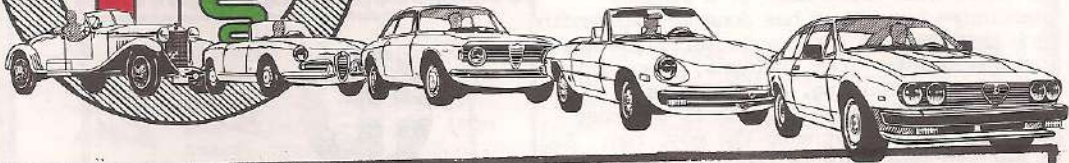




# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 22 NO. 10 OCTOBER 1983

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

## *The SONG of the ALFA*

by John Ireland

The year is flying by...September seems like it was only one week long. The concours at the LA Arboretum was a smashing success thanks to all the hard work of Dolores Hodgson and the people who cooked all the food. Len Frank, host of radio station KPFK's "The Car Show" was the event's guest judge, while Chuck Hodgson and I rounded out the field of experts. The cars, over twenty of them, looked fantastic...people strolling through the park were captured by the sheer redness of the sight...even the old 2600 sporting a Buick V8 found admirers. The next concours is a wash it, drive it, and enter it affair...a party for the whole family, at a very unique setting. Even if it's a bit of a drive for those of you in the southern parts of town, you won't regret it. Be there!

Alana and I missed the time trial on Saturday the 17th...but from all reports it was also a day worth every moment in the sun. As you will see in Phyllis Gaylard's report and the times, the new 1984 Corvette is nothing to look down your noses at...it is fast and sure footed. As a stock machine, it was right up there with the group A,B, and C Alfa's, turning 1:48 and some change at the hands of our own Alan Ward. And Alan was letting the automatic trans do all the gear selecting.

continued on page 2

## calendar of events

- October 15 - "Picnic in the Country" Concours and Family Day with picnic, softball, etc. (see pages 8 & 9)
- 22 - Time Trial with the Pantera Club (see page 14)
- 28 - General Meeting (see page 5)
- November 1 - Board Meeting 8 pm
- 20 - General Meeting/Swap Meet/Bake Sale, etc. Election of board officers. (see page 5)
- 26 - Time Trial (don't forget to get your entry form in by November 19th).
- December 3 - Christmas Party at Charlie & Susan's. (see page 5)





continued from page 1

October will also be the last meeting before the "November General Election of the 1984 Board of Directors cum Annual Swap Meet and wrap up the Year Business." Two interesting issues loom on the horizon.

1. Who will be the 1984 Newsletter Editor?  
2. Where will AROSC hold it's January Meeting? Terri Wood has done an outstanding job this year on the newsletter...she has organized into four functions, Composition, Advertising, Mailing, and Technical. She does the Composition...which is the most time consuming, but also the most fun. And I believe that this is the position that needs to be filled. At this writing, it appears that the other functions will be carried out by the same people who have been doing it this year.

The club is going to need some fresh blood on the 1984 Board if the club is going to continue to offer the membership everything it has in the past. Without a newsletter editor, AROSC would probably have to resort to mailing a "cheap, ugly, mimeographed, dull" flyer...and that would cost the club advertisers, which would cost the club money which would cost the club services which would cost the club membership which would cost the club...etc., etc., etc! I myself would love to be newsletter editor again, but after five years on the Board, it just isn't fair to hog all the fun for myself. Anyway, it might even be against the rules for me to do it...sorta like Nixon becoming vice president again.

The Pan Am XXII Rallye, and Alana's and my first effort in this type of event will be history by the time you get this...but it won't be too late to plan to come out to the November Time Trial and see our little red GIV take it's first crack at Riverside. And I'm sure we'll see you all at the October 15th Concours, and the General Meeting at Alondra Park. We are scheduled to hear from of Bosch representative on the new electronic ignitions and how the one's on the new Alfa's work. We all hear about the "little black box" and most of us fear that it will crap out just south of King City. So here's a chance to learn if the future will be kind to shade tree mechanics.

On that note, I'll simply remind everyone that you can't see the show from the out-

side of the tent...the summer is over and the nights are getting colder, but there's always a warm cup of coffee and automotive genius at every meeting of AROSC.

John, Alana, Marcello, Millie, Bruno, and the little red GIV.

\*\*\*\*\*



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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.



