



# *Overheard Cams*



*Alfa Romeo Association*  
NORTHERN CALIFORNIA

November 2019  
Volume 59, Number 11



# Under the hood

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The Alfa Romeo Association (ARA) is dedicated to the ownership, maintenance, preservation, operation and enjoyment of the wonderful vehicles produced by Alfa Romeo. The ARA is based in the Greater San Francisco Bay Area of California, but welcomes members from anywhere in the world.

On the Front Cover  
*ARAer Thomas Flewell in his 1971 GTV  
driving by an alfalfa field on the Monterey tour*  
Photo by Bob Goldberg

On the Back Cover  
*8C 2900B at Vadim Zadorozhny Technology Museum  
in Moscow*  
Photo by january89/123RF

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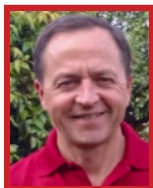
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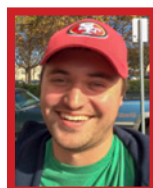
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# The Steering Column

Kurt Delimon, President

Thanks to everyone who attended this year's All Italian Day (AID) in Alameda. We had over 170 cars participate and at least 30 motorcycles and by all indications everyone had a great time. This is the highest attendance we've had in the past few years. It might be a new record, for you long time club members and AID attendees, let us know if you agree. We even had a few peeks of the Blue Angels in action over San Francisco Bay.

It was great to see the variety of cars from Alfa Romeo, Fiat, Ferrari, Maserati, Lancia, and DeTomaso. We even had a few Italian designed cars from other marques including a Pietro Frua designed Glas GT Coupe and a Giovanni Michelotti designed Triumph GT6. We even had a 100% electric Alfa Spider which was interesting but maybe for your fourth or fifth Alfa. Our two wheeled friends also represented Ducati, Moto Guzzi, Vespa, and an Aero Cycle MG 03 quite well. Look for some great pictures of the event in this month's Cams.

This type of event doesn't happen without a lot of behind the scenes work from the AID committee who did a fantastic job of bringing it all together. It's like a duck on a lake, everything looks calm on top but it's paddling like crazy under the water.



Thanks to the committee chaired by Laurie Delimon with members Bill DeGolia, Sean O'Donoghue, Hutson Hart, and Scott Pinsky for making AID 2019 happen. Thank you very much!



The club held two splendid club events in October. The Monterey tour was a blast! I rode with Brad Stever in his car and we covered 400 miles round trip from the South Bay. The tour resulted in three articles in this issue, which is amazing. Pete, please organize another tour next year!

All Italian Day was blessed with ideal weather, sunny and warm, but not hot. Over 170 cars and hundreds of attendees. Nice cars and car people. Everyone had a good time. Thanks to all who made this event work so well.

This issue again contains an abundance of content. It's not clear that this level of content is sustainable without contributions from more of you. Please consider contributing an article. (And a huge thank you to regular contributors Ingo, Jon, and Mark!)

After I review the October Cams Survey results this month, I will have suggestions for topics. For those members who have not yet taken the survey, it's not too late.

If you'd like to help people impacted by the Kincaid fire, check out the information on the [Northern California Grantmakers](#) website.

While eating burgers at the Parkfield Inn West Clark suggested adding an Alfa or other emblem to my vanilla radio



blanking plate. Although I had originally considered adding a Pininfarina script emblem, West's comment convinced me to reconsider my indecision. But which one? Prices for Pininfarina emblems are all over the place, with one even offered at \$250. Ultimately, I chose a genuine Hyundai part for under \$10. Hyundai!?! Pininfarina designed Hyundai's Lavita/Matrix. I cut off the "Disegno" portion with a Dremel and centered the remaining script on the plate. See the results in above photo.

I look forward to seeing the Ford vs. Ferrari movie that will be released later this month. By happenstance I recently came across the 1915 book *Funabout Fords*, which contains forty-eight pages of jokes about Fords. Some are still funny today. Here's one:

*"I hear that they are going to magnetize the rear axle of the Ford."*

*"What's the idea?"*

*"So it will pick up the parts that drop off."*



## ARA Monthly Meeting

**Tuesday, November 5th at Giovanni's  
8pm  
(earlier if you will be eating)**

The club normally meets the first Tuesday  
of every month (except January) at  
Giovanni's New York Pizzeria  
1127 Lawrence Expwy  
Sunnyvale, CA 94089  
(408 734-4221  
[www.giovannisnypizza.com](http://www.giovannisnypizza.com))

## ARA Membership

Welcome to our new members and thanks to those who renewed their memberships.  
*Scott Pinsky, Membership*

Robert Aubrey

Michele Cerati

Wes Horner

Charles E Miller

Matthew R Boegler

Gene Frank

Steven Kittrell

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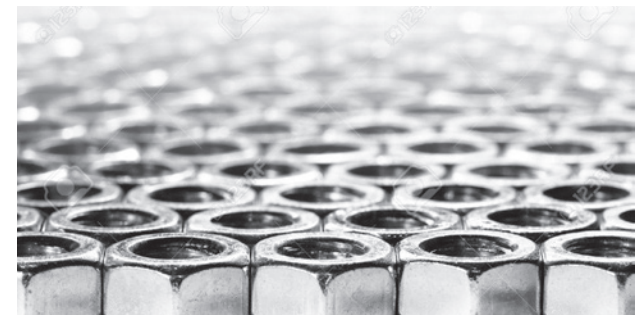
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**Remember that our tech team  
members are volunteers.**

**Please respect their time and thank  
them for all they do for the ARA!**







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# 2019 Calendar



Up to date event information is always available on our website—click the ARA logo to view it.

<i><b>January</b></i>	<i><b>February</b></i>	<i><b>March</b></i>
<b>12</b> Phil Reilly & Co Shop Tour <b>19</b> Annual ARA Membership Meeting@Giovanni's	<b>5</b> General Meeting @ Giovanni's <b>9</b> Bocce Ball Social <b>24</b> Green Hills of Earth Tour	<b>5</b> General Meeting @ Giovanni's <b>16</b> Italian Club, Marin Catholic High <b>31</b> Italian Club, St Mary's College
<i><b>April</b></i>	<i><b>May</b></i>	<i><b>June</b></i>
<b>2</b> General Meeting @ Giovanni's <b>7</b> Bowling Social <b>11</b> Peter Giddings Memorial <b>12–14</b> CSRG "David Love Memorial" <b>27</b> (Cancelled) SC Mountain Sprint	<b>3–5</b> CSRG Thunderhill <b>7</b> General Meeting @ Giovanni's <b>18</b> Alfa Parts Swap <b>25</b> Spring Fling Tour	<b>4</b> General Meeting @ Giovanni's <b>15</b> One Lap of Marin <b>22</b> ARA Summer Picnic
<i><b>July</b></i>	<i><b>August</b></i>	<i><b>September</b></i>
<b>6</b> Pizza Party @ Giovanni's <b>21</b> Hillsborough Concours <b>28</b> Saratoga Classic&Cool CarShow	<b>6</b> General Meeting @ Giovanni's <b>10–18</b> Monterey Car Week <b>17</b> Post-Concorso Italiano Dinner <b>17</b> SVMC Cars and Coffee <b>24</b> Chico Concours d'Elegance	<b>3</b> General Meeting @ Giovanni's <b>21</b> ARA North Bay Social @ Paxti's <b>21</b> SVMC Cars and Coffee
<i><b>October</b></i>	<i><b>November</b></i>	<i><b>December</b></i>
<b>1</b> General Meeting @ Giovanni's <b>4–6</b> CSRG Charity Challenge <b>5–6</b> Monterey/Central CA Tour <b>13</b> All Italian Day <b>19</b> SVMC Cars and Coffee	<b>1–3</b> CSRG Thunderhill Finale <b>5</b> General Meeting @ Giovanni's <b>19</b> Frank Zucchi Restoration Tech	<b>7</b> ARA Holiday Party  (No General Meeteng in December See you in January 2020)



