

# ROMEO & GIULIETTA



The Newsletter of the Alfa Romeo Owner's Club of San Diego

August 2008





THE NEWSLETTER OF THE ALFA ROMEO  
OWNER'S CLUB OF SAN DIEGO



## CALENDAR OF EVENTS

- Aug 13 Auction meeting 7:00 PM, Disegno Plus
- Aug 15 Concorso Italiano, Marina, CA
- Sep 21 Oktoberfest, The Garrett's
- Sep 27-28 Coronado Festival of Speed, North Island
- Oct 6 Board Meeting 6:30 Filippi's Mira Mesa
- Oct Little Italy Festa
- Nov 10 Board Meeting 6:30 Filippi's Mira Mesa
- Nov Hollfelder Collection Tour, Covina, CA
- Dec Christmas Party, The Hertings, Fallbrook



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We want to hear from you! Submit your experiences, stories, and/or musings for print in the AROCSD newsletter. Please forward content to [ajdong@cox.net](mailto:ajdong@cox.net).

COVER PHOTO: B.A.T. 11

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August 2008

It's August already! Time for the Monterey Historics, Concorso Italiano and Pebble Beach. It's also time for our annual Alfa Auction.

The meeting will be held at member Rita Monares' new shop, Disegno Plus in Little Italy. See details on flyer.

September is the time San Diegans celebrate the going of the turistas after Labor Day and we can once again enjoy the attractions and roads here in our little corner of the US. The Oktoberfest is scheduled for September 21. This year we are returning to Alfa Glen, Pat and Glenna Garrett's retreat in the Fallbrook hills. The following weekend is the Coronado Festival of Speed at North Island. Hillary tells me that we have 30 corral spaces reserved. Email Hillary now and reserve your corral pass. They will be distributed in early Sept. when she receives them.

In October, we are planning a tour and overnight to Idyllwild. We will make a couple goodie stops along the way and stock up on supplies.

November's event is also a biggie! Tom Holfelder has invited the club to visit his private collection, which includes a Tipo-33 racer and an 8c Monza, both of which will be at the Monterey Historics later this month.

As some of you know, I have been posting a lot of articles and links to websites concerning Alfa's return to the US and the newest model, the Mito. I have been called a dreamer by some of our more cynical Alfisti and I readily admit that I am an optimist. I choose to believe that our favorite marque will return to these shores with some fantastic cars. Those that have been to Italy recently brought back tales of spirited drives in the "lowliest" of Alfas. I, for one, can hardly wait to get a test drive in a Brera or GT or even a diesel 159, if one gets here.

Inside this issue, we have part one of an article on how to get more horsepower from your V-6. This will be a multipart article and has some great suggestions.

Ciao!

Lance

Il Presidente



Troy, MI, July 2, 2008 – B.A.T. 11 will make its North American debut at the 30th Annual Meadow Brook Concours d'Elegance on August 3 in Rochester. This eagerly-anticipated news in the car world, event organizers say, is also big news for Michigan, home to B.A.T. 11 owner, Dr. Gary Kaberle. The debut will shine an even brighter international spotlight on an event that draws top collectors and thousands of visitors and car enthusiasts to the area.

"I am thrilled to be introducing the world to B.A.T. 11 in my home state," says Kaberle. "Michigan is where I first caught B.A.T. fever as a 16 year-old and sharing my latest dream with everyone here seems not only fitting, but right." I have been working with Stile Bertone since 2006 on this project and am delighted that it will be part of Meadow Brook's exciting event."

B.A.T. 11 has already gained worldwide attention, having appeared on numerous magazine covers and in scores of articles. It is the newest member in the family of Berlinetta Aerodinamica Tecnica concept cars, which many aficionados say are among the most famous cars in the world. B.A.T. 5, 7 and 9 were designed by the legendary Nuccio Bertone and Franco Scaglione in the mid-1950s, built on the Alfa Romeo 1900 Sprint chassis and are highly regarded for their futuristic but functional curves.

Each B.A.T. car has its own vivid story. Yet, the histories surrounding B.A.T. 9 and B.A.T. 11 are fundamentally intertwined. Kaberle purchased B.A.T. 9 as a teenager with popcorn-stand money and a loan from his grandmother. He sold it 23 years later to help fund medical treatment for his wife, Debbie, who passed away two years later. Soon after, Kaberle started exhaustive research of the B.A.T. cars. He visited the Scaglione family in Italy and began working with Stile Bertone design director, David Wilkie on B.A.T. 11, a project he calls "Dreams and Design for a Cure" that honors his wife and the B.A.T. heritage.

Visitors to the 2008 Meadow Brook Concours will get an up-close look at the model mockup of B.A.T. 11, a stunning remake with Bertone-inspired advancements in its visor glass, dynamic graphics

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and sheer cut surfaces. Other 21st century features may include a joystick in lieu of a steering wheel that would allow driving from either side of the car.

