

Alfa Media Notizia

Newsletter of the **FLORIDA ALFA CLUB**
Tampa Bay Area, Florida



Monthly Meeting Thursday May 13th

See you there for a quick bite and meeting.

Upcoming events

*Frank Lloyd Wright museum at Florida Southern College May 15th.
Drive from Westshore Plaza at 10 AM on Saturday, Noon tour.*

June (Sunday) tech session - V6? Plans finalized at May meeting.

July - National Convention in New Hampshire!

Feature Story

*A story of Alfa's and the Netherlands.
Submitted for AO, I really liked this one and
wanted to share it with our Florida members
first.*



New Ads!

*Thank you to our new advertisers -
Quik Promotions, Northwest Collisions & Image Depot.*

Postage not sponsored ;-(

FAC Meeting Minutes, April 8, 2004

In attendance Chip Denyko, Lou Daugherty, John Picot, David Rigall, Buzz Maschato & Guest , John & Jeanie Boyd, Delson Correa, John & Linda Rady, Heidi & Graham Spencer, David Wilson, Bill Stusak, Dick & Genelle Downs,

John Picot called the meeting to order at 7:40 PM.

John Rady reported on the Amelia Island event.

Weather was great but there were few Alfa's at the event. Two 6C2300's, Indy cars, Lola, 3 Chrysler Turbine cars.

Chip reported on board items, voting for new directors, the convention registration forms will be in the May Owner, and the new website has been chosen.

May 15th (Saturday) is the Florida Southern College drive to the Frank Lloyd Wright. We'll meet at the Westshore Plaza in front at Sachs 5th Ave, leaving for Lakeland at 10 AM. Meet at the Visitor Center if you drive there on your own for the tour. Our tour starts at Noon.

Meeting adjourned about 9:15



4861 Park St. N, St. Petersburg, FL 33709
(727) 541-4700 (888) 930-4700

Your Florida Alfa Romeo Club
Choice for Alfa Wear
Visit Our Website
WWW.IMAGEDEPOT.US

11



CLASSIFIED ADS!

FOR SALE: 1987 Spider Veloce, Red, Tan interior with factory hardtop. A/C, stereo, well maintained. Just turned 100k. Charlie Post, Sarasota \$5500 OBO. (941) 342-6804.

FOR SALE: Spider Graduate, 87 Alfa Red w/ Tan interior, 84k miles. Excellent condition w/ all service records, always garaged, alloy wheels, new exhaust, and cloth top. \$4100 In Tampa - call Sol Landesberg (813) 230-8991

FOR SALE: Stock rear exhaust (muffler and tail pipe) for '87 Spider, as new. \$50.00. Carl Young, sorry no #.

Various cars available through Delmas Greene. If you have a car for sale call Delmas! (727) 799-1486.

FOR SALE: A long list of vehicles and parts are available from David Wilson - St Pete (727) 526-1378 call for \$



Run your ad here where Florida Alfisti look! Need parts, want something, or want to sell, put it here!

Meeting Thurs April 8th @ 7:30
Jimmy Mac's,

Located on the Tampa side of the Gandy bridge at the Imperial Marina. Great spot, be sure to join us for the next meeting.
Jimmy Macs Waterfront - 5000 West Gandy Blvd. -Tampa, FL 33611 - (813)-839-3449



List of Officers / Board Members

- President John Picot (727) 787-0249
- President-Elect Graham Spencer (727) 784-3668
- Co-President-Elect Chip Denyko (813) 886-6165
- Secretary / Treasurer . Polly Greene (727) 799-1486
- Recording Secretary . Volunteer Needed
- Director David Rigall (813) 234-1329
- Director John Rady (727) 585-4290
- Legal Aide Delmas Greene (727) 799-1486
- Newsletter Editor Chip Denyko (813) 886-6165
- Web Page <http://floridaalfclub.tripod.com>

Monthly meetings are held the SECOND THURSDAY of each month at Jimmy Macs Waterside. Check the web page for the most recet update, or call one of us listed above. Meetings begin at 7:30 PM, but you are always invited to meet there early for dinner or just to chat about your latest Alfa adventure!

