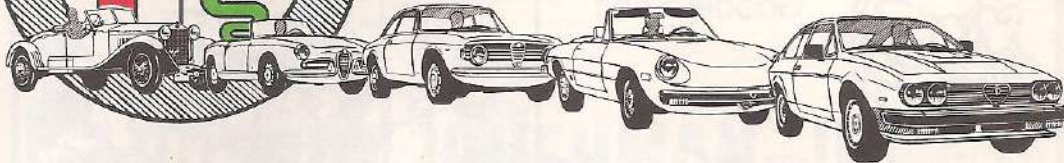




ALFACIÓNADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 22

No. 6

JUNE 1983

P.O. Box 261, LOS ALAMITOS, CA 90720



The Wood Song

At the time this newsletter is going to print our faithful leader is in Europe and we have not received his article yet so we'd like to take this opportunity to get a couple of words in.

There are some of us who really enjoy rallyes as is evident in the two articles in this issue about the San Francisco Rallye. We had scheduled a rallye for August but we are in need of a rallye master and check point workers. The board is happy to help but we are here to work with you so give a little time to the club and please call a board member to help take part in a rallye.

Laguna Seca Races are coming up. Most of you have probably (hopefully) have made your hotel reservation by now but those of you hearty souls that want to commune with nature and save a little money, there are campgrounds encompassing the race track. From many of the camp sites you can have an excellent view. If you are interested in camping contact Leisure Time Reservations in Sacramento (call information for their #).

It's time to start looking toward next year and that means filling board positions. It should be rather clear from the newsletters what the positions are but if not please give us a call. The spot of real concern is (you guessed it) Newsletter Editor. It's fun but big job. Please, please, please, think about how you can continue on page 5

Calendar of Events

- | | |
|--------|--|
| June | 18th - Time Trial at Riverside |
| | 24th - General Meeting |
| | 28th - Board Meeting at Skora's |
| July | 4th - National Convention in Ohio |
| | 10th |
| June | 18th - Time Trial at Riverside |
| | 24th - General Meeting (see page 5) |
| | 26th - Slalom (see page 5) |
| | 28th - Board Meeting at Skora's |
| July | 4th - National Convention in Ohio |
| | 10th - Touring & Wine & Cheese & (see page 4) |
| | 22nd - General Meeting |
| | 23rd - Briggs Cunningham Concours-Box Luncheon - Museum (see pages 14 & 15) |
| August | 19th - General Meeting tentatively check the July & August issues to confirm |
| | 27/28- Laguna Seca Races & Pebble Beach Concours |

HAPPY FATHER'S DAY



JUNE 19th



The
Goodie Shelf

Many thanks to ANN WESTFALL for baking the delicious nut and banana breads we all enjoyed at the last meeting.

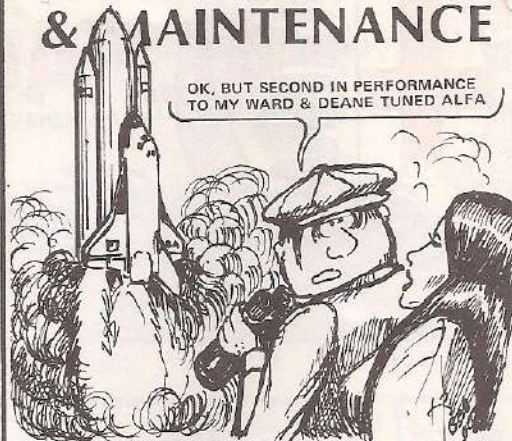
Our next meeting we will have having lemonade and popcorn along with homemade caramel corn.

We're going to try a new approach for providing refreshments for the October and November meetings. October we will be serving hot apple cider and we are asking that people bring two loaves of your favorite bread. In this way, no one person will have to work too hard and we will all certainly enjoy the fresh, homemade goodies. In November we'll try the same idea but make the theme Christmas cookies. Bring a dozen or two of your favorites to share. July and September are not yet planned so if you have any ideas or can help provide please contact me.