# Upcoming Events

## November

### **Doug Magnon Memorial Palm Springs Run [Non-ARA]**

**8<sup>th</sup> (Friday)–9<sup>th</sup> (Saturday)**

Kimpton Rowan Palm Springs Hotel, 100 W. Tahquitz Way, Palm Springs, CA

**Sold Out!**

[The Maserati Club's California Chapter has invited us to participate in their November tour.]

This will be an amazing weekend! We have a private tour of Palm Springs mid century modern architecture arranged, an exclusive tour of the aircraft restoration facility at the Palm Springs Air Museum, a truly amazing dinner at Mike and Anne's, and a drive to Idlywild where we will have a fantastic lunch before heading back down to Palm Springs for the Gala Dinner.

That being said, the pièce de résistance is a gala dinner at Melvyn's. Yes, as requested, we will be going back to Melvyn's Palm Springs for the Gala Dinner! This is one of the most iconic spots in Palm Springs, famously where Steve McQueen was refused service and the Rat Pack hung out on Saturday night.

Once again we will be staying at Palm Springs most amazing hotel, the Rowan! The Rowan is one of the highest ranked hotels in the area. It was completed in 2017 and has quickly become the hot spot in Palm Springs. We have a very special Maserati club rate, \$269 per night.

Click [here](#) to register for the memorial run.

You must use this [link](#) to get the Rowan Hotel Maserati club rate!



**Doug Magnon  
Memorial  
Palm Springs Run**



# Upcoming Events

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## November

### **Frank Zucchi Restoration Inc. Tech Session**

**16<sup>th</sup> (Saturday) 9:30 am–noon**

6421 Southfront Road, Livermore, CA

[www.frankzucchirestoration.com](http://www.frankzucchirestoration.com)

Frank Zucchi is a very well known restorer of vintage cars and he has painted many Alfas and Ferraris. He will take us on a tour of his shop, discuss body work and paint options, and take all of our questions.

Click [here](#) to register for this tech session.





# Upcoming Events

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## November

### **Silicon Valley Cars&Coffee 2.0 [Non-ARA]**

**16<sup>th</sup> (Saturday) 9:00–11:00 am**

Rosewood Sandhill Hotel, 2825 Sand Hill Road, Menlo Park, CA

[siliconvalleycarscoffee.com](http://siliconvalleycarscoffee.com)

Witness Silicon Valley's finest collection of vintage and exotic cars.

Cars&Coffee 2.0 is held every 3rd Saturday of the month @ 9am.

Spectators welcome and car registration is free. Register at website above.



# Upcoming Events

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## December

### **ARA Holiday Party**

**7<sup>th</sup> (Saturday) 6 pm cocktails, 7 pm dinner**

Trabocco Kitchen and Cocktails, 2213 South Shore Center, Alameda  
[trabocco.com](http://trabocco.com)

Don't Miss ARA's Annual Holiday Dinner!

We will meet you on Saturday evening the 7th at Trabocco Kitchen and Cocktails in Alameda. Join us at 6 pm for cocktails (no-host bar) and delectable hors d'oeuvres followed by a four course dinner at 7 pm.

This year's menu will include a selection of hot and cold appetizers. Dinner will begin with a beet salad, followed by a butternut squash filled pasta course, choice of main course (salmon, wood-fire grilled chicken, pork loin chop, or mixed vegetable vegan plate), and tiramisu for dessert.

Cost for all of this is just \$55 per person for ARA members. Each member may bring up to one guest. ARA is supplementing the cost of this wonderful meal for its members as a thank you for a great 2019!

Registration and advance payment is required. We are limited to no more than fifty people for dinner. Click [here](#) to register.

Questions? Please contact [social@alfaromeoassociation.org](mailto:social@alfaromeoassociation.org)





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Revival Road was a nice surprise for everyone on the Monterey tour, except for Pete Vasquez, who as the tour leader knew the shop. There were Alfas everywhere, even up on the walls. Some were customers' cars; a few were co-founder Greg Garneau's.









Laurie Delimon next to customized, lowered Giulia



Current Giulia Quad engine in a classic Giulia





# Monterey Tour

John Tennyson

It's probably not an unusual occurrence to have to slog the 425 miles between San Francisco and Los Angeles on what is surely The Road Nobody Wants to Be On, also known as Highway 5. Sometimes Highway 101 gets pressed into that role, so it was a great experience to be able to have a go at some of those mysterious roads which head away from 101 at places we've probably never before given a second thought. Places like Bradley, California.

Gathering under Chamber of Commerce weather at Revival Road Restorations just outside Monterey were about a half dozen Alfas, a Lancia Flaminia and a couple of Alfa's loyal rivals from the north slope of the Alps. From Monterey we headed to Carmel and out the full length of Carmel Valley Road, which was so devoid of other traffic that the vast majority of cars on it were, frankly, Italian. After a stretch of 101, we stopped to top off tanks at King City before continuing to Bradley (more of which elsewhere) and heading off onto wonderful, empty and scenic backroads where the only real hazard was to avoid flinching at the sight of suicidal ground squirrels zipping across the pavement. There were also a couple of roadside llamas, which looked puzzled at the sight of a bunch of Italian sporty cars



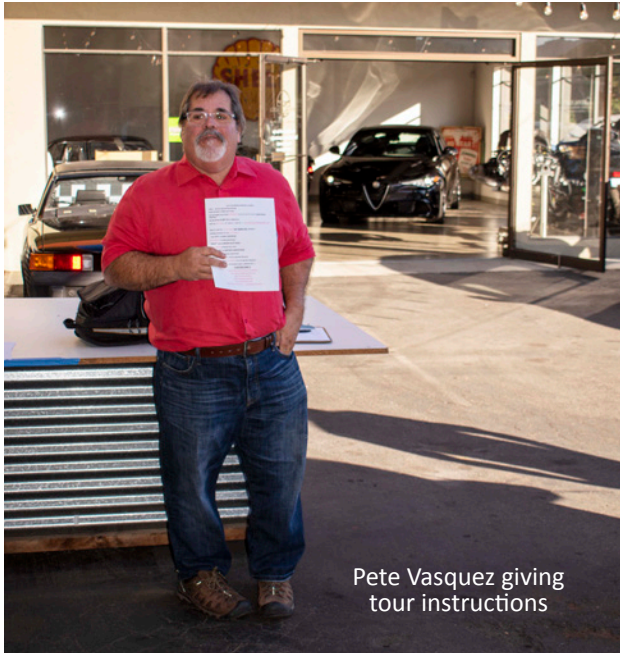
passing by, but then again, that might just be a normal look for a llama.