## 1984 AROSC Board and Support Positions

YOU are needed to fill a position so we can function as a club next year. What job will you take? If you have any questions, call John Ireland.



**PRESIDENT** - maintains communication with the National Owners Club; coordinates the activities of the AROSC board; chairs the general meetings and board meetings.

**VICE-PRESIDENT** - fills the duties of the president in his/her absence; takes on special tasks for the club; assists the board members when needed.

**TREASURER** - maintains financial records for the club; works with the Membership Chairman on "dues splits"; deposit checks and write checks as needed on AROSC checking account.



**MEMBERSHIP** - keep an up-to-date record of all club members, answer any inquiries about the club and membership; handle club renewals.

**NEWSLETTER EDITOR** - obtain articles from the board members and any other interested parties; type copy; paste-up the newsletter; take to printers and stick on labels for mailing. This can be done by several people as has been done this past year.



**PROGRAM** - plan and ob-  
some form of entertain-  
ment (film, speaker,  
etc.) for each month's  
General Meeting. Pro-  
vide write-up for the newsletter on the  
meeting's program.

**SOCIAL** - arrange refreshments for each  
general meeting; organize Christmas Party,  
assist in any social events for the club.



**SECRETARY** - take minutes at  
the board meetings; send per-  
tinent information to "Pit  
Stops" of L.A. Times; work  
with president re: ARI Jan-  
uary Meeting.



**COMPETITION DIRECTOR** - oversees all  
competition events; chairs the Time Trial  
Committee; approves any competition code  
changes.

**TIME TRIAL DIRECTOR** - directs all Time  
Trial activities; works with Time Trial  
Committee; communicates with Newsletter  
Editor on upcoming events and results.



**CONCOURS** - arrange for two or more  
concours during the year and over-  
sees all the necessary arrangements;  
makes suggestions for changes to  
Competition Director; communicates  
necessary information to Newsletter  
Editor.

**SLALOM** - encourage and promote slalom  
activities within our club, and/or en-  
courage participation in SCCSCC events;  
serve as clubs representative and attend  
monthly SCCSCC meetings, clear all events  
with Competition Director; notify Newslet-  
ter Editor of upcoming events.

**RALLYE** - arrange for two or more rallyes  
during the year. The rallyes can be done  
by others and overseen by this chairman,  
make recommendations for changes of the  
Rallye Competition Code.

**RAFFLE** - pursue prizes, provide tickets,  
sell tickets at General Meeting breaks and  
oversee the raffle and prize distribution.

**PUBLICITY** - arrange for club events to be  
listed in various publications, assist in  
creating art work to publicize events.



## CLUB JACKETS

**COACHES JACKET** - a nylon taffeta, 3/4 length jacket with raglan shoulders, snap front, slash pockets, bottom draw-string and elastic sleeve cuffs. \$15.00

**SAILING JACKET** - a unique cotton/polyester blend sail cloth with knit collar, cuffs and waistband, slash pockets, an envelop pocket on the left sleeve. \$29.00

Both styles are available for viewing at the general meetings. Both are red with white silk screened ALFA ROMEO script on the back. Sizes range from Extra Small to Extra Large.

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ORDER FORM

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and mail to: Mr. Jack Becronis  
1558 Wembley Road  
San Marino, CA 91108

City & State \_\_\_\_\_ Zip \_\_\_\_\_

Specify style, size and quantity desired.

Add \$1.45 for shipping (allow 4 weeks delivery) OR come to the general meetings to place and/or pick up your order.

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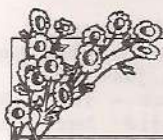
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### THANK YOU

I would like to extend my thanks and appreciation to the following people for all their help and enthusiasm. They were the "Touch of Class" that made the Concours at the Arboretum such a success:

Diane Alfvin	Nancy Averill
Barbara Becronis	Jan Cline
Sue Harman	Heldi Hayes
John Ireland	Alana Ireland
Joyce Kasrie	Sten Lindgren
Ann Steben	Ann Westfall
Teri Wood	

and a special thanks to Len Frank for his judging and for advertizing our Concours on his weekly Saturday afternoon radio program on KPFK.

Dolores Hodgson



### WHAT'S COMING UP?

**OCTOBER GENERAL MEETING** - We will be having a representative from the Bosch fuel injection company giving us tips on our Alfa fuel injectors. Don't forget this meeting will be on October 28th.

