

ROMEO & GIULIETTA



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

April 2008



Alfa Romeo 6C2500 Villa d'Este Touring Coupe



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



CALENDAR OF EVENTS

April 7	Board Meeting 6:30 Filippi's Mira Mesa
April 9	Dinner Meeting 7:00 Filippi's Mira Mesa
April 20	Coronado Motorcars on Mainstreet
May 12	Board Meeting 6:30 Filippi's Mira Mesa
May 14	Dinner meeting 7:00 Filippi's Mira Mesa
May 17	Campo Train Museum Tour
Jun 9	Board Meeting 6:30 Filippi's Mira Mesa
Jun	Nethercutt Museum, Sylmar, CA
Jul 7	Board Meeting 6:30 Filippi's Mira Mesa
Jul 9	Dinner and a Movie, Solana Beach
Aug	Auction meeting 7:00 PM location TBD
Aug 15	Concorso Italiano, Monterrey
Sep	Oktoberfest, The Garrett's
Sep 27-28	Coronado Festival of Speed
Oct 6	Board Meeting 6:30 Filippi's Mira Mesa
Oct	Little Italy Fest
Nov 10	Board Meeting 6:30 Filippi's Mira Mesa
Nov	Hollfelder Collection Tour
Dec	Christmas Party, The Hertings



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April 2008

We had a great time at the 2nd Annual Chili Cook-off at Pat and Glenna Garrett's. We had more delicious chili than in years past and each one was a winner. Pictures of the gathering are inside.

Also in March was the 2nd Alfa Romeo Day at Cars and Coffee in Irvine. There were 70 some Alfas show up in the lot. Some came from as far away as Santa Barbara and Ventura. The variety of cars was astounding. There was a spectacular 2000 Touring Spider, two 2600 Spiders, a Sprint Speciale, which was seen here in San Diego at the last Little Italy Motorsports show in 2006. San Diego Alfisti were well represented by Ed and Nora Aenlle (who put off a trip to Mexico to celebrate Ed's birthday), Dave and Erika Herting, Vic Todaro, Roger Maury and his wife, and me.

For the month of April, we are hoping that you will join with Vic Todaro and other Coronado Alfisti in the big celebration in downtown Coronado. There are four events going on, a benefit pancake breakfast, a large car show, an outdoor flower show and a book fair. Details on the following pages.

If you have been to the arocsd.org website lately you may have noticed the Google ads appearing in the margins of the site. We had those ads placed for the membership and they seem to be drawing some attention as we have gotten paid a little bit of money from Google. We have the opportunity to generate some income for the club by using the space on our website to place other ads for products that are specifically for auto enthusiasts. What's your opinion? Will the judicious placement of ads on the website cause you concern or no? The board wants to hear from you and will seriously consider what the membership says.

Ciao!

Lance
Il Presidente





Motor Cars on Main St.-April 20 Coronado

For those who might want breakfast we can meet at the Rotary pancake breakfast early on that Sunday morning. I would suggest to be there no later than 7:30 A.M. It is at the corner of 6th and H Avenue in Coronado at the Village Elementry Cafeteria (on the corner). We should leave as a group between 8:00 and 8:30 to drive (in caravan) the 5 blocks to the car show event. We will need to arrive together to be grouped/ parked together at this event. Our route would be East on 6th, South on Orange Avenue to the entry on 10th and Orange. The non-breakfast group can try to meet us at 10th and Orange at a designated time. This is a big event (350 to 400 cars) so we will need to be organized and prompt to be grouped together. The car event runs till approx 3:00 P.M. , but you can leave earlier if desired. Bring a lunch/ picnic or you can purchase food, etc at several vendors at the event. I plan to get us a position under the trees on Star Park. For those of us who want to arrive late it will be really hard to park with the rest of our group.

The concurrently running Outdoor Flower Show and Library Book Fair will be running all Saturday and that Sunday. It is an easy walk (just 4 blocks) down Orange Avenue to 7th and Orange. The Show has many, many judged flower based competitions , all arranged in a huge tented off area of the park.....everything from childrens entries to table arrangements to individual flowers.

The Library Book Fair is really huge also with thousands upon thousands of books for sale at bargain prices, based and organized by theme. Its a long day....but promises to be entertaining for all of our families interests. Who knows...maybe we will win the trophy for Best Club participation. Call or E-mail me with more questions.

Vic Todaro w(619) 435-2261, H (619) 435-1471, Cell (619) 887-8396

164 Automatic - Tech Tip by “Mr. Bentwrench”-reprinted from Alfa Bits, the newsletter of Alfa Romeo Owners of Oregon chapter (AROO)

If you own a 164 automatic, there may be a time when you get in and turn the key, only to have nothing happen (except the usual lights on the dash, that is)....

