

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



Volume 20 No. 7 JULY 1981

P.O. BOX 261, Los Alamitos, Ca. 90720

conversations on the **faith**

by Jack Becronis

It's getting tougher. I'm weakening. I don't know how much longer I can hold out.

I'm not talking about trying to make it through the summer without baseball. I'm talking about trying to make it through the summer without selling my soul to the Bank of America (was Bank of Italy in the early 1920's) for a conditional sales contract on a GTV6.

For weeks now, since Tom Suter phoned to say: "Listen Jack, I've got an idea...ARI has this GTV6/2.5 demo...Road & Track just finished road testing it...We can have it for a couple of weeks to do our own testing for the Owner...Pfanner, Braden, and you can each have it for a couple of days...You could drive it, look at it, live with it...we might even take a few snapshots of it next to your 1928 Alfa, caption the picture 'Fifty years of six cylinder tradition'...", I've been waging a losing battle with myself. The battle is to fight off the closet Andretti within me that

Continued on Pg. 5

CALENDAR OF EVENTS

JULY

- 24th - General Meeting at Alondra Park. 8:00 pm. Sharp!
- 28th - Board Meeting - TBA

AUGUST

- 13th - 16th Alfa Pacifica. Vancouver British Columbia.
- 21st - 23rd Historic Motor Races at Leguna Seca, and Pebble Beach Concours d'Elegance. This year it is two full days of racing.
- 28th - General Meeting at Alondra Park. 8:00 pm Sharp!

SEPTEMBER

- 1st - Board Meeting - TBA
- 19th - AROSC Time Tril #5 at RIR. Entry form in August newsletter.
- 25th - General Meeting at Alondra Park. 8:00 pm Sharp!
- 29th - Board Meeting - TBA

COMING IN OCTOBER, NOVEMBER AND DECEMBER...AROSC Rallye #2 "The Last Hollywood Hills Mille Miglia", AROSC Concours 3 (w/ winery tour), The Las Vegas Grand Prix, The AROSC White Turkey Sale and Election, and The AROSC Christmas Party.

Alfa Romeo



JULY MEETING

ANDY STEBEN
WOULD NOT
TELL ME

My guess, however, is that it will be either:

- a). Seven girls in aluminium hoola skirts.
- b). Everything you always wanted to know about going to court on a speeding ticket but were afraid to ask.
- c). A representative from Good-year Tires, explaining the new generation of high performance tires...sort of a Part II to our earlier tire program.
- d). An open meeting to discuss the running of the club and a discussion of what you would like the club to do more or less of.
- e). Seven Andy Stebens in aluminium hoola skirts.
- f). Henry Manny lecturing on "My Life in Turn 9".
- g). All of the above.

Learn what the real program is all about, at the July Meeting, at Alondra Park, 8:00 p.m. sharp!

ALFACIONADA is the monthly publication of the Alfa Romeo Owners Club of Southern California (AROSC).

Subscriptions to this newsletter are included as part of the \$30.00 per year AROSC membership fee. For membership information, write: AROSC, P.O. Box 261, Los Alamitos, California 90720. Articles, letters and personal ads are always welcome, and should be received by the Editor 20 days prior to the monthly meeting. Meetings are normally held on the fourth Friday of the month at the ALONDRA PARK CLUBHOUSE, at 3850 Manhattan Beach Boulevard, Lawndale, just east of the San Diego Freeway. Date or location changes will be posted in the newsletter prior to the meeting. Meetings start promptly at 8:00p.m. For more information please call:

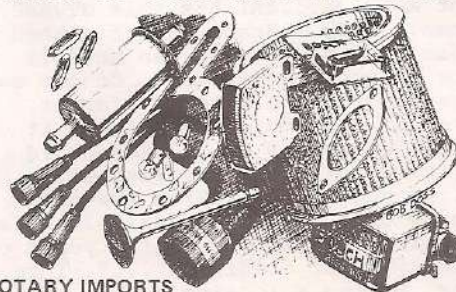
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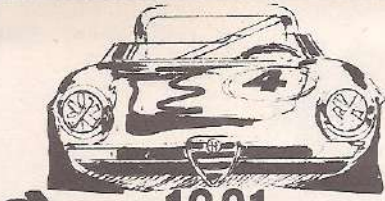
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1981

TIME TRIAL

The fourth AROSC Time Trial of 1981 was one of the best events I have ever entered or attended! As a driver, having SCCA corner workers (who sat out there in that sun until their brains were as soft as Alfetta drive shaft donuts) ment I had more time to prepare myself and my car...and enjoy watching the other cars run as well. Sharing the track with VARA added both variety and competition. If you look at the official results, you can imagine if we had all been on the track together and racing fender to fender. To all nine VARA drivers who made the runs, we thank you for joining us. Let's all try Willow again, and hope the weather holds.