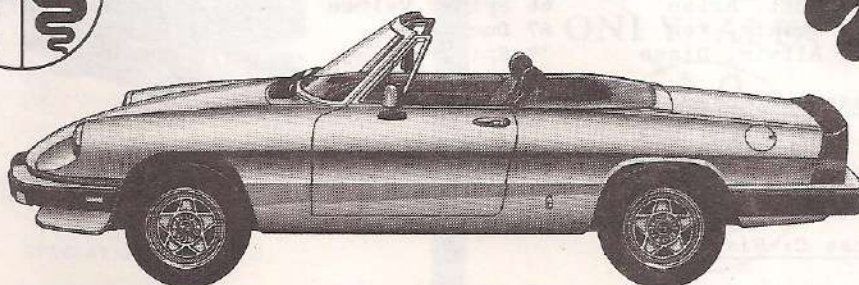
**NOVEMBER MEETING** - will not be the normal 4th Friday due to the Thanksgiving holiday. It will be held on the 20th concurrent with a swap meet, bake sale, etc. You won't want to miss this event. Details will be outlined in the next issue.

**DECEMBER CHRISTMAS PARTY** - in the tradition of AROSC there will not be a general meeting but our annual Christmas Party at Charlie Thieriot's, 2500 Roscomare Rd, L.A. If you would like to help plan the Christmas Party please contact Nancy Averill (213) 543-5289.

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## "PICNIC IN THE COUNTRY"

Saturday, October 15th  
at William S. Hart Park

**Concours** Bring your car to the final concours for this year. We have a beautiful, secluded location near the Hart Castle. Cars should arrive by 9:00 am, judging will begin at 10:00 am. Entry fee is \$5.00; late fee (after October 7th) will be an additional \$2.00.

### Special Attractions

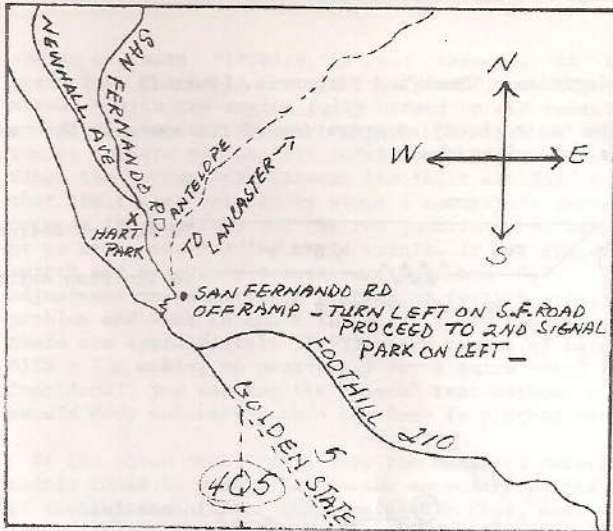
softball                      zoo for children (no charge)  
tour of Hart's Castle (no charge)- available 10:00 am to  
4:30 pm, every  $\frac{1}{2}$  hour

**Picnic** - Bring your own picnic or you can buy submarine sandwiches across the street from the park. No food is sold in the park. This is a good day to invite family and friends to make it wonderful family day.

FOR MORE INFORMATION contact Dolores Hodgson (805) 259-8802 and be sure to fill out your entry form.







"PICNIC IN THE COUNTRY"

- Take the Golden State Freeway (5) North
- Take the Antelope Valley Freeway (14)
- Exit San Fernando Road and turn left
- Proceed to 2nd signal and park on the left

SAVE THIS MAP & DIRECTIONS

..... detach below and mail in .....

"PICNIC IN THE COUNTRY"

Concours Entry Form

Saturday, October 15th

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Alfa type and model \_\_\_\_\_

Year of Alfa \_\_\_\_\_ Engine/Chassis # \_\_\_\_\_

Restoration or modification work done, if any? \_\_\_\_\_

Concours fee - \$5.00; late fee (after October 7th) additional \$2.00

Make checks payable to AROSC and mail to: AROSC CONCOURS  
24904 Green Mill Avenue  
Newhall, CA 91321

For additional information please contact: Dolores Hodgson (805) 259-8802  
John Ireland (213) 874-1445



# TECH TALK

## Marelli Dual Point Ignition - Check and Diagnosis. (Part 2)

Last month, I described the basic theory of operation of the system. Now we will get into diagnosis and troubleshooting.