Last but certainly not least, I want to mention the success of the June 5th SWAP Meet BAKE SALE. JAN CLINE, ERIKA HERTING, TERI WOOD, ANNE WESTFALL, DIANE ALFVIN, KATIE SCHAPIK and myself all donated baked goods and most of these people worked the baked good table for the day. Much to our surprise, there were more baked goods than people. Thank you all for supporting the club and I trust that you had a good time doing it.

Social Chairman Nancy Ayerill (213) 644-5674

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ALFACIONADA is the monthly publication of the Alfa Romeo Owners Club of Southern California (AROSC). Box 261, Los Alamitos,

Subscriptions to this newsletter are included as part of the \$35.00 per year membership fee. Meetings are normally held on the fourth Friday of the month, 8:00 p.m. sharp at the:

Alondra Park Clubhouse
3850 Manhattan Beach Blvd.
Lawndale, CA

Directions - 405 to Hawthorne exit, north short block to Manhattan Beach, right about 1.5 miles.

For more information call:

John Ireland (President)
(213) 841-8939
Joel Hoffman (Membership)
(213) 994-4730
Jim & Teri Wood (Editors)
75 N Oakleaf Ave.
Agoura, CA 91301
(213) 991-3754

Send articles, letter, personal ads, etc. directly to the editors by the 1st of each month for publication.

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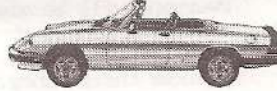
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Touring and Wine and Cheese and...

JULY 10th, 1983 is the date. Have a full tank of gas, lots of tread on your tires, lots of pad on your breaks, lots of lead in your right shoe, and a love of roads that resemble the serpent on the Alfa Romeo emblem. Your tour masters are John and Alana Ireland, who recently spent several days in Milano getting special training in the proper Italian style of driving.



This is an all day affair...taking you and your Alfa from Los Angeles to all points north, and ending at the new Alfa Dealer in Ventura, Masterson Motors, owned by John Masterson. Once we reach our destination, about 2:00 pm, we will have cheese and wine, and a chance to test drive some V6s and new Spiders.

All entries are by reservation and must be received no later than July 2nd, unless you are willing to pay a late entry fee of \$3.00. Regular entry is \$5.00 per car, with the proceeds going to the club. All cars must be in good condition, with working lights, brakes, and tread on the tires, etc...because you will be leaving the comfort and security of corner gas stations as you wind your way up into the mountains, down into valleys, and across wide-stretches of farm land.



Everyone will be given written course instructions so they won't get lost, and people should feel free to set their own pace, breaking away from the group when they want to, forming a caravan when that strikes their fancy.

The Tour departs from John and Alana Ireland's house at 9:30 a.m. Sunday Morning, July 10th, 1983. So mail in your entry now.

 detach and mail form to J. Ireland at address below.

name _____ () _____
 phone number _____

address _____

city _____ state _____ zip _____ # in party _____

year, model, color of Alfa Romeo you will be driving. _____

Make you check payable to A.R.O.S.C. and mail with the above entry form to John Ireland, 834 N. Reese Place Burbank, CA. 91506. For more information or questions, call (213) 841-8939 after 6/6/83.

KEEP A COPY OF THIS ADDRESS SO YOU KNOW WHERE THE TOUR BEGINS!!!!!!!!!!!!



ALFACIONADA

Slalom Course

by Dave

Crowley



Where was everyone on May 1st? Joe McKee and I were at the SDCSDC slalom held at the Carroll Shelby Performance Center. We had a great time, neither of us ran so we didn't suffer the agony of defeat (no running Alfa).

Speaking (or writing) of past slaloms, I need to have the three people who ran on April 17 at Los Alamitos to call or see me at the meeting. Their scores count toward ARCSO yearend points (day (213) 881-7003).

