

Romeo & Giulietta



GROUP PHOTO AT MENGHINI WINERY

VIRTUAL HAPPY HOUR

RAMONA TOUR

MENGHINI WINERY TOUR

TECH TOPICS

Il Presidente**Rich Precario**

What has been happening during the COVID 19 pandemic? Both the San Diego club and the national club have been looking for events that are of interest to the membership and at the same time don't violate the CDC recommendations for safety. To this end, the national club has started adding pictures from each chapter, providing videos and listing movies that have a connection to Alfa Romeo cars.

AROCSD is doing virtual social events and safe driving tours. Some details:

- 1.) Virtual social and Happy Hours – Our first virtual event, with all members invited was on Sunday April 26th. We had about 18 participants and it lasted about two hours. Originally, we had discussed some defined topics, but Lance Dong pointed out that just having a virtual social hour had worked out well for other clubs. Lance was right, people just started talking on a variety of topics. It was just like a good old happy hour; everyone was at ease and discussed whatever they wanted. It worked out quite well.
- 2.) We held driving tours in both May and June. Both drives are discussed in the following articles along with a few photos. For more event photos, please visit our web site: AROCSD.org.
- 3.) Safety – For any event which isn't virtual, we will maintain a safe environment for our members. To this end, we are wearing masks, maintaining safe distancing and limiting the number of people occupying indoor spaces.

As the state and county rules open up, we will try to start doing activities more in keeping with past club events while maintaining the best safety precautions for our members. Along with normal business, the main activity of the board is a proposal to bring the 2022 National Convention to San Diego. Lance Dong is leading the endeavor. The proposal will be submitted to the national board for review during the national board meeting next month. Hopefully it will be well

received and the 2022 national convention will be held in San Diego. After acceptance by the national board, all the necessary arrangements for this convention will be negotiated and finalized. A 2022 national convention in San Diego will allow all of our membership to enjoy the convention locally. Out of town Alfisti will be able to enjoy all of the things San Diego has to offer. Because of the COVID 19 pandemic, the 2020-National Convention has been postponed to 2021. All of the original plans and events scheduled for Colorado Springs have been moved out to 2021. Anyone who signed up for events in the 2020 convention can either cancel or simply leave them as is and they will be valid for the 2021 convention. Hopefully, everything will fall into place and we'll have a great convention in 2021 in Colorado Springs and a great convention in 2022 in San Diego. Anyone who would like to assist in planning the 2022 convention should contact Lance Dong at araknd@gmail.com.

Also, we are always looking for new ideas for events in this COVID 19 time frame, anyone who has any ideas, please contact me *rprecario1@san.rr.com or any other board member. The state and county are opening up activities and businesses every week, with any luck we will get back to normal soon.

As a general note, here are some tidbits of information that may be of interest:

- a) The La Jolla concourse which was originally rescheduled from spring 2020 to fall of 2020 has been cancelled for 2020.
- b) The national club is providing pictures and videos and lists of movies to the club members, all with a connection to Alfa Romeo cars and topics. Take some time to look and explore the national website for these additions (AROC-USA.org), not everything is available now but should be coming in the future.
- c) Clubs from across the country have posted their presentations on YouTube and are available at <https://www.aroc-usa.org/aroc-youtube/> and/also if you put "YouTube/aroc-usa" into google. These are diverse and interesting videos that should be of interest to club members. Take a look and see if anything interests you. New videos are being added every week so, keep an eye on the websites for new posts.

d) A list of movies that feature various Alfa Romeos has been compiled and distributed to us by the national club (courtesy of Cindy Banzer). The list was compiled by Marsha Hicks of the Kentucky Alfa Romeo Society. The movies are listed in the "Alfa Romeo Movies" column of this Romeo & Giulietta.

e) The Petersen museum has been/is showing "YouTube" videos on each Sunday at 8PM.

In closing, everyone in both the local and national chapters is looking into safe ways for the membership to enjoy the club and having club related experiences/entertainment.