WATCHING ALFA RACING IN THE NETHERLANDS

This story and accompanying photos comes from Bernie Betzma. It was submitted as a possible story for Alfa Owner, and may yet appear in the Owner. Being I work for a Dutch company, and may sometime visit the Netherlands, as well as a few colleagues from there, I appreciate the Dutch attitude toward Alfa Romeo. The accompanying photos just topped it off, so thank you Bernie and I hope it yet makes Owner! Chip Denyko



With my wife studying in Denmark, I found a reason to visit the Netherlands where I was



born. This was the perfect scenario for a road trip to Europe. A search on the Internet found that the Alfa Challenge series was racing at Zandvoort in early October. The only previous time I had been to Zandvoort was in 1958 when Sterling Moss, in a Vanwall Special, won the Grand Prix of The Netherlands. Other drivers included such notables as Graham Hill (Lotus), Jack Brabham (Cooper) and Mike Hawthorn (Ferrari). All the drivers in that race have at least one book

written about their racing exploits.

The race weekend was called the "Finale Races" of the season. The Sunday featured seven races, two all Alfa Romeo races and a few Alfa's in the vintage car race. The first race of interest was the Alfa Romeo Challenge series race. The Alfa's were three classes, the race Modified Classic, Modified 2L and Modified Plus. The Modified Plus class featured the IMSA 75 Turbo's, GTAm's and GTV 6's.





The Modified class consisted mainly out off 75 TS and Alfa 33 and the Modified Classics were mainly Giulia Super's. It was a joy to behold to see a starting grid of over thirty Alfa's with a sea of Alfa Romeo flags waving on the grand stands. Races in Europe are standing start instead of the North American rolling start. Some very close racing was seen in the different classes.

The next race of interest was the Preatle Alfa 147 GTA Challenge. Very aggressive racing in 3.2L V6, 24 valve, 250+ HP, 6 speed, Alfa 147 GTA's. Twenty-two cars started with several cars being forced off the

track in the first two corners. There was some very good racing throughout the twelve laps. The Alfa 147 GTA race appeared to be very professional with lots of sponsorship on cars, in the pits and large sponsor tents. The Alfa Challenge also featured large tents but from arrive and drive shops. There where fewer individual cars towed to the track on trailers as you tend to see in North America. I can understand the need for the tents in

Quik
Promotions
&
Printing

**Serving Our Valued Clients
for Over 15 Years**

*Over 800,000 Customized
Promotional Products*

*Full Service Commercial
Print Shop*

*In-House Graphic Arts
Department PC/MAC*

*Bonded / Climate-Controlled
Warehousing*

(800) 247-7195

**Check Out Our Website!!!
www.quikpromotions.com**

11



Holland as it is rainy and windy in the fall. The weekend may have been called the “Finale Races” but the race program contained the schedule for “the Winter Endurance Championship”. The schedule includes a 4 hour race at Zandvoort on the 4th of January. I hate to think what the weather is that time of the year.



Another good reason for the road trip was to acquire a Twin Spark cylinder head. The long-term plan is to fit this to a 105 engine block for road racing. I found several sources on the Internet.



The most interesting source was “you can have the whole engine for the same price but you have to take it out yourself.”

This did appear a fun project, so I packed coveralls in my suitcase.

Unfortunately, time did not permit me this “do-it-yourself” adventure but luckily I found another source within walking distance from my hotel. Maybe on my next trip I will find the time. The X-Ray scanner operator at the airport

recognized the cylinder head in my luggage. He readily admitted that he never seen anyone carry a cylinder head in his luggage. Maybe I can start a trend.

Bernie Betzema can be contacted at bbdesign@cyberus.ca

11

NORTHWEST
COLLISION CENTER

From Wrecks to Restorations

43 Years on Tyrone Blvd.
Lifetime Warranty

Greg Descent 727-347-8945
3577 Tyrone Blvd. St. Petersburg, FL 33710

Alfa 147 - All torque and no lag - Auto Italia - Feb 04



We drive Alfa's latest 147 diesel - From the AlfaRomeo.com UK site...