Noonish we arrived at Parkfield, certified by the local USGS station as "The Earthquake Capital of the World," but alas, the only rumbling we experienced came from a couple of Harleys headed to the same place as us, the Parkfield Cafe, where we all had a truly wonderful lunch at their picnic grounds, unless you were a vegetarian.

What wonders lurk along the other roads leading off the superslab? We'll have to find out on the next drive, although ... apparently there's a bluegrass festival at Parkfield next May, and dang! the chow is great there!

Photos by Bob Goldberg, Nancy McCroskey, and Brad Stever





Pete Vasquez giving  
tour instructions









# RustAmongUs/Rader Garage Rods

Bob Goldberg

Following the tour directions we exited Hwy 101 at Bradley, a small town with a population of 120. While driving through town one could not miss the two sets of 1950s/1960s American vehicles sitting in front of buildings. Although they were worthy of a few photos, we still had quite a bit of driving to do before getting to the Parkfield Inn, so the plan was to stop for photos on the return leg.

On the drive back we first stopped at the building with a Corvair and a customized pickup truck out front. That old service station housed the RustAmongUs Roadside Attraction and Rader Garage Rods. We met Jimmy Rader, the proprietor, and later his wife Peggy. We got much more than photos during our hour-long visit; we got stories.

Jimmy was a dirt bike (motorcycle) racer in his earlier years. Photographs of Jimmy racing and Peggy standing next to vehicles cover the upper of a wall in his shop. Dozens of trophies sit up on a shelf above one work area, and many more are out of sight in a storage shed. He lamented the loss of buddies from that era, all of whom have passed on.

After giving up racing he began to construct vehicles. He's made custom motorcycles for Rob Talbott of Talbott Winery, which appear in his museum, and he's







Jimmy working in his shop



built a custom, wood spoked wheeled one that sits in front of the Studebaker in his shop. There's also a 1939 Plymouth under reconstruction. He has built hot rods, including the famous 555.

In addition to vehicles, he builds things. Curiosities. Pieces of art. A love-seat created from a claw-foot bathtub. A customized shower stall.

He outlined the boom and bust history of Bradley, whose population swelled to two thousand during its era of chalk rock mining and then diminished after the town chose not to pay for an exit on the newly planned Hwy 101 during the 1950s. (The exit must have come later, though it's not clear at whose expense.) In recent times Jimmy has organized a few Hot Rod Socials in Bradley, though he claims that his neighbors were not too pleased with these events.

You need to visit his Bradley place soon, because Jimmy has plans to relocate to Sutter Creek in six months. He's already sold his paint booth, where Neil Young and friends hung out and jammed while visiting Jimmy. He has so much stuff that I wonder whether six months will be sufficient to prepare and move.

Oh, the Corvair and pickup truck—they're his daily drivers.



# All Italian Day

*Patrick Moyroud, Andrew Watry,  
Bob Goldberg, Kristy Johnson*





## PATRICK MOYROUD, LANCIA OWNER

To those of us who admire European engineering, as well as Italian design, the October 2019 All Italian Day in Alameda was the best place to be on a sunny Sunday afternoon. There were plenty of Alfas there, as befits a group that sponsored and organized the event. What made it more appealing was the range and variety of Alfas and other Italian makes that covered the lawn at the local middle school. Alongside the many Spiders and newer models were some rare and unusual cars that one rarely sees outside of Europe, or outside of a museum for that matter. I had never seen a 2600 except in photos, or the custom-bodied models of which there may only be a handful in the world.

To be honest, I was hesitant about bringing my Lancia Fulvia because I was unsure if many Alfa fans would be interested, but it did seem to attract a lot of attention, and questions. Unsurprisingly, there were only a few Lancias in the group, although some exceedingly rare and valuable models were on display, such as the beautifully restored Aurelia convertible discreetly parked at the end of a row, next to a Ferrari of the same vintage.

The 1973 Fulvia I brought from San Francisco was not commercially sold in the USA, as far as I am aware. I purchased the car in Strasbourg, France in July 2017, after an initial inspection and test drive. The next day I turned the key and drove



Patrick's 1973 Fulvia

1,000 kilometers across northern France, to the dock at Zeebrugge, Belgium. The Fulvia performed flawlessly all the way. After reluctantly leaving the car and keys with a dock attendant, I took a last photo, and flew home. After five weeks, I received notice that the car had arrived at the port of Long Beach and would soon be available. Although I was concerned that the battery might not cooperate after such a long stretch of time, the motor started after a few tries, and the next day I started the long drive to SF. Again, the car was as depend-

able as the fog on Ocean Beach.

Buying a vehicle in Europe and importing it yourself is not difficult, especially if you speak some French or Italian. The most frustrating part of this adventure was getting the car registered in California. It took about seven months, in spite of its "smog-exempt" status. In short, the California Air Resources Board does not accept the DMV's interpretation of the law and must agree to an exemption. Don't let that dissuade you. Buy something you like and enjoy the thrill of a great adventure.









Andrew's Junior Z and Giulia Super



# **ANDREW WATRY, OWNER OF MANY ALFAS**

So, as I do every year at the Alameda show, I just rolled up to the gate without having pre-registered. My wife drove my 1973 Junior Z, I drove my 1967 Giulia Super; she goes for the glory. Well the surprise was on me. For first time in 35+ years of attending, they were charging car owners the donation fee at the gate. So I paid for two cars! That'll show me for not paying attention to the rules.

The Alameda show is great, a nice low-key show, no pressure, almost like a high school reunion. You see people you see each year, plus folks in your local circle. I attend a lot of car events, drives, cars n coffees, etc. so I see a fair number of these people regularly. But the irregulars, whom I don't see every week or month, are the treat, to see their cars and catch up on what's new. Plus it's a great pick-up and drop-off opportunity for parts, books, magazines, etc.