The next slalom to count for club points will be JUNE 26 at Cypress College. It's a SDCSDC championship slalom and will be an excellent event. Tech inspection starts at 7:30am and is open until 2:00 or so. Runs start at 8:00, call (213) 988-7006 for the run order and details. Call me or Jim Wood (213) 991-3754 (eves) to determine what class your car would be in (it doesn't have to be an Alfa, but only Alfas count for yearend points).

Even if you don't run, go out to see how these events are run. You'll probably catch the bug and be racing at the next slalom.

next slalom

June 26th

JUNE 24TH

General Meeting

Our guest speaker for the June Meeting will be Ron Adcock from the Meguiar's Polish Company. He will have a presentation on how to polish and wax your driveway jewel. So come early, avoid the rush and bring paper and pencil to take notes.

Program Chairman Dave Skora

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

ALFA the PUZZLER



1. What was the last year that Alfa won a grand prix?
2. What brand of fuel pumps were used on the G.T.A.?
3. What was Mr. Romeo's first name?
4. Name the two men who have won the World Driving Championship three times?

answers found on page 19

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆
serve the club and what position you would like. We have found we get much more fun out of the club because we are involved are getting to know people. So come and have some fun.

Look to hear from John (Alana, Bruno, Millie and Marcello) next month and tune in for the exciting adventures of the Irelands in Italy.

Jim & Teri & Beth Wood (plus our spider and sedan)

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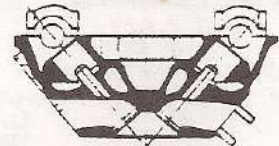


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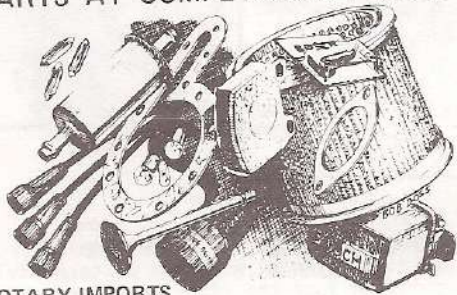
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TECH TALK

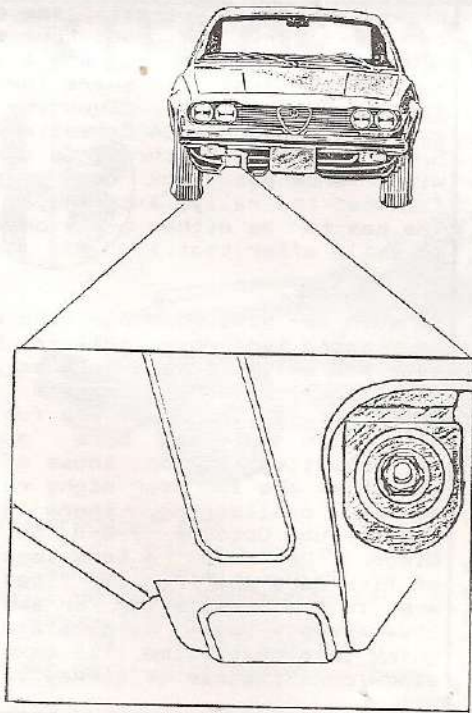
Rattles and buzzes and things that go "clunk" in the night.

Maybe I've been lucky, but my Alfas have been mostly rattle free - barring the #0!%* exhaust system, that is (see my note in the May issue). However, over the years my Alfetta GT has treated me to an occasional real beauty - not in the volume of sound produced, but in the difficulty in locating the cause. A couple of them are not unique to my car, as I've heard other Alfetta owners complain about the same problems. So, in the hope that I can save a fellow Alfisto or two from the funny farm, here they are - together with the more obvious causes of similar noises.