The times were down for the most part and it must have been the heat because almost everyone was having fuel starvation problems. But that didn't stop us...we never let up... pushing deeper and deeper into the turns...pumping up the tire pressure, higher and higher...watching the oil pressure go lower and lower...singing that age old Hymn, "My Insurance Doesn't Cover This".

We all owe a great deal of thanks to the event's sponsor, DIRO ALFA ROMEO. They have consistently supported our Time Trial Program and if you are in their area, I hope you will drop by and say thanks, and check out their parts department the next time you need something.

Continued on Pg. 5

ALFACIONADA

SLALOM SCENE by jim wood

Slaloming, poor man's racing, is alive and well in Los Angeles, even though this article has missed a couple of newsletters. There are a number of SCCSCC Slaloms upcoming. The next is on July 26th at Cal Poly, Pomona. Also on August 9th at Long Beach Memorial Stadium. These are both Championship Slaloms and that means that results are used to determine SCCSCC trophy winners at year's end.

For further information call the SCCSCC (Southern California Council of Sports Car Clubs) Hot Line (213) 988-RACE. The 1981 SCCSCC Slalom Code books are available from me at the monthly meetings. This book contains the rules and regulations used to govern the slaloms and the types of modifications allowed on the cars that run.

And remember, if God didn't want people to drive fast, He wouldn't have invented Italians!

THE JACOBS IGNITION SAGA

(a truly shocking story)

by Jim Wood

I first purchased a Jacobs Compu-sensor Ignition after researching a number of electronic ignition units. I was impressed by it's specifications and design features. At the April meeting I talked with Dr. Jacobs because I thought the performance was not as good as advertised. As a result I purchased a Jacobs coil. Shortly thereafter the compusensor quit entirely. I returned the unit to Jacobs and received a rebuilt used replacement. The replacement unit was defective.

Continued on Pg. 6

AROSC TIME TRIAL #4
 SPONSORED BY DIRO ALFA ROMEO
 RIVERSIDE SHORT COURSE

JUNE 20, 1981

(N) Novice

Class A and C			
	Mike Sperry	1600 GTZ	1:46.51
	(C)Jack Becronis	1600 GTV	1:58.08
Class D			
	Alan Ward	2000 GTV	1:51.51
	Dan Bernstein	1750 Spyder	1:53.57
	Phyllis Gaylard	2000 GTV	1:54.91
	Larry Kolisnyk	2000 GTV	1:57.88
	Sergio Perticucci	Alfetta GT	2:01.99
Class E			
	Matt Jones (N)	1600 GTA	1:56.01
	Fred Zimmermann	1300 Spyder	1:56.49
	Pete Stader	2000 GTV	1:56.61
	Rich Washington	2000 Spyder	1:57.33
	Alan Wilks	1750 GTV	1:58.63
	Bob Crowl	Alfetta GT	1:59.85
	Lisa Brown	Alfetta GT	2:05.37
	Raul Perez	1750 GTV	2:06.56
	Jackie Kurman (N)	2000 GTV	2:19.53
Class F			
	Phil Guiral	2000 GTV	1:55.41
	Andy Steben	2000 GTV	1:56.54
	Charlie Thieriot	Alfetta Sedan	1:58.15
	Richard Bost (N)	2000 GTV	1:58.36
	John Ireland	Alfetta Sedan	2:00.63
Class G			
	Lew Dowdy	GT Jr.	2:01.34
	Carl Rudolph (N)	Alfetta Sedan	2:01.70
	Whitney Todd (N)	GT Jr.	2:11.19
Class X and Z			
	Dave Vegher	Scorch	1:38.25 TTOD
	Alan Wexler (N)	1600 GTV	1:45.65
	(X)Joe Dykzeul	Lotus 11	1:46.46
	Bob Barlow	1600 GTV	1:48.33
VARA			
	Dick Daniel	Porsche 906	1:40.42
	Steve Morse	E Type Jaguar	1:44.29
	John Goss	Aston Martin	1:46.17
	Joe Dykzeul	Lotus 11	1:47.56
	Jerry Rosenstock	1600 Alfa GTZ	1:47.94
	Peter Hill	Sunbeam Tiger	2:05.29
	Fred Lake	XK 120 Jaguar	2:07.74
	Sy Lauretz	1957 Corvette	2:08.65

Time Trial Cont'd.



