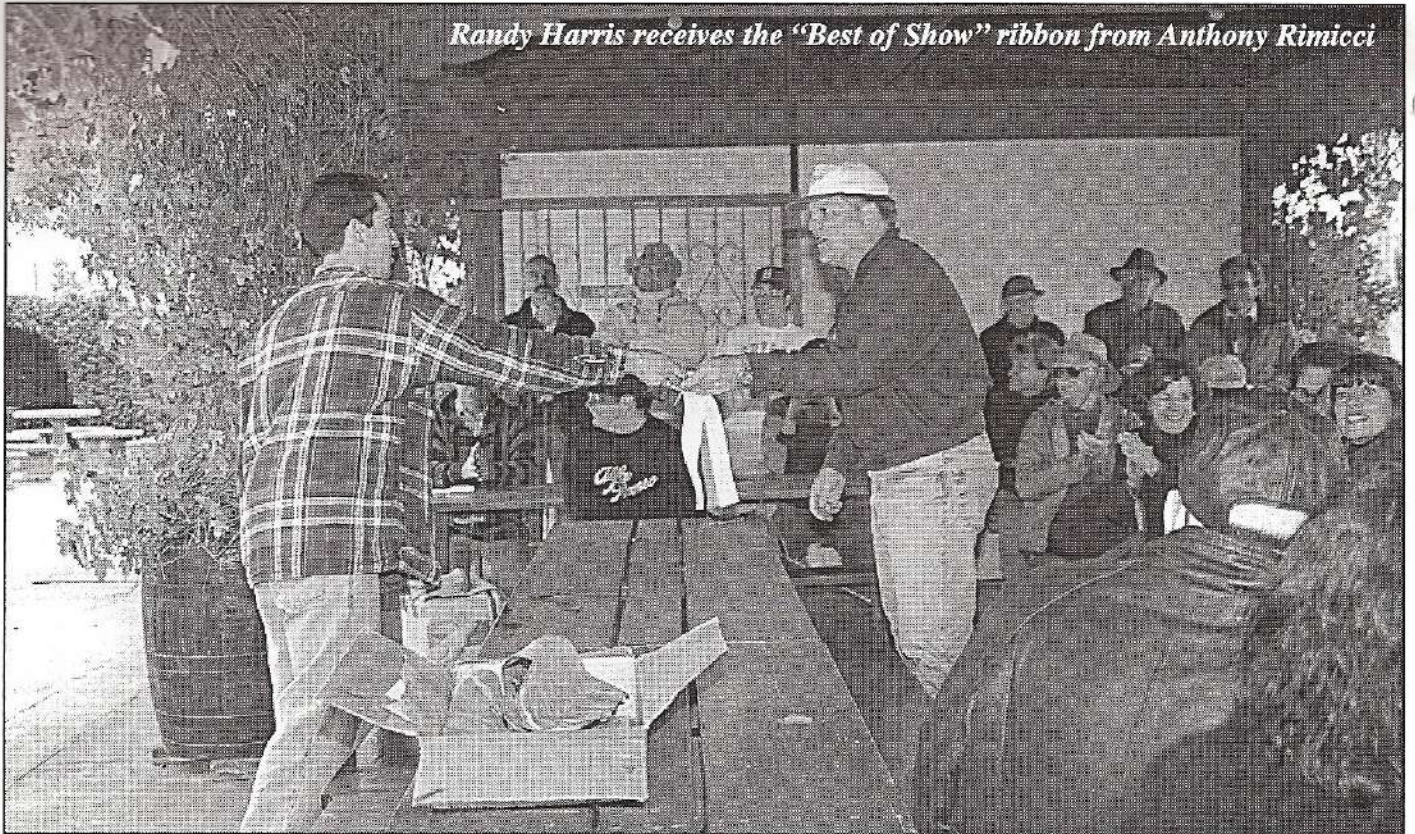


How do you prefer your GTV, with or without a front bumper? To us, the lines of the GTV seem to look pretty good either way.