The cars tend to be largely the same year in and year out, and that's OK, because (1) they're all nice Italian cars, and (2) I'm not really there for the cars, I'm there for the people. My impression is not many spectators attend this event, it's really the car exhibitors checking each other's cars out and saying hi. I get so caught up talking to folks I find that, even after a couple hours, I haven't gotten more than a couple spaces away from my own cars. I guess that's a good thing.





David Ching and Michael McClure with David's 1959 Giulietta Spider Veloce







Mike and Ursula with revived 164S

#### MICHAEL DEVEREAUX, 164S REVIVER

Walking across the field your editor saw ARAers Michael and Ursula Devereaux being directed to a parking spot for their 1991 164S. Michael said that he had saved this car from the crusher and just recently completed its revival. Although he did not say how much time it took, Ursula mentioned that he spent many, many hours on the car.

The car has 175k miles and had been

sitting for over two years when he got it, and then was parked in his garage for another three and one-half years before he started working on it. Commencing in May of this year, he replaced the perished electronic struts with Boge struts; replaced the cracked oil sump, timing belt, water pump, complete exhaust system, radiator and all cooling hoses, fuel injectors, fuel filter and fuel hoses; intake manifold boots; brake



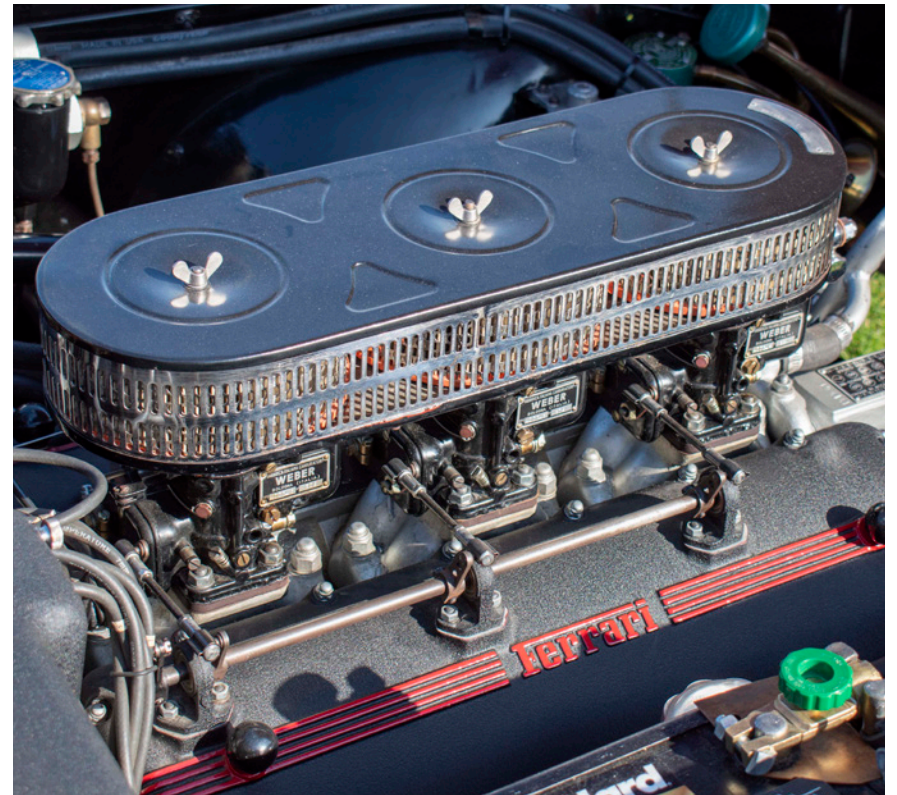
Tom Sahines with grandson

pads, rubber brake hoses and rotors. He also converted the a/c from R12 to R134a, bought a new parallel flow condenser from Nostalgic Air, installed, a rebuilt a/c compressor, replaced the a/c hoses with 134a compatible hoses and o-rings, and got it all working. They took the car on its maiden trip last month from El Dorado Hills to Oakland for a shakedown before All Italian Day.





Joë Hurwich's 1958 Lancia Aurelia B24S convertible





## KRISTY JOHNSON, FIAT AMERICA

They say good things come in small packages and that holds true with car shows, especially when you consider the All Italian Day show. The show provides one of the most diverse collections of Italian cars in a small area and this year was no exception. It has become a favorite event for myself and other members of FIAT America. It is an event we enjoy supporting by showing our cars, encouraging others to attend, and volunteering to help out our ARA friends on the day of the show.

This year some of our FIAT America member cars included a Ferrari F430, a Ferrari 365 GT 2+2, a 2018 Alfa Romeo Giulia, and, in the FIAT category, a X1/9, a 128 SL, a 1966 1500 Cabriolet, and a 1969 500, right-hand drive roadster originally from Australia. Everyone had a fantastic time taking in all the cars on display and connecting with other car enthusiasts. We added an extra spin to our participation this year in celebration of FIAT America's 50th Anniversary year by inviting others to cast their vote for their favorite car out of seventeen FIAT America member cars who chose to be on a People's Choice ballot.

Big thanks to the Alfa Romeo Association for putting on this event and raising money for the Special Olympics of Alameda. It's a great show and a great cause and I'm looking forward to bringing our cars and our friends out to play again!







Larry Dickman with his GTV hot rod







Tim Cain in his 1964  
Giulia Spider Veloce







Conrad Stevenson's Giulietta SS







Mel and Sarah Ryan-Roberts with their 2018 Giulia Ti





Bernadette Finch with her  
1969 Lancia Fulvia GT



Spider econversion



2015 "Boston tribute" 4C owned by Andy Roberts

All photographs, except for the one of Patrick's Lancia,  
by Bob Goldberg



# Thank You All Italian Day Volunteers

Without your help we would not have had such a well-coordinated and successful event!

Tom Sperow  
Tom Nyren  
Cathy Nyren  
Chris Saul  
Dan Yee  
Andrew Smith  
Donald LaVance  
Hanns Ullrich  
Ruben Ruiz  
Andre Adamski  
Tim Cain  
Jim Woodward  
Kurt Delimon  
Sergio Stevens  
Hugh O'Boyle  
Dan Simoes  
Raymond Lou  
Brad Stever  
Jon Gavin  
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Stephen Louie  
Fonnie Louie  
Natalya Kapustina  
Jane Sliheet  
John Gaccione  
Marilyn Stollon  
Kris Woodward  
Debra Loomis  
Peter Loomis

Tony Donato  
Nick DeGolia  
Bill DeGolia  
Sean O'Donoghue  
Scott Pinsky  
Laurie Delimon  
J. Hutson Hart



Volunteers on dawn patrol



Brad Stever giving directions to participant at check-in



Andrew Smith doing tear down



# Garage Find Alfa

Ingo Schmoldt



Hello everyone! I've been in the Alfa club for over 3 years now and been attending Concorso Italiano for over ten years. I've met many of you at club events. Others may have seen my photographs and sto-

ries here in Overhead Cams, Petrolicious or other publications. During this time there's been a dirty little secret, I've never owned an Alfa!