There are a few potential clues as to where the problem might lie: If you can jiggle the gear selector in the park position while holding the key in the “start” position and the car turns over, then you’ve found the culprit.

Likewise, if you move the selector to Neutral and the car starts, again you’ve found the culprit.

In auto transmission equipped cars, the starter interlock mechanism is in the gear selector rather than in the transmission (as it is on the manual cars). You’ll need to unbolt the central tunnel, pull up on the gear selector in N or O and lift the tunnel up on top of the selector. From the passenger side, you’ll have plenty of room to maneuver under the tunnel to proceed.

The gear selector operates as a shifter interlock in the following way: On the gear selector is a metal piece held in a plastic housing that acts as a “bridge” between two contacts. Examine the diagram and note the large piece. It’s a large Delrin plastic piece with three sets of metal contacts (with wires attached to them). The three sets are as follows from front to back -Park, starter interlock; Reverse, reverse lights interlock only; and Neutral, starter interlock.

In other words, the car will be allowed to start in Park or Neutral.

Based on my personal experience, this piece is a very tough plastic, and the metal tabs are a very tough stainless material. Only light scoring appeared on the tabs, and the plastic was barely worn. These pieces are expensive. I would not suspect this piece as the top potential failure item, however if you do find a lot of scoring, replace this piece. You will need to remove this piece to examine the metal “bridge” on the gear selector. Carefully mark the piece before removing to allow exact replacement of the old one, or using it as a template for positioning a new one.

I found my failure item to be the small metal “bridge” that’s held in the plastic housing clip on the gear selector. The location of this piece is where the round hole on the selector is, indicated by the arrow in the diagram. Note there is no such piece shown anywhere in the manual! This is a spring-loaded metal piece made of a soft alloy. Over time, it appears the soft alloy wore in such a way that in the park position one of the contacts on the large plastic piece did not come into contact with the metal “bridge”, which did not allow the circuit to close and start the car.

The plastic piece with metal “bridge” is inexpensive (\$5) to replace (mine was ordered from ARDONA through the dealer), however if you cannot find one the following repair can be effected (as I did-I have the ordered one as a spare now):

Remove plastic housing and take out the metal “bridge” (with



spring). Use a very fine grit emery cloth or jeweler's file to remove imperfections caused by wear, making the bridge contact surface flat again. This should allow both contact plates to come into contact with the bridge when reassembled.

Upon re-assembly to the gear selector, make sure the metal "bridge" moves freely in the plastic housing, so that it passes freely over the metal contacts on the large plastic piece.

Next, put the large plastic piece back into position and secure firmly. Then verify that the metal "bridge" contacts the appropriate metal tabs in Park, Reverse and Neutral. The selector may be moved by holding up the tunnel with one hand and by using a mirror, checking to see where the contact tabs line up with the metal "bridge".

Slide the tunnel back into position and before bolting up; check your work by looking for loose tunnel lighting wires/bulbs. Also, before bolting up, try starting the car in Park and Neutral, and with key in run position (and after turning engine back off) verify that reverse lights work with selector in R position.

You're done! If you still have a problem in the park position after all of the above, I have been told that some previous owners have "slammed-home" the gear selector into Park position too often, causing an elongation of the selector retainer in that position. In this case, the big plastic piece must be readjusted to a farther forward position, and/or the shift cable linkage at the selector be adjusted to move the lever back a touch (could lead to other issues though, I was told, so this is considered a last resort!!!).

Contrary to myth, there does NOT appear to be any type of "kill switch" between the alarm and the starter that is hidden from all. The shift interlock mechanism is the only "in-between" switch. It could fail on the manual tranny's much as on the auto tranny's but again note that the manual transmission interlock switch (along with the reverse light switch) is on the transmission itself. There has been speculation that a "no-start" condition as described above is caused by such a "kill-switch", but they do not exist.

While you have the tunnel up, take a look at the flexible plastic accordion piece that moves with the gear selector. This is a commonly replaced item as they become brittle and break over time. They are very inexpensive and very easy to slide in and out of the retainer to replace. You can easily remove it to inspect for a brittle section with the tunnel held up above the gear selector. When they break a large gap appears in the selector slot, and shifting may become hampered due to the flexible piece jamming a bit instead of sliding down into the retainer clip in the tunnel.

Now that the mystery of your click-no-crank Alfa 164 is solved, hunt down a SPICA equipped Alfa owner to share your similar malady! Gee-some mechanical/electronic afflictions just never change over time!



CARS AND COFFEE





FROM THE DESK IN THE GARAGE



OLDER CAR CARE BASIC TUNE UP

FROM Car Care, March 1977 by J Amadio by way of "Exhaust Notes" NEOhioAROC

For those of you who have cars with distributors, the following from a 1977 car article be of use in changing your plugs, replacing the distributor points and gapping them, checking and setting the dwell and ignition timing.