“B.A.T. II is a design phenomenon with a great pedigree. It’s the perfect complement to our 2008 field of cars representing 100 years of design excellence, says event chairman Larry Smith. “We are honored that Meadow Brook has been chosen for its debut.” Adds Dr. Kaberle, “What’s worth having, is worth sharing. What could be better than sharing a little B.A.T. power to celebrate design and life in Michigan?”

In addition to the exciting debut of B.A.T. II, Meadow Brook’s 2008 show field will feature 1950-1970 Ferraris and V16’s from the 30’s. The 30th annual event celebrates the 100th Anniversary of GM, Sports Cars, Muscle Cars, and over 225 of the most desirable collector cars coming from 36 states. In the Meadow Brook Hall courtyard enthusiasts can see contemporary supercars as well as marques such as Bugatti, Alfa Romeo, Lamborghini, Corvette, Lotus and Porsche.

For more information, visit [www.meadowbrookconcours.org](http://www.meadowbrookconcours.org).



## ENGINE & TECH

Greg Gordon  
<http://www.hiperformancestore.com>

This is the GTV6/Milano performance page. It will have info on what I have found works, and what doesn’t. I will also include the Autodelta instructions for building a 200hp.

### Introduction

It seems that all auto enthusiasts want more power from their cars. This desire permeates the entire enthusiast community, from the V.W. Beetle fans all the way to owners of modern Ferraris. It doesn’t seem to matter to the Lamborghini Diablo owners that their cars can already approach 200mph; some of them want more and shell out big bucks for twin turbo conversions. In view of this it’s no surprise that most owners of Alfa Romeos, Fiats and Lancias are frequently searching for ways to get more power out of their engines. This is especially true of the GTV6 and Milano crowd since at one time our cars were once among the very fastest cars being produced. However new cars have become much more powerful since the early 80’s primarily due to the advent of advanced fuel injection systems and four valve per cylinder engines. Now our V6 Alfas are having a hard time

keeping up with even the more mundane Hondas and Toyotas. This does not have to be the case. It’s quite possible to get more power out of the old Alfa engine. In fact it’s possible to get a lot more power. Many Alfa Romeo engines are capable of producing 100 horsepower per liter WITHOUT forced induction or nitrous. I don’t know of any other two valve per cylinder engines that can do that running on gasoline. Using forced induction, incredible amounts of power can be achieved. It’s possible to build a 400 horsepower supercharged 3.0! Of course the clutch, and transaxle would have to be seriously upgraded to handle it.

Certain traditional ideas and methods for souping up engines don’t seem to work all that well on the 2.5 liter V6. To understand why we need to have a review of basic hot rodding techniques and history. Most common methods of boosting an engine’s horsepower come from experience with the American V8s, usually the small block Chevrolet (SBC) motor. The SBC motor is by far the most commonly hot rodded motor in history. It was built in various displacements from 265ci to 400ci over the years. It’s a decent motor but next to an Alfa V6 it’s very primitive. Why did they build it in so many displacements? The answer is simple. The most effective and economical way for a MANUFACTURER to increase the power output of a mass produced motor is to increase its displacement. When the Chevy sedan grew for the 1957 model year they just made last years motor a little bigger. It went from 265ci to 283ci. In 1967 they wanted a more powerful motor for introduction of the Camaro, so they grew it to 350. Then they needed it to power 4500 pound sedans so they enlarged it to 400. It was a whole lot cheaper to increase the displacement then to design and build a better motor using opposed valves, overhead cams or anything else.

Now one day, some guy with a 1970 Chevrolet Malibu with a 350 in it decides he wants more power. He goes down to Pep Boys, buys a four barrel carburetor, an alloy intake manifold, and a pair of headers. He throws away the old two-barrel carburetor, installs his new parts and replaces the old single exhaust system with a nice dual set up and blasts off. He tells everybody his car has gained almost fifty horsepower, and guess what, he’s right! The reason this worked so well for him is that the factory installed a carburetor and exhaust system that were way too restrictive in the first place. Why did the factory do this? They did it because they know that most buyers of a 350-powered Malibu are not that concerned about drag racing so they save fifty or so dollars per car by using a cheap two-barrel carburetor and a single exhaust. They only put four barrel carburetors and dual exhaust on the higher performance models. Even if he had a model

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that came with dual exhaust, and a four-barrel, he probably could have gained 20 horsepower with just the headers. Why? Because the stock exhaust manifolds are designed to be inexpensive, trouble free and quickly installed on the assembly line. For power output they are so bad that even the poorest header is a great improvement. The factory's view is he if he wants more power he can buy a bigger engine (396s and 454s were available in that chassis) so why should they slow down their assembly line and reduce profits by using a decent exhaust manifold.