The week before I drove the 147 16v M-Jet I received a letter from an Auto Italia reader, entitled 'Intriguing Alfa Fact'. It went like this: 'My wife and I love our Alfas. I have a 156, she a 147, and we've discovered something intriguing: in an impact, the rear of the 147 is much stronger than the front of the 156. For further details, please contact my wife. In fact I encourage all Auto Italia readers to do so. Several times. And ask her why the hell she can't look where she's going when she's reversing. Yours with head in hands, Keith Anderson.'

I will attempt to answer the query about Mrs Anderson's reversing tactics in the course of this article; but first things first.

Anyone with an ounce of style is a fan of the Alfa 147; it is without doubt one of the most fabulously desirable family cars of the century, never mind the decade. It does have its faults – the ride is imperfect and the entry-level performance figures unremarkable – but the superlative styling and sensuous interior are way ahead of other cars in its class. I yearn to own one. Yet I was wary of trying the 1.9 16v M-Jet. Sure, the 140bhp Multijet is a big improvement on the agricultural 8v 1.9JTD – quieter, smoother, stronger and less suited to ploughing fields – but it's still very much a diesel. Alfa might be leading the diesel revolution, first with its common rail engines and then its groundbreaking Multijet technology, but some manufacturers are now building diesels which are hard to distinguish from petrol models. And Alfa isn't yet one of them.

I also had visions that the extra weight of the car – a massive 90kg more than the 1.6 T.Spark and 20kg heavier than the JTD 8v – would all be sitting on the nose. Only a prat would intentionally drive to the limit on Her Maj's highway, so discussions of understeer/oversteer in a road car are often a moot point, but would the 147 be so nose-heavy that it would pull wide if cornered even remotely hard?

These were my thoughts as I fired up the Alfa GB Press car and pulled off into the busy morning streets of Letchworth. The first thing to strike me was the noise: the Multijet is a whole lot quieter than the 8v JTD, but it's no Trappist monk. My second thought was, 'Oh what a lovely gearbox'. Even if you don't have a driving licence, you could buy one of these cars and sit in the drive, happily clocking your way through the box from first to sixth.

Inching down the traffic-congested high street, the 147 wrought its magic on passers-by. People smiled at me, as though I were a pretty young thing in a short skirt and high heels instead of a bad-tempered battle-axe on her way to the office. This reaction from onlookers is what Alfas are all about. I remember seeing a relative's black Sprint when I was maybe six years old, chewing the end of my skipping rope and thinking, 'that's what a car should look like'. The 147 relives that dream for me.

By the time we were out on the open road the engine was fully warm and we could let rip. What remains lodged in my mind from that exhilarating drive is the car's stunning performance: the feeling of immense torque from just below 2,000rpm, and surging acceleration to over 4,000rpm. A quick look at the specs confirms this: at 2,000rpm the 147 M-Jet delivers a staggering 224lb ft of torque – which, believe it or not, is a whisker more than the peak torque of the 147GTA with its 250bhp 3.2-litre V6.

With all that torque and a top speed of just 128mph, it does rather beg the question of why six gears? What on earth for? Even the brand-new 617bhp Mercedes SLR McLaren makes do with a measly five. The Alfa reminds me of those 20-speed racing bikes we had when we were 14, just to cycle to school on. At any one time you can pick from three or four of the 147's gears and find no discernible difference in the driving experience: the fabulous torque just shrugs and gets on with it.

The third (or fourth or fifth) gear overtaking ability is exceptional, and the car's dynamic qualities are impressive, too. For such a torquey front-wheel drive car, the traction is incredibly good, it has plenty of grip and stops well. Given its nose-heavy nature, the car's athletic readiness to handle undulations without excessive pitching is surprising. Take an ess-bend with a mildly humped-back bridge in the middle. Few cars can tackle such hazards with aplomb, generally plunging down at the nose on the far side of the bridge and taking a moment to recover. This Alfa seems relatively unfazed by such demands on its chassis.