- Symptom: Buzzing or metallic rattle at left front of car, usually in a particular RPM range.
- Obvious causes: Heat shields around left engine mount or steering column loose or missing screws; exhaust system (particularly if noise is more towards the rear and/or catalytic converter and associated front pipe heat shield are still in place).
- Obscure cause: On cars with Borg Warner (York) air conditioning compressors, the anti-vibration bushings in the lower mounting have bitten the dust. (This will cause noise even when the air conditioning isn't running.)
- Verification: First determine if you have a York compressor. It is boxy shaped and mounts high on the engine with the alternator below. If your alternator is on top with a cylindrical shaped compressor below, you have a Sankyo and will have to look elsewhere for the rattle. With the York arrangement, a brace runs from the rear of the compressor mounting plate around the back of the alternator to a mounting point low on the block just in front of the dipstick. Slacken the belt as a precaution, and then remove the two 6mm socket head bolts that attach this brace to the compressor mounting plate. With these out, the brace should be able to pivot out stiffly on its bottom mount, but ought to have no more than a slight rubbery "give" if you try to rock it back and forth parallel to the engine. If it swings completely free and flops back and forth at will, you've found the noise.
- Cure: Remove the nut on the bottom mounting stud and slide the bracket off, noting the order of assembly and the direction that the two cupped washers face. A quick trip to your friendly Alfa dealer will get a new pair of the cone-shaped bushings (one for each end) and another dent in your pocketbook. Reassemble, being careful not to overtighten the nut, and the job is done.
- Symptom: A solid "clunk-clunk" of metal against metal from the underside, usually when the engine is going thru its "shiver-shiver-twitch" routine during starting.

- Obvious causes: Exhaust system, once again. Check front, center and rear mounts and inspect for cracks in the pipe. Also, if you have a Shankle bypass pipe installed (temporarily for test only, naturally!), you might check that the rear flange isn't rapping against the body crossmember above it. If it is, try rotating the pipe by one bolt hole in either direction to find an alignment that gives better clearance.
- Obscure cause: The air pump mounting bracket is hitting against the body at the bottom right of the engine compartment as the engine rocks on its mounts.
- Verification: From underneath, locate the front air pump mount (see sketch) and check for marks on the body member next to it. Unless you happen to have a spare finger, do NOT try to check by poking a finger into the gap while the engine is running.
- The cure: Use a hacksaw blade and/or file to remove about an eighth of an inch of metal from the flange on the mounting bracket. No need to remove it from the car to do this, as long as you don't mind working upside down. This should eliminate most, if not all, of the "clunk". One word of caution here - in my experience, most cars with this problem have had it almost since new. If yours starts doing this all of a sudden, be sure to first check the engine mounts for signs of deterioration - the cause may be too much engine movement rather than insufficient clearance.

- Pat Hayes.



Tech Correction

00000ppppps! In the April newsletter the tech article had a drawing which was done to scale originally but we have the printers reduce our material for printing each month so what you ended up with was a little bit smaller than 1:1 scale. Sorry about that.

THE GREAT SAN FRANCISCO RALLYE

(As seen from the seat of the first car out and the last car in). by Dave Crowley

We have proven that you don't need to WIN a rallye to have a great time - or even place - or even show? The secret is in finishing and enjoying the event, which is something everyone in the club can do. Take the San Francisco Rallye as an example.

Two cars entered from ARDSC (with three more we would have had a team) and did quite well. The competitively motivated team of TOM LIPKIS and ED BOTT equipped their car with detailed maps, clocks, toothpicks (to hold eyelids open at 4 a.m.), flashlight, compass, pencils (no erasers - those guys make no mistakes) and all the other necessities of serious rallying. The "let's go for a 13 hour spin" team of DIANE ALFVIN and DAVE CROWLEY had their Honda (the spider was under the car cover staying clean) equipped with a world atlas, four turkey sandwiches, M & M candy, bagels, camera, six Neil Diamond tapes and 150 lbs. of clothing ("you have to be prepared for all kinds of weather for a weekend in San Francisco" quotes Diane).

The competition results, as one might expect, varied as greatly as did the equipment. Tom's 100 MPH driving and Ed's navigating earned them a THIRD PLACE in NOVICE CLASS with a total error of about 2 minutes. For those of you not familiar with a 13 hour, midnight Monte Carlo Rallye, this is excellent for a first timer. Up to the last check point, they were running at only about 1/2 minute penalty. Needless to say, Tom has the bug and is already signed up for the Starlight Rallye to Las Vegas in December.