RECENT EVENTS

RAMONA DRIVING TOUR

By George Hershman & Rich Precario

Our first real event since the start of the Covid-19 pandemic was held quite successfully on Sunday, May 17. Everyone brought face masks and tried hard to maintain social distancing. We had split the tour into two segments so as not to attract the attention of the local police. A total of 14 cars participated with 23 people. There were 5 Spiders, 3 new Giulias, a 4C, a GTV, a GTV-6, a Corvette and a Prius. George Hershman led the southbound tour of 8 cars that met at the North County Fair Mall in Escondido. Rich Precario led the northbound group of 6 cars. The northbound group met at the Java Garden Coffee Shop on Mission Village Drive in San Diego. The coffee shop was recently opened by long time club members David and Alena Leyton. The northbound group had the advantage of being able to fortify themselves with David's fresh roasted coffee and delicious muffins and cookies before the drive. Alena was kept busy filling the orders of thirsty Alfisti. The southbound group had an informal cars & coffee, unfortunately, without coffee, before starting the driving tour. David Leyton showed off his 1968, European version, Spider (Duetto). Alfa did not import cars into the U.S. in 1968 because the carbureted engines would not meet the new smog regulations. By 1969, when importation resumed, Alfa had switched from the 1600 cc engine to a 1750 cc engine with Spica mechanical fuel injection. David

pointed out that his car is the best of both worlds. It has the 1750 cc engine with dual Weber carburetors, a real rarity in the U.S. Both tour groups covered the same roads but in reverse order. The southbound group drove up Highland Valley Road to Ramona and then Wildcat Canyon and Mission Gorge Roads into San Diego ending at the Leyton's coffee shop. It was nice to welcome new members Chavonne & Milton Karahadian and Craig Humphreys & Kerry Webster along with prospective member Bobby Buchanan with his two sons Colby & Cooper to the northbound group. I think everyone was glad to have an excuse to get out of the house. Both Highland Valley and Wildcat Canyon are nice twisty roads and traffic was relatively light that Sunday morning.



The North Bound Tour at Java Garden



Alena Leyton at Work



The South Bound Tour at North County Fair



On Wildcat Canyon



South Bound Tour Group at Java Garden

JULIAN-MENGHINI WINERY TOUR

By George Hershman

On Saturday, June 20, we held our second in-person event since the start of the COVID 19 outbreak. I guess people really felt the need to get out as it was very well attended by 23 people from San Diego and 4 members of the Desert Alfa Chapter. We started the tour at the Java Garden coffee shop in San Diego which was recently opened by long time AROCSD members David and Aleya Leyton. In order to maintain social distancing and not overwhelm the small coffee shop, we split the tour into two groups. Group 1 arrived at 9:00 AM and left at 9:30, while group 2 started half an hour later. We were joined by prospective members in their new Giulias, Bobby and Darcy Buchanan and Nikko Reyes with his fiancé Paula. We drove up into the local mountains on SR 79, a twisty road with nice back country scenery, to the Menghini Winery in Julian. The winery owner is a car buff and he let us line up our cars on the grass in his large picnic area. We were met at the winery by Gordy Hyde and Dolly Samson, and Ian and Julie Bishop from the desert Alfa Chapter, who

drove up the mountain from the backside. We had all brought picnic lunches, so we purchased some wine and spread out on the tables under the trees. It was a beautiful sunny afternoon and the temperature on the mountain was quite pleasant. The car lineup included a Giulia Quad, a Stelvio, 4 new Giulias, 4 Spiders, a GTV-6, a 4C and a Fiat Abarth. David Leyton drove the oldest Alfa, a 1968 European model Duetto. It is unique in that it has a 1750 engine with dual Weber carburetors. All in all, I think everyone had fun and people were quite good about maintaining social distancing and wearing face masks when needed.



Meet-up at Java Garden



Stretching Our Legs at a Vista point



Downtown Julian



Picnic at the Menghini Winery



Car Lineup at the Winery



Car Lineup at the Winery

TECH TOPICS

ALFA UPGRADES PART 1

By Dan Milhone

Due to the COVID 19 pandemic, I found myself with a bunch of free time and an old Alfa in the garage..... It's always a good idea to perform periodic maintenance on any older car. We all know that, and probably do it, to some degree. It's usually the obvious things like tires, belts and fluid levels, etc. But for any pre-1999 vehicle, and that includes our cars (any 1950s/60s car, old Giulia/Giulietta, Spiders up to maybe 2000; GTV; Alfetta/GTV6; Milano; 164, etc) we should probably look at the other rubber-based, less obvious parts, like:

Fuel Lines Vacuum hoses Suspension mounts
Injector Seals /Service Radiator Hoses

Remember that these components are now 20 to 50 years old and have gone through all sorts of conditions and heat cycles. They get hard, brittle and they lose the properties that originally made them good. Parts may not have failed yet, but usually will, and at the wrong time. As if there's a right time for a breakdown.