That said, the diesel engine still gives an impression of rather too much weight at the front and, presumably to compensate, the front springs feel fairly stiff. But if anything, it's the steering which lets the package down. The car is strangely lacking in feel, probably a result of the over-light power steering and the car's tremendous acceleration at certain revs. At full acceleration in the meat of the torque band it runs slightly wide – and while that's hardly surprising, it can feel distant: a bit spooky. The 147 is a car with enormous popularity among female buyers and I suspect that Alfa has catered to women by making the steering so light. It's a fundamentally safe car when driven briskly but it takes a while to understand what's going on. Then it becomes truly, deeply enjoyable; even in the rain, when the chunky – but effective – pterodactyl-wing wipers sweep across the screen like the limbs of prehistoric monsters.

The 147 16v M-Jet looks great, feels robust and has loads of character. This character remains solidly diesel, however, with all the good and bad that conveys. Yes, it might be noisy from the outside on tickover, as demonstrated by my neighbour's comment when I stopped outside her house to deliver a last-minute Christmas card: "What a beautiful car, dear – but is there something wrong with the engine?" On the positive side, it has excellent fuel economy and the company car tax benefits of a diesel. But this is not just a car for deaf businessmen. At cruising speeds you're unaware of diesely noises, thinking only of the bucketloads of torque which mean you can leave it in sixth on meandering country roads without dropping out of the torque band. And if you choose to accelerate, the turbolag is imperceptible.

But let's return to our reader, who wanted to know why his 147-owning wife can't look where she's going when she's reversing. The answer is simple: no one in a 147 can look behind them when reversing. The rear visibility is appalling. Perhaps it's another of the features catering to the female buyer: this is predominantly a car for women so let's make it bloody impossible to park. Dear reader, don't sue for divorce till you've tried parallel parking it yourself. Story by Charis Whitcombe © Intermarque 2004. First appeared in Auto Italia.

FAC & Other Events

May 13, Thursday, 7:30 P.M. FAC Dinner meeting at Jimmy Mac's Waterside Rest, Tampa

May 15, Saturday 10 AM Florida Southern College drive to the Frank Lloyd Wright. Meet at the Westshore Plaza in front at Sachs 5th Ave, leaving for Lakeland at 10 AM via back roads. If going direct to the college, meet at the Visitor Center. Our tour starts at Noon, Lunch prior to tour.

June 10, Thursday, 7:30 P.M. FAC Dinner meeting at Jimmy Mac's Waterside Rest, Tampa

June 13, Sunday Tech Session - NEW DATE!!! Focus & location determined at May Meeting.

June 20, Sunday Fathers Day - Be sure to leave that parts list laying around.

July 8, Thursday, 7:30 P.M. FAC Dinner meeting at Jimmy Mac's Waterside Rest, Tampa

July 28 - Aug 1 Thursday - Sunday - AOne AROC National Convention in Manchester, New Hampshire. Extra days for travel if you're driving! Possible Carvan?

August 12, Thursday, 7:30 P.M. FAC Dinner meeting at Jimmy Mac's Waterside Rest, Tampa

September 9, Thursday, 7:30 P.M. FAC Dinner meeting at Jimmy Mac's Waterside Restaurant, Tampa - Officer Nominations!

September ?? Sunday 10 to 4 FAC - Le Italo Americane di Oggi (Italian American Women of Today) club - Car show at Safety Harbor Park Gazebo 10 AM to 4 PM for the show. Call Ruggero and Carla Santilli (727) 934-9593 to attend the car show. There is a luncheon, but

APPLICATION FOR MEMBERSHIP



Name(s) _____
 Address _____
 City _____ State _____ ZIP _____ - _____
 Phone (____) _____ - _____
 Referred by: _____
 E-Mail address _____

Car(s) Information:
 (model / year)

- 1.) _____
- 2.) _____
- 3.) _____

Please check your interests:

- | | |
|------------------------------------|---------------------------------------|
| <input type="checkbox"/> Technical | <input type="checkbox"/> Speed Events |
| <input type="checkbox"/> Rally | <input type="checkbox"/> Autocross |
| <input type="checkbox"/> Social | <input type="checkbox"/> Restoration |
| <input type="checkbox"/> Vintage | <input type="checkbox"/> Other |

Yearly membership with our *Florida Alfa Club* entitles you to membership with the national Alfa Romeo Owners Club and both the monthly national magazine and our local *Alfa Notizia* newsletter. If you are a member of another AROC chapter and wish to subscribe to our newsletter, fee is \$15.00 per year. On Referred by, indicate your AROC member number and club affiliation.

SEND \$60.00 check to: Florida Alfa Club • 1410 Pineapple Lane • Clearwater, FL 33759-2315



10240 Parsons Street
Tampa, FL 33615-2624

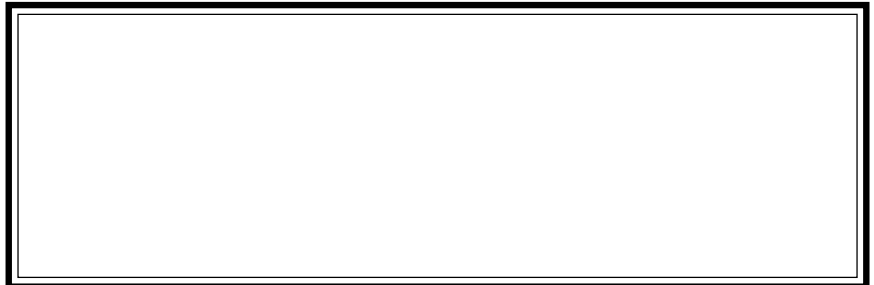
Have you thanked a Sponsor Today!

Recent Edition Sponsors

- May - Not Sponsored
- April - Not Sponsored
- March - Not Sponsored
- February - Not Sponsored
- January - Postage - Polly & Delmas Greene
- December - Postage - Polly & Delmas Greene
- November - Postage - Chip Denyko & Gary Stevens
- October - Not Sponsored
- September - Not Sponsored
- August - Postage - Gary & Mel Howard-Schmidt
- July - Postage Gary & Mel Howard-Schmidt
- June - Postage Gary & Mel Howard-Schmidt

If you have received this edition of our newsletter and are not currently a member, we have sent you this to peak your interest. The Florida Alfa Club is a group of Alfa Romeo owners or wanna be's that share technical information, skills, experiences, events, fun and commeraderie of our prized possessions, our Alfas! If you would like to join us, or just visit for a meeting or two please feel free. If you have any questions, you can call anyone listed on page 2 for more information.

Meeting location
Jimmy Macs' Waterside



ALFA PARTS

America's Largest Distributor
INTERNATIONAL
auto parts

- Over 90,000 Parts In Stock • 30 Years Experience
- Same Day Shipping • Satisfaction Guarantee

FREE CATALOG
1-800-788-4435
www.international-auto.com

9

ALFA ROMEO - FIAT
FERRARI - JAPANESE MOTORCARS
MASERATTI - EUROPEAN MOTORCARS

Franco's Imported Cars

FOREIGN CAR REPAIR SPECIALIST
12201 66TH ST. N.
LARGO, FL 34643
(727) 539-6776

FRANCO NOCE

9

Water Restrictions? Use No Water! ¹
Dri-Wash N Guard Instead.

Dri Wash is a glaze not a wax. Wax is abrasive. Dri Wash cleans and brightens, removing oxidation and old wax and placing a protective glaze on your paint. Only 2 ounces cleans an average size family car in 20 minutes and treatment lasts for months. In between, clean your car with only a wet cloth and a dry cloth. Dirt floats to the surface, paint is NOT scratched! Also Tire and Vinyl products, carpet cleaner, etc.

New Dealers wanted. Just see Chip at any event.
Club Members **15% Discount on all Enviro Tech products.**
Call **Chip Denyko** at (813) **886-6165**