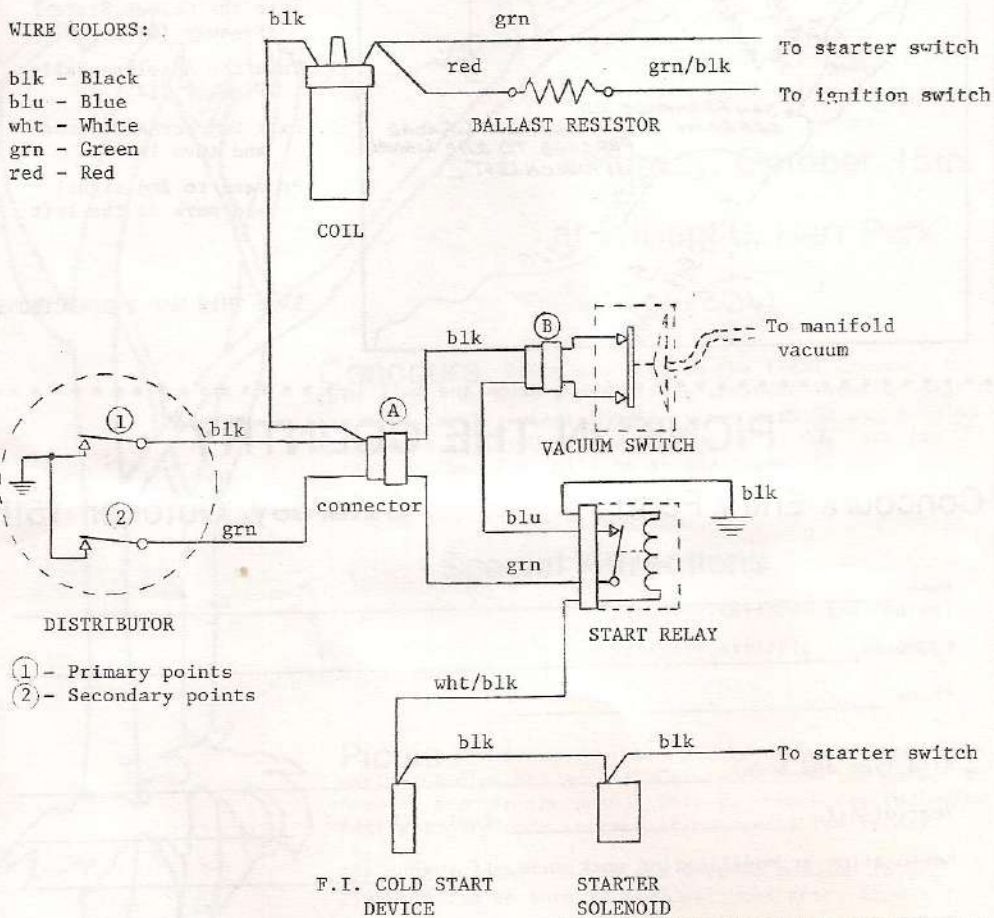


FIGURE 1 - MARELLI DUAL POINT IGNITION WIRING (79 Sprint Veloce).

O.K. So now we have an idea of how the thing works - how does one check that it is doing what its supposed to do? Here goes: First, I am going to assume that the points are in good condition and correctly gapped. If it is time to replace the points, see Cary Parks' "Dual Points Without Tears" (OVAROC) reprinted in the March 83 Alfacionada - do that first. Also, I will assume that the wiring itself is in good shape - many of the symptoms described below can be caused by



shorts or open circuits in the harness, so inspect it carefully before beginning. The basic test is the "pinch", exactly as described in the owners manual - with the engine fully warmed up and running at idle, use a timing light and first note the primary setting ("F" mark on the crankshaft pulley). If the timing appears off at this point don't adjust it yet - proceed to the next step: Pinch the vacuum hose between the inlet manifold and vacuum switch and check that the timing retards by about 6 crankshaft degrees. Be sure to pinch the hose between the manifold and the tee junction, not between the tee and the switch, or an erroneous reading could result. If the system passes this test, vacuum switch and secondary points setting are O.K., so make any primary timing adjustment necessary and proceed no further unless you have a hard starting problem and want to check the start relay function as well. (But be aware that there are approximately 17,593 other causes of hard starting on a Spica-injected Alfa - I'm making no promises.) For a quick check that the system is basically functional, you can use the "pinch" test without a timing light - engine rpm should drop noticeably when the hose is pinched and timing retards.