Since I have plenty of "Stay-at-Home" time on my hands currently, it seemed like a good idea to replace/upgrade vulnerable items. Just FYI, I'm not a mechanic, but I do have a decent background in at-home/in the driveway car repairs and a cramped but functional garage. Here's how it went:

PHASE #1 FUEL LINES

For my first project, I decided to replace the fuel lines on my 1984 GTV6. These have a mid-car section of steel line, and I left it alone. I replaced all the rubber items before and after that fixed portion. Kits were available for the different sections, tank ventilation/rear/front, and probably costs a bit more than buying different sized hose individually. But it's certainly less work, buying parts this way. Best of all, the project didn't look complicated and required no special tools.

(The rear kit included a custom-formed 180-degree hose that was nicer than just bending straight hose to make it fit. But if there were no kits available, because the car was too rare or old, I could have worked around it.)

It looks like different Alfa models have their own layouts but the idea is always the same, i.e.: Reliably get the fuel from the tank to the engine. Problems can run from common and annoying (gas vapor smell) to extremely rare but catastrophic (a gas leak under pressure on a hot motor). I had the vapor problem and this project should fix that. Plus, it's just part of long-term maintenance. You know, "replace all rubber fuel lines every ¼ century or so". I found an online fuel system

diagram and downloaded it. Reviewing Alfabb.com discussions was a good place to read up while waiting for UPS to deliver parts.

The tank's ventilation system work was mostly done through the rear hatch/trunk. Not bad. Then I had to get the car up off of the ground, since the next part is done underneath. Of course, a lift would be the preferred way to go, and fortunately I had access to one. Not mandatory, but easier than jack stands. First thing was to drain the tank, and this needed to be performed in a safe and well-ventilated place. 2 fans, rags, a funnel and gas cans. The fire extinguisher on the garage wall still shows GOOD.

NOTE: Next time I would run the car much closer to empty before having to drain the tank.

Replacing the hoses (and I may as well replace the in-line fuel filter and then add a second one) went about as I thought it would. No real surprises.

I started at the underside outlet of the tank, working my way towards the front of the car. I added a filter just outside this tank exit, because I was told it's a good idea to put one in before the fuel pump, but it should not have a super-fine mesh. Mine has a 100-micron screen, as I remember. NAPA had it with the right sized hose barbs (connectors). As I removed the sections of old hose, I could see that the original lines were stiff and seemed kind of brittle. The hose that went 180 degrees was sort of fossilized, glad it's gone. I made a point to take a few photos of how the hoses were routed and directed, and I only replaced one item at a time, up to the fixed section. Foolproof. When the steel line got to the engine area, it heads upward, and was then accessed from above, off the lift.

I finished replacing everything and tightened all clamps. It took 3+ hours, and would be much quicker if I ever had to do it again. I put the car back on the lift and had a friend look under the car while I turned the key on. No leaks anywhere so I started the motor. It fired up and ran well. Not really *better*, since this isn't a performance upgrade, just more reliably, for sure. I re-snugged all clamps a couple of days later, and I've put over 1,500 miles on it since. No issues, and NO NASTY GAS VAPORS. I hope the rest of the projects go this well.

I bought my parts from
<http://www.hiperformancestore.com/>

Fuel line kit – for engine compartment \$52

Fuel line kit – under the car

\$76

Fuel line kit- Fuel tank area

\$38

Different cars = different kits. Some cars may require buying hose by the foot instead. Whatever works.

PLEASE NOTE: This is not an endorsement for the supplier, just the info. I will say that I was happy with the quality of the parts and instructions.