The next event is in September... and again, it's a great spectator sport as well as a competitor's sport. In fact, Phil Guiral found a note on his GTV's windshield. The girl left her name, phone number, and the thinly veiled suggestion that she might be even faster than Phil's car. We expect a full report from Phil at the July or August meeting.

JOHN I.

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Conversations Cont'd.

"needs" this mega-machine. My sum-up of the GTV6/2.5 is that we can all depend on it to carry the Alfa torch to even greater success.

The other thing that's getting tougher to do is to wait until the sublime historic race and concours in Monterey: August 21, 22, & 23. Behind-the-scenes my 1928 1500 cc twin-cam is being readied. Rebuilt engine, paint touch-up, new wiring and detail, detail, detail, detail. This car is one of Vittorio Jano's outstanding designs. Workmanship and finish is sheer artistry. Performance confirms it to be one of the world's classic machines, accentuated by superb Italian "spider" coachwork executed by the master, Zagato. I ask you, am I in love?

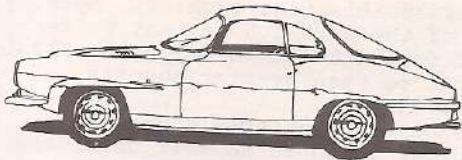
Try not to miss Monterey this year. Other Alfas sure to be attending are: Mike Sperry's Giulia TZ, Scot Gray's GTA, and from Seattle, Washington, Malcolm Harris' 6C 2500 SS.



You say you want to see the Alfa Romeo Formula One effort just once more this year? In person? Well you can...the Las Vegas (or will it be called Caesars Palace Grand Prix) Grand Prix is officially on and the dates will be October 15, 16, & 17th. Grandstand seats are rumored to be going for \$50 to \$250. This event will replace Watkin's Glen on the Circus this year and may be forever. The course will be 2.2 miles and grandstand seats for 45,000 people will be built and place so "each spectator will have a clear and unobstructed view of each turn and straightaway". Whether a "true road-course" can be built in the stadium concept remains to be seen. Part of the course will be using

Continued on Pg. 6

Conversations Cont'd.



existing parking lots and paved roadway, the rest will be specially constructed with all pavement laid in accordance with FISA specifications. A Bosch Super Vee event will be held on October 11th, to qualify and demonstrate the course's worthiness. Ticket information can be obtained by calling the Caesars Palace Grand Prix ticket office at (702) 731-7762. See you at the July 24th meeting, Alondra Park, 8:00 pm Sharp!

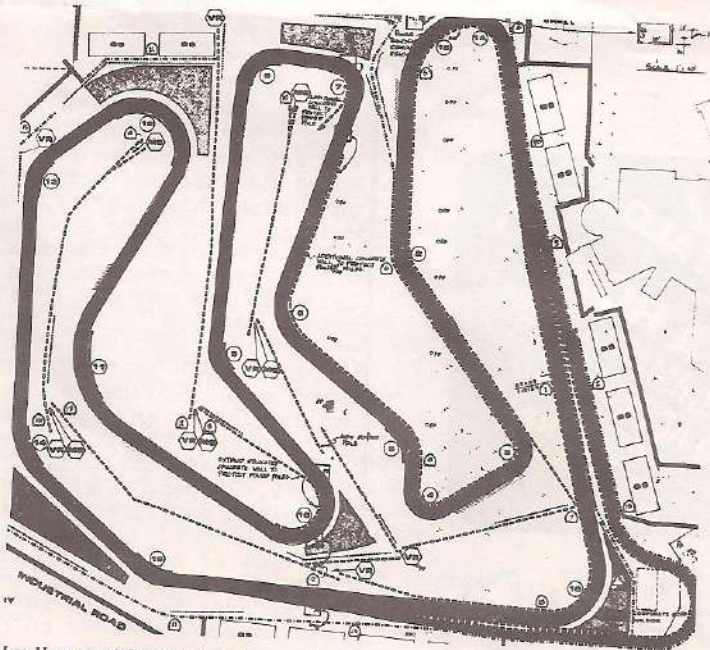
A Shocking Story Cont'd.