So how does all this apply to the Alfa V6, or any other Italian car? Well if you read page one you would understand that the Italians did not have the option of building big motors so they designed small motors that had the power of their larger engined British and German competitors. To do this they could not build a motor that was hopelessly under fed by a tiny carburetor or had a restrictive exhaust manifold. There are some exceptions, in the late 70s and early 80s in an effort to pass emission standards some Fiats and Lancias were horribly restricted.

So...You want more power

Well if you read my introduction you probably know what I am about to say. There is no easy or inexpensive way to get a huge increase in power from the Alfa 2.5 or most other Italian engines. Simply bolting on headers won't do it. The best place to start is by making sure your car is giving you all of its stock power. There are a lot of Alfas out there running around in a poor state of tune. I recommend you go and read my idle and tune up instructions. If you are sure your car is in a good state of tune there are a few tricks on page three which will give you about an extra five horsepower. Now I know five is not a lot, but hey, it's free!

Exhaust

Most Italian cars have an excellent exhaust manifold from the factory. As an example, a couple years ago I went to an Italian car specialist north of Dallas. This place has some fantastic stuff. The proprietor named Bob had the nicest Fiat 124 racecar I have ever seen. I noticed that he had gone to great expense and trouble to have his own header fabricated, which seemed strange to me since there are a number of headers on the market for these cars. I asked him about it and he said he dyno tested all the available headers and found none flowed as well as the Fiat's stock 4 into 2 exhaust manifold! That in short is the problem with headers on Italian cars. Our stock manifolds are pretty good, and are about ideal for a stock motor. In most cases power gains from headers on a stock motor will be minimal, and you may even lose power.

More power equals more exhaust so you will reach a point where the stock manifolds become restrictive. If you

have a souped up motor, it stands to reason that headers could help. However, it's not that simple, as all headers are not created equal. When shopping for headers I look at a number of factors. The fit of the headers is important. Most of the headers on the market are pretty good in this regard, but some older designs had very poor machining of the header's mating surfaces. This resulted in frequent failures of the exhaust manifold gaskets. I don't want to be changing those gaskets every three months. Next, I look at the pipes. They should be as close to equal length as possible from the exhaust port to the collector to promote effective exhaust scavenging (note: this is absolutely NOT a factor with a Roots supercharged motor when under boost). If those two factors seem OK, I take a look at how the pipes merge under the car. I don't want to loose ground clearance so if they merge together in a triangle, that's bad. Ideally they should be side by side under the car so that ground clearance is not lost. Next, I determine if they will come too close to the starter. If they do, it will heat up the starter and shorten its life. Ideally I would like to keep the starter's factor heat shield in place. Often, the header doesn't allow that. As long as you can get some kind of shield in there and there is an air gap between the header pipes and the shield, you should be ok. Now I take a look at what type of material the headers are made out from. Ideally I want stainless steel. There are two reasons for this. First of all the exhaust environment is corrosive, and conventional tubular steel doesn't seem to hold up well long term. Another reason, and one that's often overlooked is stainless's low coefficient of thermal conductivity. Simply put, that means stainless keeps the heat inside the pipes very effectively; this helps keep exhaust gas velocities high and promotes effective scavenging. Last, but NOT least, I look at the pipes inner diameter. They need to be significantly larger than stock to handle the increased demands of the engine.

Sadly, at the time of this writing there is not a single brand of headers on the market that meets all of these requirements. I don't want to spend money on headers I won't be happy with, so I am holding out for something better. Until then I am using stock manifolds with ceramic coatings. This helps flow a little, looks good, and reduced under-hood engine bay temperatures, which translates into slightly lower intake air temperatures.

Somewhere in-between stock manifolds and headers lie a product I will call an "improved exhaust manifold". These are exhaust manifolds that are not exactly headers, but not quite like the stock cast exhaust manifolds. The Alfa factory made the famous "SZ" manifolds, which fits this description. They are high quality and certainly flow better than the stock manifolds, but they are not a true header. I have seen pictures of a similar product from South Africa. I have not seen any of these in person. It stands to reason,

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## From the Desk in the Garage



Pat Garrett

Since it is now August, can you believe that ! The weather is still changeable, which is what weather does. As I sit here thinking of what Alfa Romeo story would be entertaining for all you folks, my mind draws a blank. My brain has all these events running around. Some are from the many years I spent in the Navy. These , from time to time, come up front. Like now. So, instead of a Alfa Romeo story, or fairy tale. I am going to give to you, free of charge, two great secrets, known to but a few. Have you ever heard the name "SOS", know as " Stuff on a Shingle", you can replace 'stuff' with your own interpretation. It is usually served on toast, hence the term shingle. Sometimes the bread we got resembled a well aged shingle.