If the pinch test didn't show the required retardation in timing, one of two things could be wrong: Either the secondary points are not set correctly, or one of the switches is not functioning. To find out which, unplug the connector labelled (A) in Figure 1 and repeat the test - but instead of pinching the vacuum hose, momentarily jumper the two contacts on the distributor side of the connector. If this makes no difference, the problem is the secondary points, and there's nothing to it but off with the distributor and into the back issues of Alfacionada to find the aforementioned Carey parks article. If the timing now retards as specified (or if the original problem was hard starting) proceed as follows: Leave the connector unplugged and hook up a low wattage test lamp (or voltmeter) as shown in figure 2, with long enough leads to allow you to snake them out under the closed hood and through the passenger window to where you can see the lamp while driving. Remember, Alfa ignition is NOT fused, so be very careful to make sure that nothing can short out - I recommend making up a cable with push-on lugs to attach to the male contacts inside the connector.

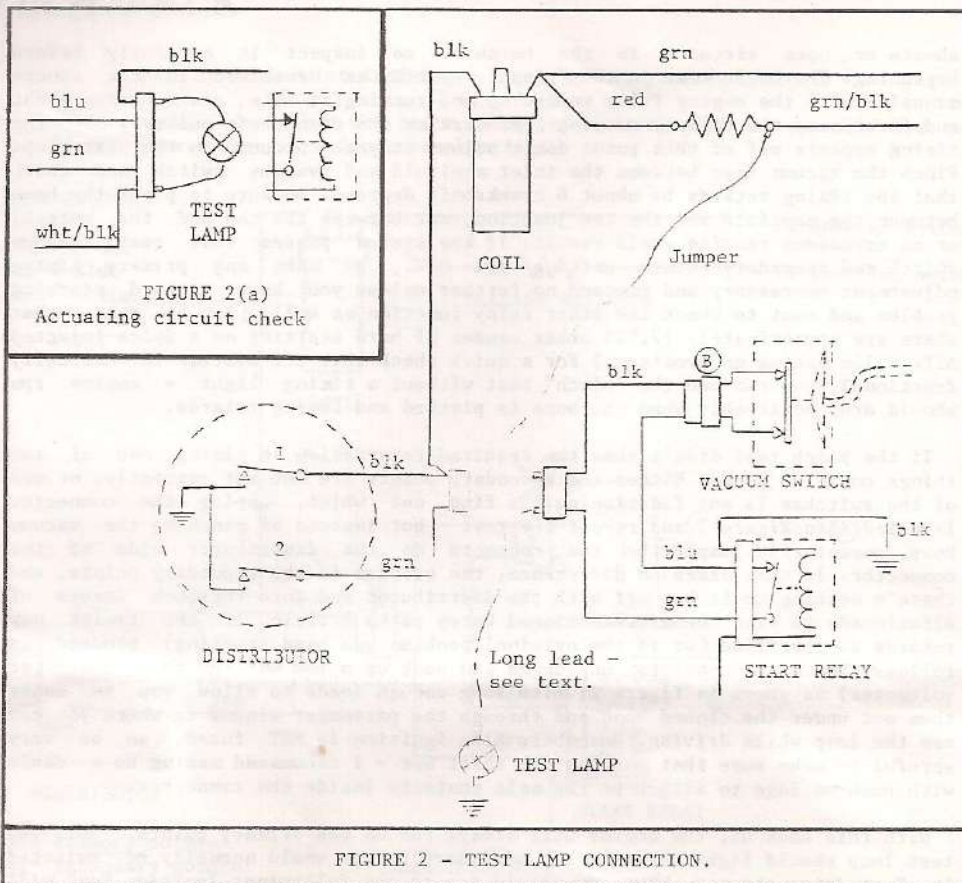
With this hook up, the engine will always run on the primary points, but the test lamp should light whenever the secondary points would normally be switched in. Test drive the car. What you should see is the following: Ignition "on" will light the test lamp. It should then go off while cranking the engine, and stay off when the engine fires. It should still be off during light to medium throttle driving, but light up under wide throttle and/or heavy load. If it doesn't behave as described, Table 1. lists the most probable causes.