Our team, with Diane's able driving and my poor but enthusiastic navigating, finished in a somewhat lower position. Our total error was calculated with a calendar instead of a watch. But was it fun? Absolutely. The message here is that you can enjoy yourselves, drive like Mario Andretti, see some new territory and meet some very nice people whether you are a good rallyist or just out there for the fun and competition. Even the guy who piled his 1984 Corvette with 5,000 miles on it through a barbed wire fence got back on the road, finished the rallye and enjoyed it. (He has to be either crazy or rich to smile after that.)

So much for history. Our club will be running two more rallyes this year and while they aren't as long and complicated as the San Francisco Rallye, they are fun and we'd like to see more people participating. For those of you who think the 13 hour night rallye sounded challenging, there is one coming up October 7-8-9 to San Diego. Let's put a team together of five cars and run it. Details are in the newsletter or see me. I've already begun my strategy: I think this next time I'll take ham sandwiches instead of turkey...

The Great San Francisco Rallye

by
Ed Bott and Tom Lipkis

At 5:00 A.M., a line of headlights cuts through the darkness of Vineyard Canyon Road snaking down to Highway 101. In our rearview mirror the sky is beginning to turn pink. We've been driving for just shy of six and one-half hours, and the Great San Francisco Rallye is now half over. Or, alternately, half begun, depending on whether you're a pessimist or a fool. It's a safe bet that in the vast majority of the 53 cars stretched out between Salinas and Santa Maria, navigators are looking at drivers and wondering why they're risking life, limb and sanity when they could be home in bed.

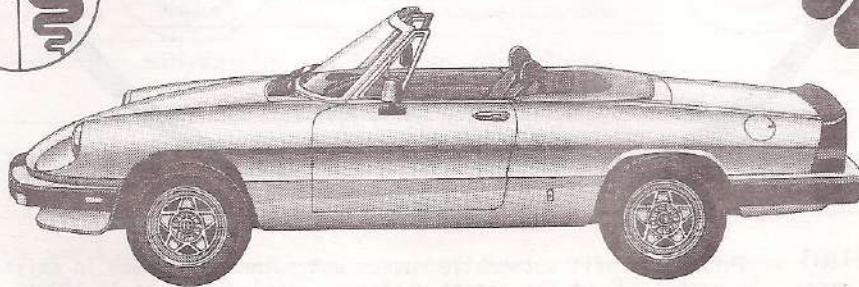
"Why" is a bad question to ask, especially on this road. It's much better to stick to important questions like "Where the ---- are we?" "Where are we going?" and "When do we have to get there?"

The Santa Barbara Sports Car Club's Great San Francisco Rallye is a Monte Carlo rallye, with each leg scored solely on the basis of time. Unlike a TSD or

gimmick rallye, in which the purpose is to follow as closely as possible a predetermined (but deviously obscured) route, here each team chooses their own route to each checkpoint. The location of the checkpoint is unknown, but the rallye instructions provide the exact location of a standoff located somewhere within sight of each checkpoint. The instructions also spell out the precise moment--in hours, minutes, and hundredths of a minute--when each car has to cross the hose that trips the digital timing device that records the official score. Sounds easy, right? It is, until you consider the fact that the checkpoint can be as far as 50 miles from the standoff, and generally cannot be seen once you leave the standoff, and throw in the rule that no car may stop (or backup, weave, drive in circles, etc.) at any time between standoff and checkpoint. If you come screeching around a corner with 10 minutes remaining until your official check-in time and spot the inmarker a hundred yards away, you'll learn the true meaning of the phrase "stiff clutch." Don't expect any breaks, either, because as you creep slowly ahead, rallye officials with the slightly sinister title of "creep watchers" have their eyes glued to your wheels. A
continued on page 17