Thanks to great friends and fellow ARA members, I've been lucky enough to flog around several different models enough to know that I'd love to add one to my collection. But the money/opportunity/timing





has never been quite right. That is until a Wednesday in mid-September.

Being a collector car broker, I get phone calls asking me to assist sellers in marketing and selling their cars. It's with great thanks to fellow ARA members (you know who you are) that I received just such a call about an Alfa. Like many before them, this was a well told story of a widow deciding to sell their cherished car as she was moving out of her home of many years and into a retirement community.

I saw this car, a 1969 1750 Spider Veloce (boattail) and immediately fell in love. You could tell that the owner had lovingly taken care of this car and the widow told of great stories driving down the coast or up to

Napa. It spoke to me on so many levels, it is a one owner car, purchased new as a college graduation reward from Carl Block Alfa/Fiat on Broadway in Oakland. The original Oakland address where this car lived is only about a mile from where we live. Garaged since new, the couple drove the snot out of it the first two and a half years and then after another 12 years, it was finally pulled into their garage, not to emerge for another twenty-five years! In 2008 the owner started a very detailed cosmetic restoration on the car. Just about everything on the body and interior was cleaned, repaired or replaced. After having fun with it for another eight years or so, it was destined to stay in that garage again until we saw it. It needs

a new clutch and the underside will need a fair amount of refreshing to match the beautiful topside of this car and that is a welcome challenge

As I'm writing this, I've had it for just under a month and wow, what a month it has been! In effort to get it on the road quickly, I asked Bob over at Import Doctors to replace the clutch with one that I purchased from Ruth Ann at Alfa Parts in Berkeley. That got it on the road, but missed my deadline for driving it on my birthday by three days, oh well!

Next up was replacing the completely rusted out exhaust, but not before getting the fifty years of grime heat steam-cleaned from under the rust-free chassis. Adam An-



derson at Devil Mountain Detail in Concord did that messy job and if anyone else needs to do the same, let him know that Ingo sent you and he'll give you a special deal!

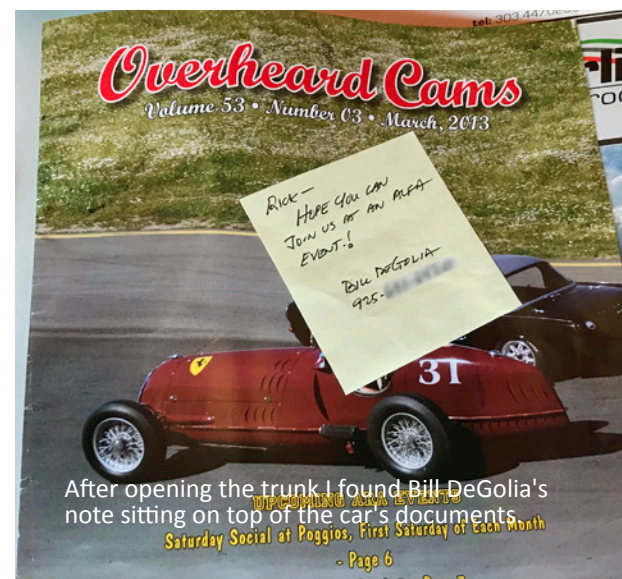
The exhaust came in from Classic Alfa of England and fellow club member Joe Storm and I did the very straightforward replacement on his lift. (Thank you, Joe!) It was just in time to be displayed at All Italian Car Day where I met so many wonderful friends, both old and new! A lovely end of that day was being invited to dinner in Castro Valley where Ruth Ann, along with Tom Sahines and other friends put on a nice meal. My wife and I were thrilled to be attending our first 'true' club event!

Finally, we just tackled the much bigger job of refreshing the rear suspension. That is quite a DIY project I will tell you! Again, Joe and his lift (and tools) were huge here. We got all new standard bushings, red adjustable Koni's and Centerline sport springs. OMG, that has absolutely transformed the handling of this car and put a HUGE grin on my face. Now, I have to recuperate a bit before doing the front end.

We are very proud to be the new caretaker of this car and will enjoy sharing the story of the original owners at the many club events and regional shows. My wife and I are looking forward to continuing the tradition of this beautiful car. If you know of someone looking to move on from their prized possession, let me know and I'd be happy to assist.



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NO. OF CYLINDERS: 4			
BODY TYPE: ROADSTER		ENGINE NO: AR00591.02362	
SERIAL NO: AR1481168		H.P. (SAE): 135	SHIPPING WEIGHT: 2292
DESIGNATED SEATING: 2			
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After opening the trunk I found Bill DeGolia's note sitting on top of the car's documents.  
Saturday Social at Poggios, First Saturday of each Month  
- Page 6  
- March 9, Page 7



Here's an introduction to preparing a SPICA car for winter driving. The cars do well in the mild winter weather we enjoy here in the Northwest. As for something more challenging ... Upstate NY for example ... I will leave that to others.

One caution about driving a SPICA car in freezing weather needs to be passed along. It is possible, but fortunately rare, for a SPICA pump contaminated with condensate water in its oil to freeze solid. In some cases this causes the toothed drive belt to break, a problem readily corrected. In other cases the pump may suffer damage in the logic section. Freezing can also damage the pump section. This damage requires pump repair or replacement.

I have not experienced this failure with my SPICA cars. That said, I ask myself any time I start up my SPICA car in freezing weather whether this is really necessary. For about sixteen years, and sixteen winters, my SPICA car was simply my car, so this question presented itself many times. These days I have other choices.

A kind and patient Alfa enthusiast from upstate New York sold me all of his SPICA tools and accessories in the early 1980s, as he converted his Spider to carburetors. On his car the number three plunger fractured on startup, very likely stuck fast



Figure 1. Broken pump

by ice. (Fig. 1 and 2) This generous individual later sent me his well-maintained yet broken SPICA pump and all the other SPICA goodies for free.

Over the years, most of these parts found their way onto my cars to help keep them running. I was particularly grateful to use the thermostatic actuator.