There are two kinds, yes, TWO. There is 'White' and there is 'Red'. Red being my favorite by far. And now I am going to give you the recipe for both kinds. I encourage you to try both before you decide which is best. You may just like both. With the high prices, this is not an expensive meal.

S O S -- Red or White

### RED

- 1 ½ Lbs lean ground beef
- 2 onion chopped
- salt & pepper to taste
- 5 tablespoons flour(all purpose)
- 2 8 oz cans peeled/diced tomatoes with juice
- 1 5.5 oz can tomato juice
- 2 cups hot water
- ½ teaspoon ground nutmeg
- ½ teaspoon granulated sugar

Cook beef and onions in large skillet over medium heat until beef is evenly browned. Do not drain. Season with salt and pepper to taste .Stir in flour one tablespoon at a time, until beef juices have been absorbed. Stir in tomatoes, tomato juice and water. Simmer on low heat to thicken. Stir in nutmeg and sugar. Simmer until flavors are blended well....

### WHITE

- 1 ½ lbs lean ground beef
- 2 tablespoons butter
- 1 cup chopped onion
- 3 tablespoons flour
- 2 teaspoons garlic powder



## CLASSIFIEDS

### FOR SALE

1978 Alfa Spider. Factory Hard top and soft top. currently has Georgia vintage tags. Call for other details. Drive it home for \$2500.00  
Pat Garrett. 760-723-3613

- 2 tablespoons soy sauce
- 1 tablespoon Worcestershire sauce
- 2 cups milk
- salt & pepper to taste and/or hot sauce

Brown the meat and drain. Add butter. Stir in the onions and cook them until you can see through them. Add flour, stir and cook for two or three minutes. Add garlic, soy sauce, Worcestershire sauce and mix thoroughly. Add milk and stir until it thickens. Serve immediately.

Enjoy.....

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that they will give a performance increase without any of the fitting issues with true headers. It also stands to reason that they won't give the performance of true headers. It's also possible to enlarge the passages in the stock exhaust manifolds with extrude honing. However it's really expensive and I wouldn't expect big gains. This is often used in forms of racing where everything has to look stock. In other cases it's just not practical.

In summary, if you have a stock 2.5, headers will offer minimal benefits. The engine puts the demands on the exhaust manifolds/headers, it's NOT the other way around. If you have a souped up 2.5 or a 3.0, headers will help, but at this time there is no header on the market I can recommend. They all fall short in one or more critical area. I suggest you put your money into another part of the car.

The rest of the exhaust system can be modified as well. However I have tried nearly every possible combination of parts here and I feel very comfortable with the following statement. Nothing you do aft of the catalytic converter on a stock 2.5 will add any measurable amount of power. Even the catalytic converter is not a serious restriction on these cars. Most replacement alternatives are illegal for road use and offer minimal benefit. Some hang down too low sacrificing ground clearance, some don't increase power at all. For street use I usually keep the stock converter, and I have had some excellent dyno results with that unit. For off road use, I suggest connecting the headpipes with a "Y" or "X" pipe to help the cylinders scavenge the opposite banks.

Aft of the converter lies the center and rear exhaust sections. Modifications to these sections change sound but don't really do much for power. However most of the aftermarket pieces made by the usual suspects ANSA, CSC, and Stebro are stainless and will last a long long time. They are also lighter than the factory pieces by a considerable amount. I consider these good replacement options when your stock system is rusted out, just don't expect a big increase in power. For performance purposes the best option aft of the converter is dual side exiting exhaust with no mufflers. There is no such thing as a "performance" muffler. A muffler is a performance reducing device. Eliminating it entirely will increase power (very slightly in this case) and reduce weight. The side exits also serve to keep exhaust heat off the rear brakes and generally make servicing the car easier. I use side outs directly off the converter on my street Alfas and I am happy with them. It's loud, but it's optimal for performance, it's cheap, and it's legal.

End Part I.



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# Come one, Come All The Auction of the Year



Aug. 13, 2008 - 7:00PM

DISEGNO Plus

2487 Kettner Blvd., San Diego

Bring your unwanted "oggetto d'Alfa" or other automotive stuff and allow another Alfisti to bid and enjoy.

Bring a beverage of choice. Club will provide soft drinks & aperitivo .

Come and bid to be the custodian of the Alfa Nut Dishes.



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Note: Some chapters charge additional local dues

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Size	Six Months	One Year
Business card	\$35.00	\$65.00
1/4 Page	75.00	140.00
1/2 Page	130.00	235.00
Full Page	225.00	410.00
Back Cover	155.00	275.00
Flier Rate	50.00	100.00

Rates are for camera-ready artwork.

Typesetting and design available at an additional fee.

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