I then called Jacobs in a rather irate manner, I was sent a new replacement unit promptly. This 3rd unit lasted approximately three hours.

At this point, (pardon the pun) I drove to Jacobs with this ignition still installed. The Jacobs people agreed that the unit was indeed bad but the installation was good. One of the Jacobs technicians tested another new ignition and then installed it in my car. This fourth ignition lasted approximately half a day. I returned the ignition to Jacobs and received a refund.

Continued on Pg. 11

Formula 1 in Vegas



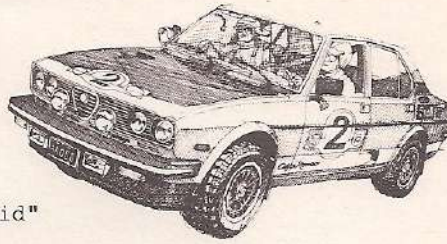
Las Vegas track layout: Spectators are placed at ideal viewing points

"THE MIDNIGHT GRAND PRIX"

by JOHN IRELAND

© copyright 1981 by J. IRELAND

CHAPTER THREE: "Murder at the Pre-grid"



4:00 p.m., every part of the Alfetta had been checked and double checked. In place of the rear seat, Johnny Alfa had strapped down two spare CN 36's, a small tool box, and an emergency repair kit with belts, hoses, filters, fuses, points, plugs, rotor, cap, and fuel pump. Walking to the collage mural that diagramed the roads the race would probably cover, Johnny's concentration was constantly interrupted with thoughts of Falona and the look in her eyes when she dropped him off after the drivers' meeting.

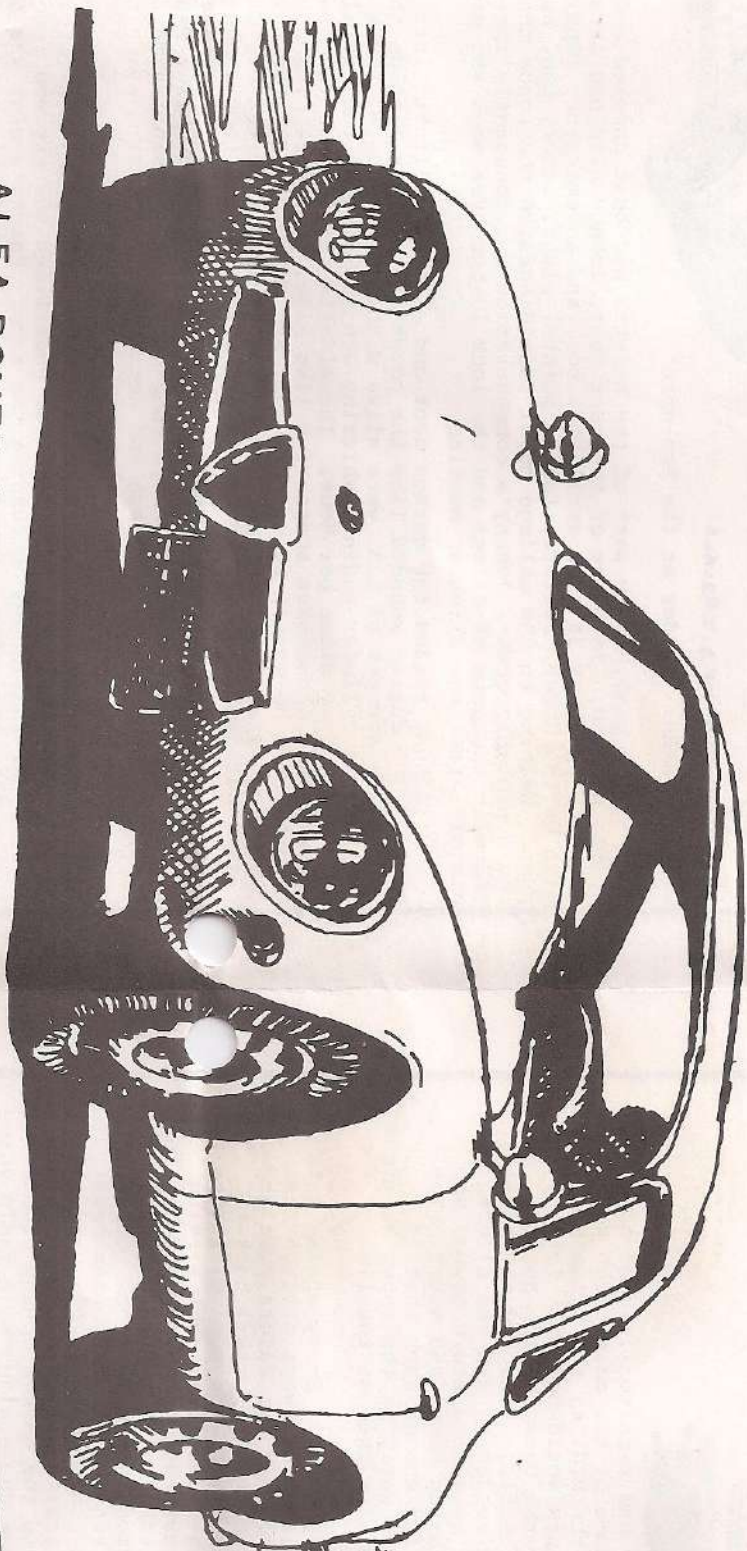
Johnny raised the garage door and eased the Alfetta into the alley. The engine sounded like the cough of a hungry lion on the hunt. The streets of L.A. were alive with commuter cars, their disposable two cylinder engines whizzing and whirring as they strained to reach thirty miles per hour. The Alfetta cut through the traffic and sent the econoboxes scattering like mice. A couple of fancy loops to make sure he wasn't being followed, and Johnny headed for the secret staging area in the underground parking lot of a Century City office building. Descending the concrete ribbon that took Johnny deeper and deeper under the streets, anticipation made his skin begin to tingle. At the entrance to level number eight, a course worker wearing a white arm band stopped Johnny, checked his name against a master list, and gave Johnny his tech and registration forms.