Kindness and generosity of other Alfa owners are themes I return to again and

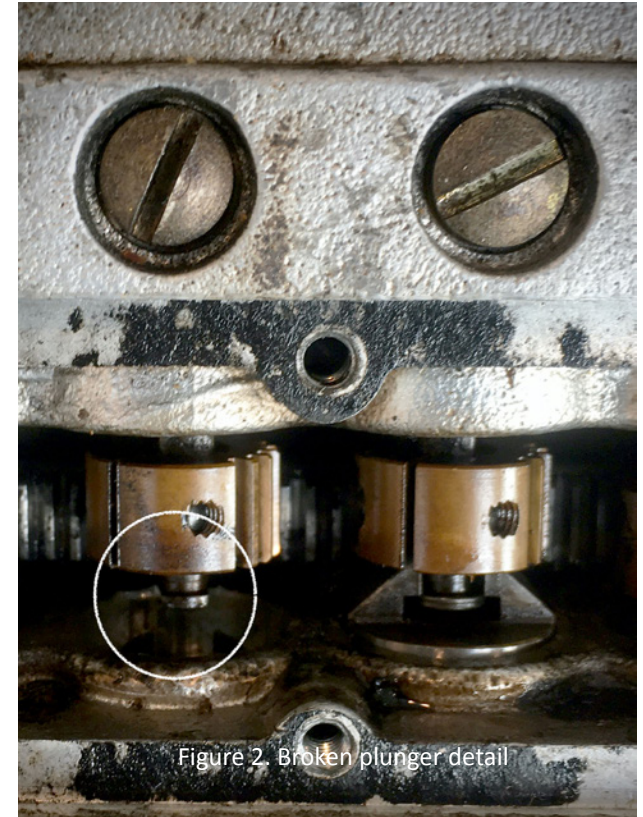


Figure 2. Broken plunger detail

again in my journey in the world of Alfa Romeo.

## CONDENSATE WATER

Condensate water contaminating the oil in the SPICA pump can vary depending on factors including ambient temperature, oil quality, piston ring sealing, engine state of tune, oil pressure and condition of the small oil filter in the pump. (Fig. 3)



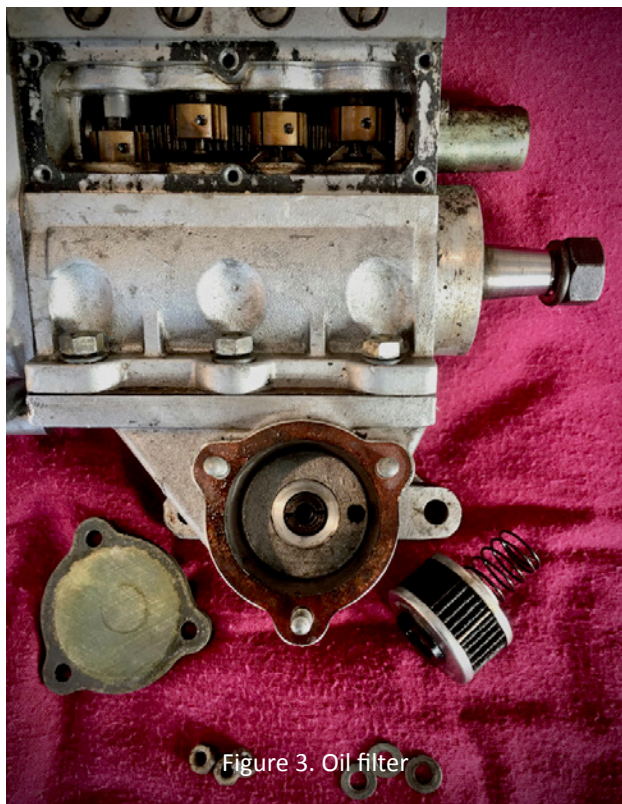


Figure 3. Oil filter

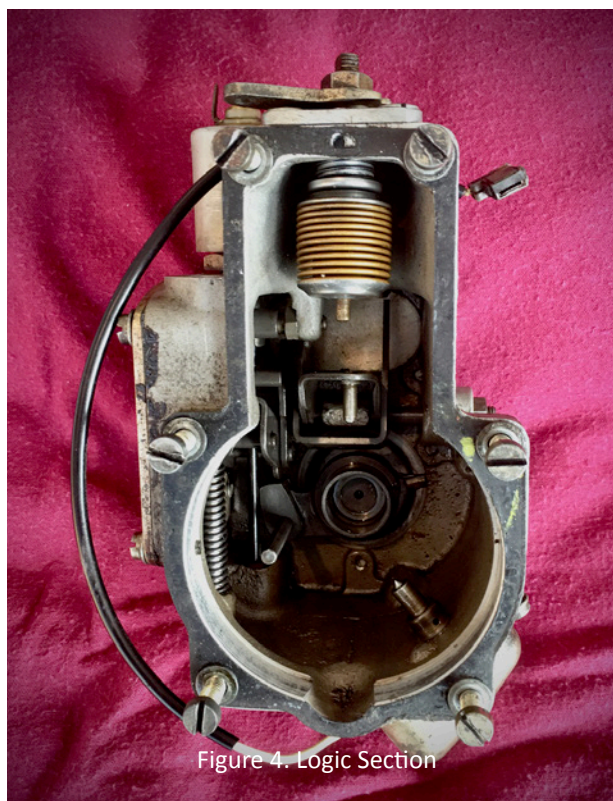


Figure 4. Logic Section



Figure 5. Pump Section

Where do you look for condensate water? First, on the engine oil cap. Second, in the air/oil separator. Third, on the SPICA altitude compensator. Fourth, in the SPICA pump housing sump. A modern bright flashlight makes this inspection much easier!

During engine oil changes I choose to remove the altitude compensator from the top of the SPICA pump and to draw out some oil using a large syringe. This is a simple way to check for condensate water. The

water and oil typically mix to some degree forming an emulsion. I have heard old-school technicians call this buttermilk.

Sometimes I spray inside the pump using a preservative solvent such as WD-40 to collect the condensate. Driving the condensate to the low point in the pump housing makes it easier to remove with a syringe or pump. Having confirmed that the pump is clear, I then add some of the engine oil directly into the pump. This fills the pump housing to the brim with high-quality oil,

leaving behind a protective film on both logic and pump sections. (Fig. 4 and 5)

#### TUNING FOR WINTER DRIVING

Tuning for winter driving includes verifying that the car does reach full operating temperature and correct main mixture in each driving cycle. Short trips can work a hardship on any engine.

To address an excess of cooling that can occur, I verify that the cooling system thermostat does close fully when cold. I use factory-type thermostats that include the



bypass port closure valve. These thermostats typically last many years.

A reminder: on our SPICA cars the thermostatic actuator will not bring the pump to the correct fully-warm reference gap if the coolant in the air intake housing falls short of 185F. That can easily happen in cold weather if the thermostat is lazy. The result is an overly-rich mixture, making over cooling and oil contamination worse.

The 115 cars do not feature a thermostatically-controlled fan clutch or electric fan. The 2-liter SPICA cars were treated to a radiator fan and fan housing upgrade that added air flow, overall a good feature but not helpful in winter.

The 115 SPICA car benefitted greatly from blocking part of the radiator airflow. I used cardboard cutouts fitting the grille openings including the classic Alfa ornament. I understand that some call this ornament a *scudetto*. Waterproof twist ties fixed the cardboard pieces in place adequately.