Here's what you need for a simple tune-up. New spark plugs, a set of points, rotor and condenser, air filter, spark plug gapping gauge, plug wrench, dwell meter, feeler gauge for the points, timing light, and some clean rags.

Step 1 - Set the plug gap using the gapping gauge to the correct degree determined by your owners manual by bending the electrode tip, recheck with the gauge. Replace air filter.

Step 2 - Pull the front spark plug wire off by grasping around the boot and gently twisting off. Do not yank or pull hard. Clean or blow around the spark plug hole to dislodge any dirt so that it does not fall into the cylinder when the plug is removed. Attach your spark plug wrench and remove the plug. Do this when the engine is cold, particularly on aluminum Alfa engine. Otherwise there is a possibility of stripping the threads.

Step 3 - Install the new plug with your fingers and then tighten with the wrench. Don't over tighten, just to the point where they are firmly in. Repeat the process for the balance of the plugs. By doing it this way you avoid the chance of mixing up the plug wires.

Step 4 - Replace the points, remove the distributor cap, which is held on with screws or clips. Remove the rotor by pulling straight up. This is the plastic arm with a metal tip under the cap and on top.

Step 5 - Note carefully how the condenser and points are attached and then remove the condenser and the wire connector (small aluminum cylinder either inside the distributor or screwed to the outside of the distributor housing). Undo the screws that hold the points in the distributor and remove. Reattach the new condenser, wire connection and points. Don't fully tighten the screws that hold the points. Now all you have to do is to adjust the points to the correct opening with the feeler gauge and set the dwell and timing.

Step 6 - Gap the points from the gap stated in you manual. Get out the feeler gauge and find the correct gauge for your car. The points must be opened and closed to do this. Some people use a remote control ignition switch; some turn the fan or have someone turn the ignition key a few times. When the points open, insert feeler gauge and turn engine until they just close. Keeping feeler gauge between points tighten the screws that hold the points. Remove the gauge and try again to make sure it was done right. Install the new rotor and replace distributor cap with the screws or clips. Make sure wires are seated.

Step 7 - The dwell meter measures in degrees the length of time the points are open. Consult your manual for the correct dwell figure. Hook up the meter, start the car and read the degrees of dwell. If the reading is above the specified one you will have to increase the point gap and vise versa

Step 8 - Set the timing. One the bottom front of the engine is a large pulley, which turns the fan belt. On this is stamped a scale with a pointer on the engine block. Look in your manual for the correct timing setting and find the setting on the pulley and mark it clearly with a piece of chalk. Hook up your timing light and look for a small rubber hose connected to the distributor. Pull off and plug hose end with a pencil.

It's a vacuum hose and will give a false reading if left connected. Start the car and let it warm up for a few minutes. Point the timing light at the chalk marks. Because the timing light is a strobe, it will flicker on and off as the #1 spark plug fires.

When it blinks on the marks and freezes them the ignition timing is correct. If not aligned, you must reset the timing. Under the distributor is a clamp or bolt. Loosen this then start the engine and turn the distributor body until the marks on the pulley line up under the timing light. Shut the engine off, tighten the distributor clamp bolts, and disconnect the timing light. Make sure all wires; distributor, condenser and spark plugs are securely connected. And that's your basic tune-up.



www.arocsd.org



Cut along dotted line and submit to AROC or AROCSD Membership staff

Alfa Romeo Owners Club Membership Application

Name _____ Spouse _____

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(W) _____

Do you wish to affiliate with the local chapter nearest you? _____

Note: Some chapters charge additional local dues

How did you hear about AROC? _____

Please indicate your interests:

- Technical Vintage cars Autocross Track events
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National Dues: \$60.00 per year
 Make check payable to Alfa Romeo Owners Club
 P.O. Box 12340, Kansas City, MO 64116-0340

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Romeo & Giulietta Advertising Rates

Size	Six Months	One Year
Business card	\$35.00	\$65.00
¼ Page	75.00	140.00
½ Page	130.00	235.00
Full Page	225.00	410.00
Back Cover	155.00	275.00
Flier Rate	50.00	100.00

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 Typesetting and design available at an additional fee.
 The **deadline** for all ads is the first of the month prior to the AROCSD general meeting, which is on the first Wednesday of every month. Romeo & Giulietta is mailed to members, prospective members, and all nationally affiliated Alfa Romeo Owner's Club chapters once each month, 7-10 days prior to the AROCSD General Meeting. Total mailing (including advertisers) averages approximately 175 copies per month. For information regarding advertising in Romeo & Giulietta, please contact: Lance Dong (760) 798-1652 or Hillary Galkin-Griffith (760) 787-0301.



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