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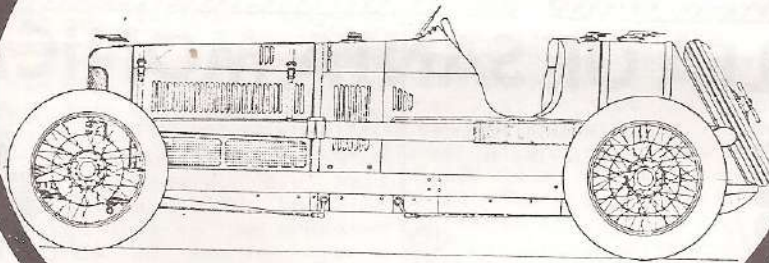
phone: 393-0493
LA # 870-4771

Saturday, July 23rd

Box Luncheon - Bring a lunch in a box decorated any way you like. Suggestions for wrapping might be comic, beauty, crazy, weird. Even if you stop and buy a fast food lunch, take a moment to decorate it and be part of the fun. Couples are to bring a lunch for two wrapped as one, single entrants bring one lunch. Parents are to supply lunch for their own children. The lunches will be auctioned at noon. Remember that the lunches are donated and all proceeds from the auction go to AROSC. You don't need to be a member to participate. Bring your friends & neighbors for a fun day!

Concours - Cars should arrive around 9 am for the concours. The judging will begin at 10 am. You don't need to have a classic or a garaged car, most of us will be bringing our every day driving cars. Taking the time to clean your car for concouring helps your precious baby stay in good health longer. Most of all, we have a good time just enjoying Alfa's. This, of course, will count toward year end points.

**BRIGGS
CUNNINGHAM**



CONCOURS

Museum - This non-profit automobile museum extrodinare has been in existence for 17 years. It houses 100 of the rarest vehicles, ranging from early 1900's to modern day. Briggs Cunningham Museum has cars from every category and vintage; sports racing, brassy antiques to the really rare and unique. The Bugatti Royale is one of 7 cars made, and is probably the most valuable car in the world because it was the largest and most expensive car ever built. The Gary Cooper Duesenberg is among this fine colletion. And of special interest is the P3. This single seat 1932 Grand Prix Alfa is on temporary loan to the museum and something we just can't miss. Museum tour starts at 2:00 p.m. Admission: \$4 for adults, \$2.75 for students, Military personnel and senior citizens, \$1 for children five to twelve.



Alfa Romeo



BRIGGS CUNNINGHAM CONCOURS

Saturday, July 23rd

ENTRY FORM

Alfa Owner _____

Address _____ Ph _____

Alfa type & Model _____

Year of Alfa _____ Engine/Chassis Number _____

Restoration or modification work by owner, if any? _____

Restoration or modification work by professional, if any? _____

Prizes won & dates? _____

ENTRY FEE: \$5.00 POST ENTRY FEE (after July 16th, 1983): \$6.00

Make checks payable to AROSC and mail to: AROSC CONCOURS
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For additional information please contact: Dolores Hodgson (805) 259-8802
John Ireland (213) 874-1445
Tom Lipkis (213) 445-3117

Lutheran High School Concoirs Results

CONCOURS

There were three classes of entries in the May 14th Concoirs at the Lutheran High School. Most of you missed a fun day of enjoying cars and good company. Thank you to all who entered. 190 points are the maximum possible.

Spiders

Alfvin, Diane	'79 Spider	1st place	186 pts
Kaskie, Ken & Joyce	'67 Duetto	2nd place	173 pts
Hoffman, Joel	'81 Spider	3rd place	130 pts

Closed

Hayes, Pat	'79 Sprint Veloce	1st place	193 pts
Wood, Jim & Teri	'79 Sport Sedan	2nd place	146 pts
Becronis, Peter	'66 Super	3rd place	135 pts

Rare

Lendgren, Sten	'67 Zagato	1st place	183 pts
Sperry, Mike	'64 Zagato	2nd place	164 pts
Hallman, Bud	'63 - 2600	3rd place	128 pts



BEST OF SHOW went to Pat Hayes. Pat drives his car everyday to work, rain or shine. He is an inspiration to the rest of us. (Below) Pat is making his last minute check before the concoirs starts.