The 116 series SPICA cars got a cross-flow radiator provided with a thermostatically controlled electric fan, a decidedly better solution in winter.

#### **FUEL SYSTEM MAINTENANCE**

Winter is a time that highlights fuel system maintenance. The 115 Owner's Manual calls for routine replacement of fuel filters on these cars. The SPICA system is subject to damage from abrasive particles in fuel.

The factory installed a dual-stage fuel filter system to address this issue.

In practice, the smaller fuel filter, located in the fuel line near the tank, is the one to change annually. This is perfectly reasonable routine maintenance, not a repair.

The fuel tubing in this part of the system is remarkably large for a 2-liter engine. That goes to the SPICA design objective of providing excess fuel, recirculated back to the fuel tank, in common with the practice on diesel powered cars and the later Jetronic fuel injection systems.

Because of the large tubing diameter I cannot recommend fuel system maintenance as a do-it-yourself project. Professional technicians use a pump to remove the fuel from the tank before working. They also have access to a lift, giving them a big advantage in doing this work, minimizing the amount of fuel spilled.

The Owner's Manual calls for frequent replacement of the larger, forward-mounted main fuel filter. I have never encountered visible contaminant on that paper filter element. Experts now advise that this filter can be used reliably for several years if not longer.

#### **FUEL PRESSURE WARNING LIGHT**

The SPICA system is equipped with a fuel pressure sender switch that energizes a red warning light in the instrument cluster. The sender is secured in a threaded port on the main fuel filter housing. On startup, as

the fuel pump brings the system pressure up through 5 psi, the switch de-energizes the red light. It's wise to make it a habit to observe this light.

Any time this red light illuminates while driving is an event to note well, as fuel starvation is among the conditions that can bring your SPICA car to a stop on the side of the road. The first thing to do is to check the condition of the in-line fuel filter.

#### **FUEL SYSTEM ICING**

Ice in the fuel is a topic that spells trouble. The high flow rate fuel recirculation provided by the SPICA fuel system design goes a long way toward addressing this problem. The 115 cars feature a fuel tank that incorporates a carefully-designed sump to maintain fuel flow in corners. This geometry may also help capture liquid water in the tank and deliver it to the pump, reducing the water to tiny droplets and minimizing the accumulation in the tank sump.

#### **FUEL TANK CORROSION DAMAGE**

I have lost a 115 fuel tank to the grief that results from leaving fuel in the tank, even with added oil and anti-oxidant. I let this sit for more years than I would like to admit. We should ask: why do our club sponsors and advertisers offer new fuel tanks for our Alfas? The reason is damage from bad fuel.

One owner, an observant and knowledgeable SPICA enthusiast, noted rust on the in-line filter element after observing the low-fuel-pressure light on the road.



He inspected the tank and noticed that the protective coating, applied after a professional clean out some years before, looked splotchy. The conclusion? Time for another tank clean out.

#### **ETHANOL-FREE FUEL**

I have asked experts about the SPICA system and the option of running fuel free of ethanol. That subject, in general, raises the ire of many enthusiasts in the old car hobby. The reasons include how ethanol, at 10 percent in fuel, can damage elastomer hoses and seals never designed for contact with alcohols. The fuel system tubing, seals and filters we buy today have been adapted, during a sometimes bumpy experience over the decades, to survive contact with ethanol.

Contact with ethanol, something Alfa and SPICA designers would never remotely have envisioned, working in Europe in the mid-1960s, somehow does not damage the SPICA pumps or injectors. Go figure. I have asked experts about this question. Today I run ordinary ethanol-laden pump gasoline in my 115 SPICA car.

#### **FUEL HOSE LEAKS**

The SPICA system does not incorporate a dual relay to energize the pump only when the engine is turning. When my 115 SPICA car was about five years old I watched one bad hose, split along a seam, leak gallons in a short drive to get the car home. Winter is a likely time to see fuel hose leaks, since the

elastomer material tends to lose its flexibility in the cold. It's worth our time to inspect the system end to end.

#### **THERMOSTATIC ACTUATOR AND THERMOSTAT CHECK**

Within my experience, a well-tuned SPICA 2-liter engine will start well at ambient temperatures down to around 10F. I simply have no experience below that temperature. This highlights the performance of the thermostatic actuator. You can readily test the actuator on the bench. Really this means in the kitchen, since you will be dipping the actuator bulb into water at 185F. Wes Ingram describes this inspection well in his Manual for ALFA SPICA Fuel Injection.

This is much like testing the cooling system thermostat, which my children chose to describe as thermostat soup. The thermostatic actuator operates by the expansion of liquid volume with increasing temperature. The cooling system thermostat operates by solid phase change to liquid.

#### **AUTHOR'S NOTE**

The author advises that this material is based on owning three SPICA cars beginning in 1977. Two were 115.00, one was 116.58. Other SPICA cars likely differ in detail. Your mileage may vary.

#### **WEB RESOURCE**

[wesingram.com](http://wesingram.com) World resource for accurate information about SPICA.

[Future issues of *Cams* will include more guidance from Mark about winterizing older Alfas, including those with Jetronic fuel injection. —Ed.]



# Alfa Romeo F1 Racing Update

Jon Gavin

Three more races to review since last month:

- Singapore - Marina Bay
- Russia - Sochi
- Japan - Suzuka

**Singapore** - The Marina Bay street circuit in the city state of Singapore is run at night under a track illuminated by 1600 lights making for a stunning visual experience. Singapore is only one degree north of the equator so temperatures are high and humidity even higher. Added to that, the track has a lot of corners (23) and is relatively slow leading to a long race duration - this puts a high premium on the physical fitness of the drivers.

**Russia** - another street circuit. Sochi Autodrom winds around the 2014 Winter Olympic Village in Sochi on the Black Sea. This was the sixth running of the race.

**Japan** - a classic circuit - Suzuka International Racing Course located 250 miles from Tokyo. It is F1's only figure of eight circuit and features fast sweeping curves demanding full commitment from the drivers. F1 has been held there since 1987 but the circuit dates back to 1962.