TABLE 1 - TEST LAMP INDICATIONS

Pattern Number	Ignition On	Cranking	Idle/Light Throttle	Heavy Throttle	Cause
1	ON	OFF	OFF	ON	Normal operation
2	ON	ON	OFF	ON	Start relay - stuck closed.
3	ON	OFF	ON	ON	Vacuum switch - stuck closed.
4	OFF	OFF	OFF	OFF	One of the two - stuck open.

continued on page 12





Now, looking at each possibility in more detail: #2 - Start relay stuck closed: This can be caused either by a faulty relay or by no voltage getting to the relay actuating winding. So before rushing into replacing the relay, unplug the connector on the relay and hook a test lamp across the actuating circuit as shown in figure 2(a). If the test lamp lights when cranking the engine, the relay is probably faulty. If it doesn't, trace the circuit and find out why it's not getting any voltage. #3 - Vacuum switch stuck closed: Again, before replacing the switch, make sure that it is getting the input it needs to function. Remove the hose, and with the engine idling feel for vacuum by blocking the end with your fingertip. Don't be surprised if the suction "pulses" - the vacuum take off is from #1 cylinder only. If no suction is felt, check the vacuum feed for kinks, leaks, or blockages. #4 - One of the two switches stuck open: This requires a little more investigation. Leave the test lamp hooked up as you had it for the test drive, and with the ignition on and engine not running, disconnect the vacuum switch connector (ⓑ in the diagram) and jumper across the cable side contacts in the connector block. If the test lamp now lights, the vacuum switch is stuck open. If it still doesn't light, the problem is the start relay.

continued on page 19





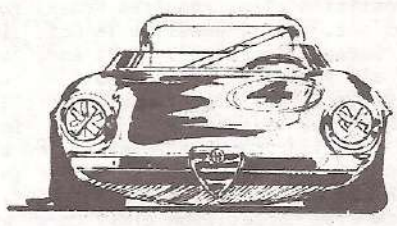
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ALFA ROMEO



# Want to GO FAST?

We are invited to run the Pantera Club Time Trials at Riverside on October 22-23. Saturday will be a driver's school and touring event, both long and short courses, with Sunday a timed event for experienced drivers. Competition class requires Nomex, rollbar, harness, etc, but the touring class does not. Entry deadline is Oct. 17, with pre-tech recommended and available at several locations. Call Andy Jarema, POCA, (213) 574-0184 for more info. For all you Walter Mittys out there, this would be a great opportunity to drive on a race track under controlled conditions, and with instruction, but without the time and expense of setting the car up for competition. If you are considering time trialing, here's a chance to try it. I understand that stock seat belts etc. are OK for the touring class. AROSC hasn't run such a touring class, and probably won't, because these cars should not share the track with competition class cars who are going fast, and we haven't enough touring types to split our group in that manner, but the Pantera Club does. I recommend you give it a try if you have ever wanted to go fast, and your Alfa will love you for it.

**RIVERSIDE TIME TRIALS OCTOBER 22-23, 1983**  
 Saturday and Sunday 8am to 4pm  
*Presented by the Pantera Owners Club of America*

SAT. TOURING & DRIVER'S SCHOOL  
 SUN. TIMED EVENT - EXPERIENCED DR.  
 Timed Touring times sent in mail  
 Competition times posted at track  
 (Competition class req. Nomex, roll bar, Harness, etc.)

No open exhaust, 100db Riverside rule. Vendor's spaces \$50. each

**MANDATORY DRIVER'S MEETING:** both days at 9:00am. No track time without attending meeting.

TECH INSPECTION: Sat, Oct 8, 1983  
 T. MITCHEL & ASSOC. Inc. 10am-2pm  
 152 N. Campus Ave. Upland, Ca 91786

Other Tech locations call for spot.  
 PANTERAS by WILKINSON (714)604-4321  
 PANTERA SPECIALISTS - Lance Niss (714)540-0469  
 S.F. Valley: Welton Brown (213)931-1821

Trackside Tech. \$40. Out-of towners will receive a waiver with their registration.

TO: ANDY JAREMA  
 DATABASE CONCEPTS  
 145 E. LIVE OAK, SUITE E  
 ARCADIA, CA 91006  
 MAKE CHECKS PAYABLE TO: P.O.C.A.