At the far end of the parking area, the other cars were being lined up according to their starting position. Johnny's Alfetta would be the 23rd car out, a position that underlined the extreme range of horse power that would be running the race. Falona's slot was number twenty one, and empty. But Johnny pushed it out of his mind. She was the last thing he should be worrying about now. Then Johnny saw the man in the Ferrari jacket standing next to slot number fifty two and a Daytona Ferrari. The car was being swarmed over by six mechanics. Johnny felt a decision click in his brain...that was the car and the man he wanted to beat. Car for car, the Alfetta wasn't an even match for the big V-12...but something about the man told Johnny that if it became a driver's race, he had a good chance.

A 1275 cc engine screaming at 8,000 rpms announced a mini cooper had just arrived. Moments later, tech inspectors were crawling all over the Alfetta. Everyone was screaming over the echoing thunder as about 15,000 combined horse power threatened to cause stress cracks in the walls and concrete pillars. In the midst of this man made storm, Falona, driving her black 924, arrived. Johnny was just completing tech when he saw her. But the man in the Ferrari jacket got there first. Johnny could see their anger with each other, but the voices were lost in the engines. She slapped the man, he turned white

Continued on page 10.

ALFA ROMEO GTZ

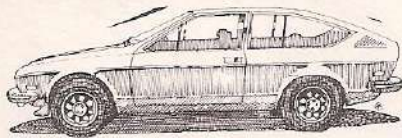


BOB DOSS '81

7-81

THE MIDNIGHT GRAND PRIX - continued.

with shock, spun around, and quickly walked to his car. Falona looked up from her embarrassed anger and found Johnny's eyes. A tech inspector tapped her on the shoulder. "After the race", thought Johnny.