Even the spectators' cars gave us a good assortment of Alfas

Randy Harris receives the "Best of Show" ribbon from Anthony Rimicci



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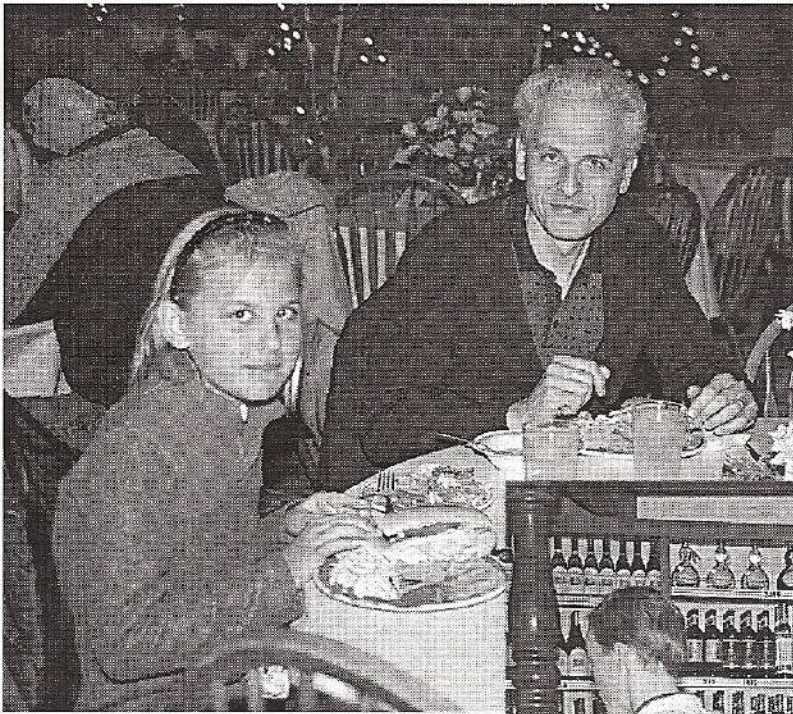
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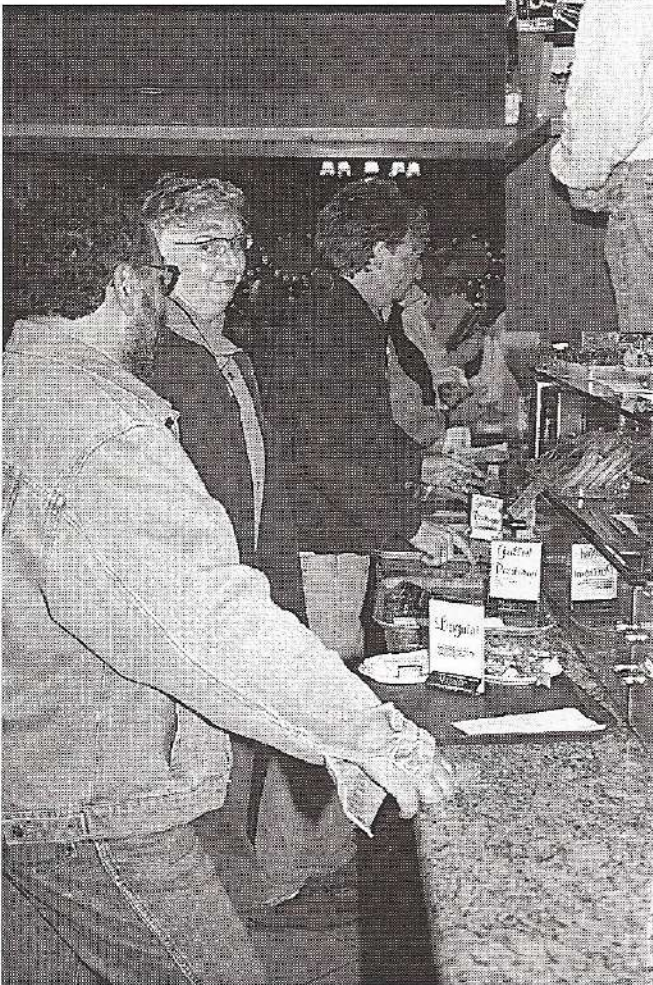
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Following the Concours, members and their families enjoyed lunch and wine tasting at the San Antonio Winery



Surf's Up !

If you are among the *Alfisti* who spend some of your time surfing the Internet, we want you to know that for some time now you have been able to find *AROSC* there. Yes, Virginia, there really is an official web site for the *Alfa Romeo Owners of Southern California*.

Rather than attempting to describe everything you will find there, we will let the *AROSC* web site speak for itself. To sample this new dimension to the club at first hand, visit us at:

<http://drive.to/arosc>

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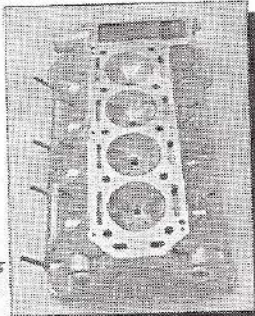
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|  |  |

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Looking For A Few Good Cars

The Le Cercle Concours is being held on the 6th of June, at Loyola Marymount, on the west side of town. The organizer, Izzy Lieberman, is looking for a few good cars to help represent the marque. We are not providing him names of members but instead we are asking any member who would be interesting in showing his or her car to get in touch with him directly. The only restriction that was put on prospective entrants was that the car(s) be at least 20 years old. If the car in question is more "unusual" it need not be in pristine shape. Contact Izzy Lieberman directly at:

Phone - (310) 391-6076. E-mail - iul@gte.net
The fax number is the same as the phone number

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750/101 Tip

Fuel Tank Fuel Filter Cleaning

by Al Rossman and Dave Beach - courtesy of AlfaBits,
AROC Oregon Chapter

Perhaps your ol' *Sprint* or *Spider* isn't what it used to be. You've tuned it, electrified it, carbureted it, and it still doesn't go. Perhaps you've overlooked the always fun to clean fuel tank fuel filter. What makes it fun is that it's *INSIDE* the tank. This past weekend we pulled the filter out. You'll need a 17mm Allen wrench and maybe a cheater to help free it if it hasn't been done in recent memory - or ever.

The filter is a nice piece of work; brass mesh surrounding a metal frame, with an o-ring gasket set in the top end through which the fuel intake pipe passes. A vertical sheet metal cylinder, about 1 inch larger diameter than the filter, and somewhat taller, is spot welded inside the tank.

Its purpose is to prevent fuel sloshing from destroying the filter in those high-g corners ... or other Rally surprises. The bottom of this cylinder has two 1/8 inch diameter holes, one front and one aft, which allow fuel access to the filter when the fuel level drops below the top of the spot-welded cylinder.

We found the two holes plugged with sand and rust. Apparently someone tried to run the car on sand and water in the past, because the cylinder was half-full of sand and rust. The brass mesh filter had several joles, which we repaired with J-B Weld, after soaking the **TOTALLY** varnish-plugged filter in carburetor cleaners for two hours.

Obviously the only fuel (and sand and rust) passing through the filter was going through the holes in the filter. The fuel pump seems to have miraculously survived this punishment, as the little 1600 ripped right along during a subsequent test drive.

Well worth the effort!

Uwe Backer carries on *Alfa Romeo* service for South Bay residents and former Peyton Cramer customers since Peyton Cramer regretfully announced their discontinuation of *Alfa Romeo* sales and service effective August 1, 1998.

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Please call for evening and weekend appointments:

El Dorado !

It's Concours time in Long Beach

by Anthony Rimicci

The second *AROSC* Concours for the 1999 season will be held at El Dorado Park in Long Beach on Sunday, 18 July. This event should be very exciting since we didn't get the turnout that we expected at our first Concours thanks to the crummy weather. We should expect to see all types of *Alfas* from garage queens to daily drivers, and all are welcome.

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. Also, take out all loose articles from the car that shouldn't be there. Make sure to bring all tools, 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 concours along with other new comers who have never participated in a concours before.

If anyone has any questions or comments please feel free to call Anthony Rimicci at (818) 360-3418.

PLEASE NOTE THE EVENT DATE CHANGE

SEE YOU ALL THERE !



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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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1978 Alfa Spider. Ready for you to drive and enjoy! Partial restoration: new convertible top, clutch, stereo, all new hoses, belts, and motor mounts. Totally rebuilt brake system and starter. Recently smogged. \$2650 OBO
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1985 GTV-6. Extremely fast & reliable. Engine resleeved. New alternator, shocks, water pump, tires, transmission mount, brakes. Priced to sell at \$4,300
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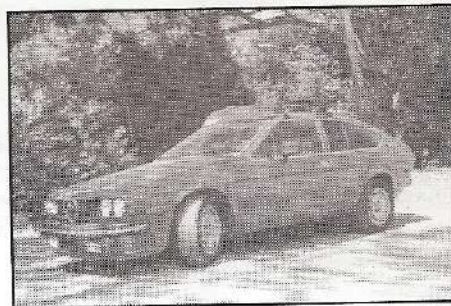
1988 Veloce Spider. Air, leather, 5-speed. Maroon with tan interior. 61,500 miles, smog certificate, very nice all around. \$5800 OBO.
Call (310) 373-1932

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)

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
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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.
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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.
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1967 1300 Junior GT. New 2.0 engine, original 1300 engine included. Call for info between 9-5. \$7000 OBO.
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1967 Spider. Older restoration, well maintained, red/black interior, all records, smog exempt. \$10,500 OBO or trade for GTV-6.
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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.
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Wanted: 1978 Alfetta transaxle.
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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 16-20 National Convention, Kansas City 25 General Meeting - 8pm Culver City | 1 AROSC Board Meeting 2 SMCCC Rally 3-4 Time Trial at Buttonwillow 18 Concours at El Dorado Park 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 |