PHONE: 213-574-0184

ENTRY DEADLINE: OCT. 17

NAME: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 CITY/ZIP: \_\_\_\_\_

CIRCLE:	POCA/FOC MEMBER	NON MEM
SAT	\$45	\$55
SUN TOURING	\$55	\$65
SUN COMP	\$65	\$75

PHONE: \_\_\_\_\_ MAKE/MODEL \_\_\_\_\_

BEST RIVERSIDE TIME: \_\_\_\_\_ CLUB AFFIL: \_\_\_\_\_

CIRCLE TIRES: STREET/RACING ENGINE: STOCK/MINOR MODS/RACING

IF YOUR CAR HAS A PERMANENT NUMBER, PLEASE INDICATE NUMBER: \_\_\_\_\_



After a week of weather in the low 100's to upper 90's, a day at Riverside Raceway offered few charms, and sure enough, it was HOT -- 94 in the garage. I roasted to medium-well, and have little recollection of most of the competition, but here are a couple of highlites. The turnout was great, at 29 cars; many many thanks to VARA. The mix of cars was really interesting, from Dick Ridell's Bugatti to Maurice Wedell's '84 Corvette, and a great variety in between. Alfas were a bit outnumbered, but with Lotus (Loti?), Jaguars, formula cars, sports racers, a Mazda RX-7, a Peerless, a Healy Silverstone, and a Fiat Abarth, plus the Bugatti and Corvette, we had fun.

The chase for top time was close between John Samson's Class A GTV, Joe DiLoreto's Dolphin-Olds (but it didn't sound like an old car), and Mike Sperry's Class C(?) GTA. These 3 were sent out for timed runs in that order in their run group, but their fastest lap times put them in the reverse order for finishing. It seems that chasing a fast car may help you go faster. Sperry had fuel feed trouble, or mixture, or bugs, and was lucky to get one fast lap in the run before terminal sputter set in. Joe DiLoreto had a wheel bearing cap fly off the left-front wheel when he started out, and after 2-3 hot laps, he retired with a smoking and protruding wheel bearing. Samson planned to do one hot lap at 8000 RPM, and then cool it, but not feeling any pressure, and seeing nothing in his mirrors, he held to 7500 RPM and was edged out.

The driver having the most fun must have been Alan Ward. He gave some driving instruction to Maurice Wedell in the Corvette, and was invited to run the car for timed laps to see what it could do,

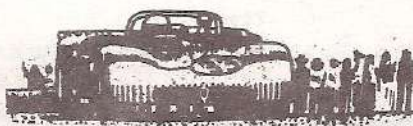
automatic trans and all. Imagine having someone give you their \$25K toy, and tell you to use it hard. From the many calls from Turn 6 that the Corvette was kicking pylons at the inside of 6, and driving a bit hard, you know Alan wasn't worried about bending the car. Since he lapped at 1:48.5 in the Corvette, compared to the Top Time of 1:42.4, and 1:55.5 in his Berlina, you know why he was taking a collection in the pits to buy a Corvette for himself.

Another first for this time trial was the presence of Skip Farnsworth's dad with a Radar Gun, reading speeds of most of the cars at turns 7, 9, and 1. Results of his readings are given elsewhere, and are most interesting. Please come again, Mr. Farnsworth.

I don't remember much more of the highlites, except that we made it to Shakey's, and after a few gallons of fluids, I made it home, all in the same day. I do remember that we had a nice, safe event, and never rolled the crash truck except to pick up workers. Even the wounded cars managed to limp back to the pits on their own. I'm sorry we couldn't get workers, so had to work the corners ourselves, but then you couldn't pay me enough to spend a day in the sun working a corner, without some driving around at speed to cool off.

Our next AROSC Time Trial is November 26, the Saturday after Thanksgiving. Take a break from the left-over Turkey, and come on out for a Riverside hot-dog. It's got to be cooler by then.

Phyllis Gaylard





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A. Cortes (B) '65 GTA 1:48:94  
CLASS C/D

M. Sperry '64 GTA 1:42:52 TTOD  
P. Gaylard (D) '73 GTV 1:58:10  
P. Becronis '67 GTV 2:03:16  
CLASS E

D. DeRosier '69 GTV 1:59:82  
R. Hutchins '77 Alfetta 2:00:12  
CLASS F/G

A. Ward '73 Berlina 1:54:50  
A. Warner Jr. Zagato 1:55:84  
A. Steben '73 GTV 1:57:15  
T. Lipkis '67 GTV 1:57:18  
S. Farnsworth '74 GTV 2:06:23

OTHER CLUBS  
VARA

J. DiLoreto Dolphin/Olds 1:42:74  
C. Jones Jag XK120 1:50:80  
J. Rosenstock Healy Silverston  
2:00:24

B. Swanson Peerless 2:00:38  
F. Appleby Cooper 2:01:34  
C. Graham Elva Courier 2:04:50  
L. Canut Fiat Abarth 2:08:35

LOTUS CLUB

L. Lim Lotus 18 1:49:73  
L. Vanderhoof Europa 2:09:35  
J. Wills Cortina 2:10:94

MISC.