It was now 6:30 p.m., and Johnny had time to kill and nothing to do but look over the competition. Some of the cars, like the XK-120, the old bathtub and 914 Porsches, the M.G.'s, the Triumphs, the 1900 Alfa, the Bugatti...these Johnny knew would be in it for the fun, but never serious racers. The Mazadas, the Datsuns, the Morgans, the Hardy & Beck BMWs, the Lotus' (or is it Loti), these had the horses, (and some of them had the drivers) to give Johnny and the Alfetta a real race. The 300 SL was being driven by a drug store cowboy who was sure he could heal and toe while wearing boots and spurs. The big V-8's and V-12's would be starting far enough back that if Johnny could get through the slow traffic early in the race, he might build up enough of a lead to be running with them at the finish.

Suddenly it was quiet, deafeningly quiet. Every engine had stopped, and in their place, a nervous laughter swept through the large underground parking area. Johnny looked for Falona, but she was no where to be seen. Nor was the man in the Ferrari jacket. Johnny peered into the acres of darkness beyond the pool of lights where the cars were grouped. A catering service was just serving coffee and donuts when three gun shots exploded from somewhere in the darkness. Then a woman screamed. Her echo merged with the gun shot, making it impossible to tell the direction they came from. Quickly everyone grabbed flashlights and began running into the blackness. The starter, using a bull horn, ordered course workers to guard every possible way out. Some of the drivers started their cars, and moved them so their headlights stabbed out into the dark. Johnny became aware that he hadn't moved a muscle since the gun shots. A man's voice yelled "Over here...he's over here!", and everyone started running. Except Johnny. He knew it would be the body of the man in the Ferrari jacket that they would find. Just as he knew Falona would step out of the darkness and go to her car without saying a word.

She did...and moments later, the man's body was brought to the center of the tech area and layed on the cold cement floor. He was dead, three shots in the chest. His silver jacket was leaking bright red Ferrari paint from the three black bullet holes. The doctor who was driving the Dino confirmed that the man was beyond being helped by a valve job. The chief starter picked up the bull horn and told everyone...but the ringing in Johnny's ears drowned out the words. Johnny slumped behind the wheel of the Alfetta and pushed the stereo cassette of Pink Floyd's "Welcome to the Machine". He closed his eyes and when he opened them, Falona was sitting in the seat next to him. The music covered her voice, but he could read her lips, and she was saying, "Trust me."

NEXT MONTH: CHAPTER FOUR: "To race or not to race".

A Shocking Story Cont'd.

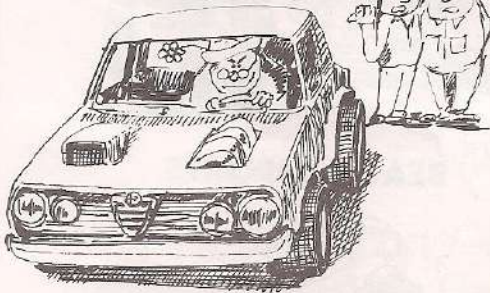


I am informed that the problem is with the quality of the Jacobs unit. I installed the units exactly according to the instructions. The car has a Bosch distributor and solid copper ignition wires. Therefore, I would caution any one considering purchasing a Jacobs ignition, to be sure about the return policy of the store where obtained.

(Editor's note: Dr. Jacobs is well known for his work with heart pacemakers.)

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An Alfa Refuses to Die!

by Al Cortes

(Editor's note: This is not a continuation of Al's original article, but I look upon Al as the "Keeper of the Old Metal"...and as such, all his articles will carry the above title)

Did you ever wonder why 2nd gear synchronizers wear out faster than the others in most transmissions, (meaning Alfas)? A simple calculation will indicate the answer.

The standard ratios in a typical 1600 Alfa are:

- First 3.30 to 1
- Second 1.99 to 1
- Third 1.35 to 1
- Fourth 1.00 to 1
- Fifth .79 to 1

Therefore, when downshifting, say going from 4th to 3rd or 3rd to 2nd, the following ratio change percentages occur:

$$\frac{1 - .79}{1} \times 100 = -27\%$$

$$\frac{1 - 1.35}{1} \times 100 = -35\%$$

$$\frac{1.35 - 1.99}{1.35} \times 100 = -47\%$$

$$\frac{1.99 - 3.30}{1.99} \times 100 = -66\%$$

Similarly, when upshifting, as in normal acceleration and driving, the following ratio changes occur:

$$\frac{3.30 - 1.99}{3.30} \times 100 = 40\%$$

$$\frac{1.99 - 1.35}{1.99} \times 100 = 32\%$$

$$\frac{1.35 - 1.00}{1.35} \times 100 = 26\%$$

$$\frac{1.00 - .79}{1.00} \times 100 = 21\%$$

From the above, one can see that, by far, the shift to 2nd (from first or third) entails the greatest percentage speed change. (The second to first shift rarely occurring, except when coming to a stop or on a very tight corner). Hence, more wear on the synchronizer. An acceptable solution to a grinding 2nd gear is to switch the 5th gear synchro with the 2nd gear synchro...since buying a whole new second gear is not cheap...and yours turly recently performed this operation utilizing a specially built holding fixture which enables pressing off the worn synchro hubs, without damage. The worn 2nd gear synchro usuall has enough capability to handle the 5th gear shifts, therefore this fix will extend the useful life of the transmission a significant amount.

(Al Cortes is the owner of EXOTICAR... an independent Alfa Shop specializing in 1900's, early 2000's, 2600's...and he is a consistent competitor in the A.R.O.S.C. Concours events)

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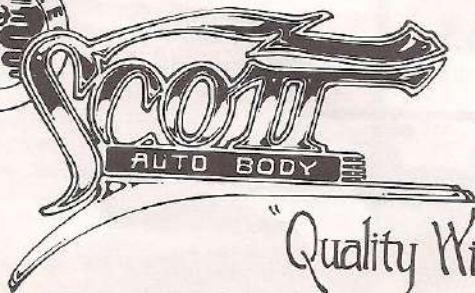
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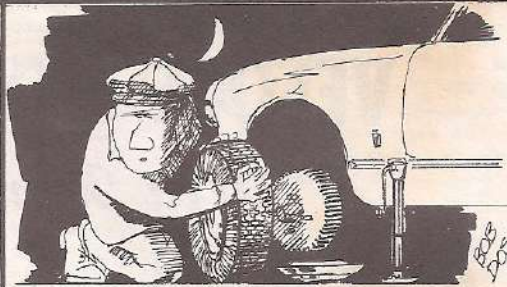
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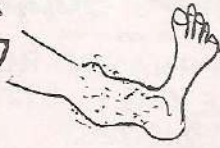
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ALFACIONADA

PAGE 14

THE DOG



First things first...the new mast-head is on the way...honest to god...I now have it on the best of authority that it will be ready for the August issue. I promise.

Second things next! John and Alana have finally made an honest dog out of me. Yes, they have bought a home. No longer do they have to lie to the landlord, telling him that I am a visiting test driver from the Alfasud plant. It is very important that all of you know how to reach me, (okay...reach John and Alana also), so here is the new address and phone number.

John, Alana, & Doggy Ireland
834 N. Reese Place
Burbank, California 91506
(213) 841-8939

Oh yes, they got a CAT...a six week old BLACK CAT...and they named it Little Kong because it looks and acts like a monkey. Just guess how much a six week old male mixed siamese has in common with a twelve year old female mixed terrier? Let me tell you, there is nothing stoic or contemplative about cats...they are as wired as junkies at Marde Gras. Their sole purpose in life is to manufacture hair balls. Well... I'll let the matter drop for now.

Third things last! Jack Becronis mentioned last month, how AROSC is always looking for new blood to join the Board of Directors and share all the perks and benefits that go with the jobs. Well, for 1982, AROSC is going to need a

new Newsletter Editor because John is going to be busy on several writing projects. The job isn't nearly as hard as it used to be. Mailing is all but computerized, everyone who submits articles has been very prompt in getting them in, plus we've had a few new contributors this year. All the job takes is a good typewriter, a sense of detail, a desire to be a little bit creative, and the belief that you can change the world. It's a fun job for couples if you like each other's company and can work together. Everything you need to make the newsletter fits in a 10"x12"x16" cardboard box, and is completely filed for easy access. So if you are willing to look in a dictionary now and then...and care about neatness (not to be confused with perfection)...and want to make \$180 dollars in mad money for all your trouble, call me and let's talk.

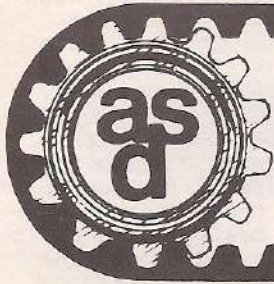
- Doggy

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