PHASE #2 VACUUM LINES

My car, being a 1984 Model, has a lot of vacuum lines under the hood. I know that if leaky, they can cause all sorts of bad behavior, such as hard starting, rough idle, poor gas mileage, and the dreaded "failing the SMOG TEST". The older cars may not have all the SMOG equipment, so maybe they have fewer hoses. But regardless of quantity, any vacuum hose can crack/split and leak. Plus, it gets very warm under the hood, and that's not rubber-friendly. So, I bought a complete silicone hose kit. The hoses came with individually numbered tags, with a diagram sheet that indicates which number goes to what area. It was straight forward. No car lift or jack required, until I got to the part when I had to remove a tire. More on that in a minute.

The hoses were intentionally sent a bit long, and a hose cutter (aka a cigar cutter) was included. I trimmed them to exact length after I got them in place. My kit had 11 hoses. Bosch fuel injection and smog equipment requires quite a few of them.

This silicone tubing is claimed to last longer and retain flexibility. Plus, I could order it in all sorts of flashy colors at no extra charge. I passed on Day Glo orange, and went with boring old black. It shows less grease smudges.

I took a few pics, and again would only swap out one hose at a time. That plus the photos made it pretty foolproof. That was until the last **three hoses that went to "nowhere"** had to be dealt with. One medium and 2 skinny sized tubes running from the engine area to an opening in the sheet metal on the upper right-hand side of the car, at the wheel well. The instructions said that they go to a "charcoal canister" hidden by a panel behind the right front wheel. There was a drawing, and after removing the tire, I could see the panel. I had to drill out 3 small pop-rivets, and the panel/door came off. It wasn't difficult, plus I got to clean out spider webs and gritty road crud from the area in front of and above the passenger's foot well. This canister takes gas tank vapor and filters it, then sends it into the motor's

intake, and whatever wasn't filtered is combusted. I would guess that my model may be one of the more complicated ones. A 1969 Spider with Weber carbs would have to be simpler. Still it wasn't bad, and not a very dirty job. The car does idle better, and may have picked up a little gas mileage. The panel is now held in place with 3 self-tapping sheet metal screws, per the instructions.

I got the Silicone Hose kit from the same supplier mentioned above. Price was \$109. There may be better kits or deals available in the market, and I didn't go comparison shopping. I'm happy with the one I bought.

This swap-out is not nearly as important as the gas lines, but it's good to have one more potential set of issues gone. The car has a strong drive train, and it seems that it's usually the little stuff that will cause most problems. I'm knocking them out, one area at a time. Next time, Polyurethane Suspension Mount Upgrades, and probably something else.

The Disclaimer: The preceding article is a recollection of projects that I performed on my car. It, in no way, suggests that anyone should use this information as motivation or as a guide for these or any other repairs. Readers should always consult with a trained mechanic when attempting any potentially dangerous work. This is only a recounting of what I personally experienced.

THOUGHTS ON TIRES

By Glen Wior

A topic that frequently comes up in Jaguar discussions is about tires aging out. Collector cars, for the most part, do not see a lot of miles; you look at tires with a lot of tread and no cracking and assume all is good? Took the Jag out for a hard shakedown run the other day and rear end

kept sliding out on me, time for new rubber. Tires were half way worn with no cracking and rubber seemed to be not too hard but were about seven years old.

I have heard stories of an old spare tire being used for a few miles and falling apart because of age even though it was an unused tire. It has been my experience that some manufacturers tires last longer than others, Michelin lasts longer than Pirelli? It seems today that the maximum safe tire age is about six to seven years, almost impossible to get a hard number from manufacturers.

Another topic is about the use of tubes in tires. I don't know if older Alfas use tubes or not but I have stopped using them. The wheels on my Jag require tubes but I will not use them. Today most tire installers have no idea how to properly install tubes and the inside surfaces of new tires are not always smooth. This leads to abrasion of the tube and a blowout. It is getting harder and harder to get a tire rated for 130 mph for older cars these days. Original size tires are out there but at a very premium price and if used for just six or seven years, they become very expensive. I would assume maybe some Alfa owners of older cars have gone to a wider tire as in a 70 series versus original 78/80 series to retain correct height? These topics become very lively on the forums I visit.

UPCOMING EVENTS

Sunday July 12 at 1:00 PM, Video Happy Hour

Sunday July 19, Driving Tour & Picnic. Details will be forthcoming.

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