(Left) Diane Alfvin proudly shows her 1st Place ribbon. She promises to give Pat a real competition.



(Left) Sten Lendgren receives his ribbon and a hearty congratulations from our Concoirs Chairman Dolores Hodgson.





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MON.-FRI. 8:00 AM. - 6:00 PM.

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momentary stop earns a three-point penalty; anything more serious brings a 500-point maximum error for that leg.

At 10:01 P.M. (wellll, 10:07, no one ever did explain what happened to the first six cars), Diane Alfvn, piloting the first car of the rallye, roars out of a parking lot in Goleta on the way to Buellton and the first of nine checkpoints. From there, the line of cars heads north in a roundabout fashion to Santa Maria, and the east along the Cuyama River through the oil-rich hills west of Bakersfield and into Taft. After a quick gas stop at Bob's Handi-Mart, the caravan snakes north and west back to Highway 101 along some truly treacherous terrain. One particularly sharp and unexpected turn takes a sleek new 1984 Corvette by surprise. Off to our left, we can see driver and navigator inspecting a torn-out run of barbed-wire fence, a grapefruit-sized hole in the windshield, and thousands of deep and intricate scratches in what once must have been a beautiful paint job. Hours later, we discover that this is at least the second time he has gone off-road. Amazingly, the Vette makes it all the way to San Francisco, very much the worse for wear. A vintage Corvair is not so lucky; somewhere on leg 5, it catches fire. While the damage is not serious, it's enough to knock car, driver and navigator out of the rallye. Out of 53 starters, the hapless Corvair is the only entrant in the DNF column.

Somewhere around 6:30, the rallye instructions call for a breakfast stop in Salinas. This break turns out to be a mixed blessing. Muscles that are grateful to be released from the tyranny of a car seat do not willingly go back into the car when it's time to hit the road again. A big meal, it seems, is a mistake. Indeed, the more fanatic contestants spurn coffee, juice and sweet rolls for a bleary-eyed session of map reading.

As the hours creep past, the sun burns through the fog and low clouds until, miles before San Jose, agonizingly bright daylight is the rule. The next-to-last leg takes a twisty path through the hills above San Jose and then along a narrow (sometimes only one lane) road around Calaveras Reservoir. If we were rested and fresh, plotting our course would merely be a navigational challenge. After almost 12 hours on the road, it's fiendish torture. Somehow we make it to the inmarker within one one-hundredth of a minute of our designated check-in time--our fourth such score, along with two perfect zeroes, an 11 and a virtually unavoidable 107 on the "mystery" leg. We're pleased with our performance, but by this point the fatigue is

practically terminal. On the final leg, we miss an off-ramp and overshoot our mark by a good ten miles. We turn around and scream back through the town of Castro Valley, but there's too far to go in too little time. We cross the inmarker two-and-a-half minutes late, a little disappointed, very tired and wanting nothing more than to curl up and sleep for a long, long time.

At 1:00 P.M. Saturday, the lobby of the San Franciscan Hotel looks like an emergency command post for the Red Cross. Bloodshot eyes and noticeably trembling hands are commonplace. Most people waiting to check in prefer to stand or pace--if you sit down, you may not get up again. Thankfully, the awards banquet is Sunday night, leaving 30 hours in which to sleep, eat, sleep more, visit San Francisco, catch up on some sleep, and then sleep some more. When 6:30 Sunday rolls around, the recovery is not complete, but at least a semblance of sanity has returned to most of the contestants. At a pre-banquet cocktail party, gripes are aired, alibis swapped, and horror stories embellished. Once the banquet begins, the collection of official tall tales is magnified even more. Finally, it's time to hand out the hardware.