## OVERALL PICTURE

Coming out of Japan, Mercedes secured the Constructor's Championship for a sixth successive year. Although the year

Driver's Championship Ranking Round 17			
Position	Driver	Team	Points
1	Lewis Hamilton (HAM)	Mercedes	338
2	Valtteri Bottas (BOT)	Mercedes	274
3	Charles Leclerc (LEC)	Ferrari	223
4	Max Verstappen (VER)	Red Bull	212
5	Sebastian Vettel (VET)	Ferrari	212
6	Carlos Sainz (SAI)	McLaren	76
7	Pierre Gasly (GAS)	Red Bull	75
8	Alexander Albon (ALB)	Toro Rosso	64
9	Sergio Perez (PER)	Racing Point	37
10	Lando Norris (NOR)	McLaren	35
11	Daniel Ricciardo (RIC)	Renault	34
12	Nico Hulkenberg (HUL)	Renault	34
13	Daniil Kvyat (KVY)	Toro Rosso	34
14	Kimmi Räikkönen (RAI)	Alfa Romeo Racing	31
15	Lance Stroll (STR)	Racing Point	21
16	Kevin Magnussen (MAG)	Haas	20
17	Romain Grosjean (GRO)	Haas	8
18	Antonio Giovinazzi (GIO)	Alfa Romeo Racing	4
19	Robert Kubica (KUB)	Williams	1
20	George Russell (RUS)	Williams	0



has not been quite such a walkover as previous ones, the team's dominance is still quite impressive. It equals Ferrari's longest run but still Ferrari hold the highest number of Constructor's Championships at sixteen. Hamilton continues to lead Bottas and will he wrap up the Driver's Championship in the next couple of races, barring some very unlikely series of events.

Ferrari brought a significant upgrade to Singapore consisting of a new front wing, changes under the front wing, a new floor, diffuser and rear wing. This was a complete package and the one-two result for Vettel-LeClerc was vindication of the new design. The Ferrari has always been fast in a straight line but lost out in the corners where high downforce was needed. This revision appears to have tipped the balance in favour of the corner performance without severely impacting the straight line speed - a good trick. Newcomer LeClerc is just ahead of teammate Vettel and the last races have seen that intra-team battle hot up as the two drivers seek the number one status. Vettel got the win over LeClerc in Singapore primarily through strategy and LeClerc was most upset! In Russia, Vettel took the lead drafting behind LeClerc and protecting their 1-2 positions. He was supposed to relinquish the position to LeClerc but didn't - again LeClerc not happy. LeClerc still has much to learn and to tame his raw speed but Vettel, although making more mistakes than he should, still has the moves from his

vast experience.

Ferrari's resurgence put a stop to Red Bull's threat for second place as their handling advantage was diminished and overall speed disadvantage retained. Verstappen is still the star on that team and showing much more maturity. His new teammate Albon is doing OK but is still learning about the car and so the team is not scoring as highly as the other leading teams. The Honda engine is now reliable but still not quite on par with the Ferrari for power output.

Best of the rest is McLaren who have made significant strides for 4th place. Behind them are Renault, Toro Rosso and Racing point all quite close together. In 8th are the team we care about - Alfa Romeo Racing. 9th is Haas and Williams still in the doldrums at 10th.

#### ALFA RESULTS

Race	Kimi	Antonio
Singapore	DNF	10
Russia	13	15
Japan	14	16

#### SINGAPORE

Kimi has been struggling to achieve the early results the team saw. In Singapore he started 12th on the grid but was taken out in a clash with Kvyat in a Red Bull and did not finish. Antonio started 10th - ahead of Kimi and parlayed that into points (well point) paying 10th place increasing his season's tally to four.

Antonio actually led the race for around four laps as he stayed out long on his tyres. This was the first time an Alfa had led an F1 race since DeCesaris in 1983 at Spa. It was also the first time a car not belonging to the top three teams had led a race since 2015. So not a bad day for Antonio and the team.

#### RUSSIA

Russia was Kimi's 307th race start making him the third most experienced driver of all time. However, this didn't seem to inspire him much in the race. Kimi started 15th and finished up a couple of places in 13th. His overall position was hampered by a jump start - the self-inflicted delay as he reset plus a drive through penalty pushed him down the order.

Antonio continued his run of beating Kimi in qualifying by starting 12th. Clashes in the first turns meant a pit stop for a new wing and although he benefitted from a few dropouts further up the order his race was done finishing only in 15th.

#### JAPAN

Kimi continued his recent run of lower performances starting the race in 13th. Early losses were somewhat made up for in the final stint where some better tyres moved him back up the order to finish 14th.

Antonio again out qualified Kimi for a start position of 11th but race pace was not there with 16th the final position. Hydraulic problems in practice limited his track time and then a choice of hard tyres to go for a



one stop race was probably not the right one.

#### LESSONS LEARNED

For reasons that are not yet clear to the drivers and team, performance has dropped off since Spa. Kimi had been able to regularly pick up points in the early part of the season but in the three races highlighted here he gained no more points. Antonio did pick up another point for the team but overall there was no real progress and the team remain in 8th place in the Constructor's Championship.

Antonio has shown some form in out qualifying Kimi in all three of these races. With his seat unassigned for 2020, has he done enough to continue for the team next year? The recent run of form has elicited positive noises from the team lead Fred Vasseur so maybe he can race again. The seat is controlled by Ferrari so the final decision will come out of Maranello. Kimi has been re-signed for 2020.

#### OTHER ALFA NEWS

On the 21st September, the FIA met to consider Alfa Romeo Racing's appeal against penalties assessed at the German GP regarding torque delivery anomalies. To no one's surprise the appeal was thrown out and the penalties remain in place.

#### UPCOMING RACES

- 10/27 - Mexico
- 11/3 - USA - Austin
- 11/17 - Brasil - Sao Paulo

#### HANDY LINK

Interactive Lap Charts:

[www.racefans.net/category/2019-fi-season/2019-fi-race-data/](http://www.racefans.net/category/2019-fi-season/2019-fi-race-data/)

Constructor's Championship Ranking Round 17		
Position	Team	Points
1	Mercedes	612
2	Ferrari	435
3	Red Bull Racing Honda	323
4	McLaren Renault	111
5	Renault	68
6	Scuderia Toro Rosso Honda	62
7	Racing Point BWT Mercedes	58
8	Alfa Romeo Racing Ferrari	35
9	Haas Ferrari	28
10	Williams Mercedes	1



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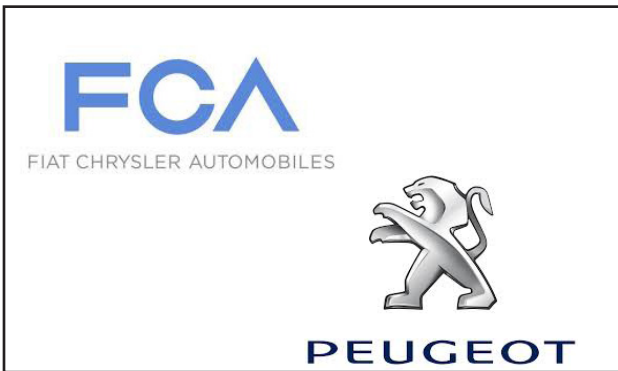
Click [here](#) to view the video.



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## Display Advertising Rates

Overheard Cams display advertising rates are for annual (12x) insertion.

Sizes available: full page, half page, quarter page, and business card.

Full details are available on our website in the [Display Advertising Question](#) category of our FAQ.