A. Ward '84 Corvette 1:48:52  
M. Wedell '84 Corvette 1:55:95  
G. Peterson Mazda RX7 1:58:83

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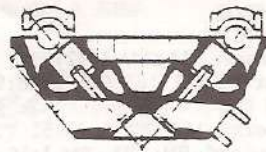
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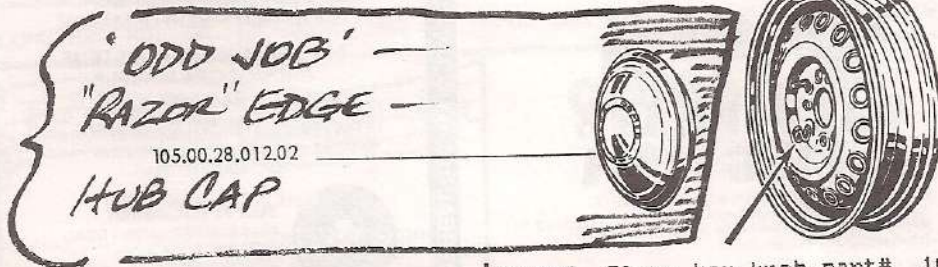


# FOR SALE wanted

Dear AROSC-

I've attached a copy of the hub cap page from the parts manual from my 1966 Giulia Sprint GT. An accident stripped off one of the caps, and although that was the least of the damage, replacing it has been one of the more vexing of the accident related problems. A fairly thorough search of dealers, junk yards, repair shops, etc. has failed to turn one up in the Bay area (and parts north). In hopes that one of your members has converted to alloy wheels and has an "odd job" razor edge style hub cap hanging on a garage wall, I am sending this note. Would appreciate your posting it on the bulletin board for me. I am be reached at the address below. If no one has one for sale, any leads, or tips, on finding one (or more) would be appreciated.

Thanks in advance, 84 Madrone Ave #10  
Arthur Turek San Anselmo, CA 94960



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79 Sprint Veloce complete Shankle suspension, wheels, airbox, Blaupunkt. Must see, make offer eves 247-6632 Sergio Pertichucci.

59 Spider Veloce, 21,000 actual miles. Garaged since 64. Less than 500 miles on engine overhaul. No rust but needs body work. (213) 586-4228 days, (714)492-3866 home. R. R. Curtis, 2974 Calle Gaucho, San Clemete, Ca 92672.

Original wood steering wheel from 81 Spider \$40. Bosch JF distributor \$75. Joel Hoffman (213)994-4730.

Driver's seat from 78 Sedan, Grey Veluour, with good track \$25. 2 new (in boxes) fr. brake rotors for 72 & up 105 series cars \$100. WANTED Drive shaft for 79 Sedan, cond. of donuts no matter. Ray Beggs (213)454-3696 or (714)792-0144.

WANTED Glove box knob part# 10500 63 010 01 for 67 Duetto. Victoria Baldwin (213)828-1791 leave message on answering machine.

Transaxle from 76 Alfetta GT. bad spider gears otherwise great shape. \$75. 4 original steel wheels with caps & lugs from Sport sedan \$60. Jim Wood (213)991-3754.

65 GTA low miles, fresh paint, recent engine overhaul. Possibly the most original GTA in existence. \$11500 or \$12500 with complete limited slip rear end, sliding block assem. & spare sway bars. Joel Morenfeld, c/o Via LA, 110 E. 9th st Suite C1139, L.A., Ca 90079 days (213)623-8369.

\*\*\*\*\*  
TECH - cont. from page 12

After repairing or replacing the faulty component, don't forget to go back and check that the timing is correct, especially if the problem was a vacuum switch stuck closed - in this case the engine will have always run on the secondary points and could now end up 6 degrees too far advanced if the timing was previously set with the switch not functional. - Pat Hayes



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