In the novice division, your faithful correspondents clinch third place with a total error of 373. Second place goes to a 280, and first place honors go to a team scoring an impressive 12, with an average error of just over one one-hundredth of a minute per leg. The other AROSC car, navigated by Dave Crowley, missed a couple checkpoints and finished well back in the pack. In the regular division, the competition is ferocious. There's a tie for third place among three cars, each with a total error of six. An error of two is only good enough for second place. First place honors go to a team that, incredibly, racks up a total error of zero. In nine stops over a 500-mile-plus route, covering 12 hours, 55 minutes and 25 seconds, more or less, they made no mistakes. It's a performance worth applauding; it's also a challenge. On each table in the banquet room were entry blanks for The Pan Am XXII, a similar Monte Carlo style rallye in October. Was it worth the pain, the loss of sleep, the sheer craziness? Well, our entry's already in the mail, so ask us again come October 7th, somewhere between Brea and San Diego. We'll be car number 42...





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Wanted

For Trade

81 Alfa Soider Veloce, Ivory with oigskin color interior, electric windows & mirrors, Blaupunkt 2001 w/4speakers, new black cloth top, & cat. converter. Overmaintained. 29000 miles. Joel Hoffman (213) 994-4730 evenings.

wanted - Shop manuals or other tech. publications for 67 GTV to copy or purchase. Foster Turner (213) 598-8286

79 Sprint Veloce Red, Tan leather, Car cover, Ansa Exhaust, Cibie' lights, New clutch, donuts, brakes, master cylinder. Perfect shape \$6795 (213) 970-3497

69-71 GTV parts: Engine, Suspension, Interior, and exterior parts. Robert Bazslau home 375-0142 work 517-7443 or write 1624 Dalton Rd. Palos Verdes Estates, Ca 90274

Parting out 69 Berlina, Very complete front & rear never damaged. Perfect grill, front bumper excellent, many other parts. Paul or Dave Derosier (714) 892-0658

Wanted - Interior parts for 69 boattail spider. Elaine or Nick (714) 892-0459

60 Giulietta Spider with 72 105 series 1300 engine 24,000 miles on rebuild. 5 speed. New: paint, interior, top, chrome, brakes, master cylinder. Rebuilt: wiper motor, starter, Marelli distributor, Bosch coil & reg. Excellent stereo. \$7200 Ted (714) 528-6713

We'd Like to Hear From You!

There are times in the newsletter that we would like to highlight club members cars. If you would like to share yourself and your car with the club, please send a picture of your car (it would be optional to include yourself but very nice) along with any information about the history of the car, anything unique about your car, any awards won, any special events your car has been apart of, etc.

I'm sure that we Alfisti would all enjoy getting to know more about Alfas and other club members so please let us hear from you



The Alfa Puzzler - Answers

Stewart and Jack Bradshaw
Bendix E. Nicola 4. Jackie
I. Spanish Grand Prix, 1951
8. 1951



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69 Duetto Spider Good condition, Cromodora Turbina alloys & hardtop (not factory). Engine frozen, Dented front otherwise good shape. Need to sell to make room for 83 Alfas at Beach Imports. \$2000 firm. (714) 752-0900.

Alfetta tranaxle for 76 Alfetta GT. Trans part in great shape. Differential has bad soider gears. \$100 Jim Wood (213) 991-3754.

65 Giulia Spider Veloce Excellent running car, Good body \$3850. Roger Kelly (213) 547 3813.

65 Giulia Sprint Speciale 55 Red with black interior. Runs excellent, new brakes, totally complete car. \$3500 080. Criswell Doeleman

76 Alfetta GT Red, Very good condition. Herb Hoey (213) 330-4398

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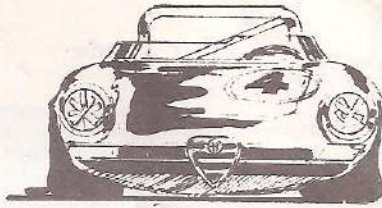
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