

AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



TUGNESIAN THIERIOT
PUTS #195 THROUGH
ITS PACES!

AlFacionada!

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

ALFACIONADA is the monthly publication of ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, a regional chapter of ALFA ROMEO OWNERS CLUB, INC. Subscriptions to this newsletter are included as part of the \$35.00 membership fee paid to AROC, Inc. Meetings are held monthly on the fourth Friday of the month at 8 P.M. at Alondra Park Clubhouse located at 3850 Manhattan Beach Blvd., Lawndale, Ca. Please send articles, letters, ads and black and white photographs to the newsletter editor by the first of the month for publication in that month's edition. Classified ads are available as a free service to members and at a nominal \$5 charge to non-members advertising Alfa items. This newsletter and its authors assume no liability for the accuracy or legality of any technical information appearing herein.

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♣ CALENDAR

		1986
		21 General Meeting
		22 Pre Tech for Time Trial #2
		25 Board Meeting at Zettles?
		29/30 Time Trial #2 at Willow Springs
APRIL	19	Rally (tentative)
		25 General Meeting
		26 Brake Clinic/Diro
MAY	17	Concours/Lutheran High School/Burbank
		24 Oil Clinic & drive Milano/ at Wegge
		25 Time Trial #3 at Carlsbad
		30 General Meeting
June	27	General Meeting
		? Rally
JULY	12	Concours/Will Rogers Park/Fuel Injection Clinic
		25 General Meeting
AUGUST	2	Pre tech for Time Trial #4
		9 Time Trial #4 at Riverside Raceway
		23/25 Laguna Seca Races/ Pebble Beach
		NO GENERAL MEETING
SEPTEMBER	26	General Meeting
		27 Suspension Clinic
		Ward & Deane (Tent.)
		? Rally
OCTOBER	18	Concours/Briggs Cunningham Museum
		26 Swap Meet/General Meeting
NOVEMBER	1	Pre tech for Time Trial #5

♣ COMMERCIAL AD RATES

	HALF YEAR	FULL YEAR
1/8 Page:	\$ 45.00	\$ 75.00
1/4 Page:	\$ 90.00	\$150.00
1/2 Page:	\$180.00	\$300.00

Prices are for camera ready art. Please contact the advertising director if you need assistance in formulating your advertisement.

mar CALIFORNIA 86

ALFAS GO

by Joel Hoffman

I hope your Alfa has been water-tight and managed to stay out of all the potholes created by all the rain we had in February. Happily our low slung Alfas haven't been covered with flood waters as happened in Northern California. February had only one AROSC activity, but with March we begin picking up the pace. Most meetings are held on the fourth Friday of the month, but March's will come early, on the third Friday, the 21st. The Texalfa upholstery Alfa Romeo has used on so many models unfortunately has a tendency to rip on the seams. This meeting will act as an incentive to make your seats look new again. The speaker will bring an Alfa seat and recover it. Super Bowl Sunday's Time Trials had just over 100 entrants and we're expecting the same for the March 29-30 event at Willow Springs. AROSC's Easter Bunny, Charlie Thieriot, and the Time Trial Committee have spent many hours planning this event. The Special Intro and Novice group instructors will be out in force. Racing around the track is the ultimate Italian tune up. Even if you don't enter, make the enjoyable drive up there and watch the Alfas go.

The month of April brings a rally, a meeting and the first Clinic of the year which will cover the entire braking system. Diro Alfa Romeo, our host in Harbor City, will proudly unveil the new Milano. For those of you who missed seeing the GTA's in action last August in the Monterey Historic Races you have another chance, this time at Riverside on

April 5th. AROSC's Dave Vegher, who won at Palm Springs on November 30th, will be battling it out with Mike Sperry, Charlie Thieriot, Al Cortes and Scott Gray. The Calendar in this issue lists the many activities we've planned for this year. Probable additions include a tour to the Merle Norman Tower of Beauty, a Dyno Clinic, and an upcoming General Meeting featuring Dr. Ruth Westheimer on the topic: "Good sex in the back seat of the Milano".

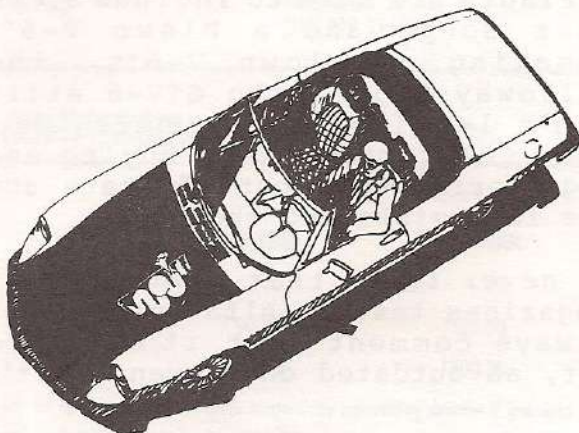
The European Touring Car Championship races will have a replacement for the GTV-6 starting this summer. The Alfa Romeo 75, our Milano, will race with a 300+ horsepower 4 cylinder intercooled turbo. I'm hoping ESPN will televise some of the races and/or ARI provides videotape to us. Autoweek's February 17th issue reports that Alfa Romeo S.p.A. is producing less than half of it's capacity and that 1985's loss of \$120 million is double 1984's. (Drag your friends and neighbors into an Alfa dealer). On the brighter side is March's Geneva Salon "launch of the 75 turbo, powered by a 1.8 liter blown version of Alfa's evergreen twin-cam four". And "probably for release next year is a rumored 16 valve twin-cam for a 4wd version of the 75". Our November newsletter had two photos of the Alfa 164 which we'll get late this year or next year. Autoweek reported that "Exciting 164 variants are said to include a two door coupe and a blown V-6". Speaking of blown V-6's, the Calloway Twin Turbo GTV-6 still isn't legal for sale here, but some Californians are buying and registering them out of state and the re-registering them here.

It never fails that when the car magazines test an Alfa Spider they always comment that it's an old car, an outdated one, even if it's

continued next page

great fun with the top down. We certainly are waiting for a replacement, especially one with better acceleration. Reading the March Road & Track Road Test Summary I noticed that these more modern and more expensive cars that were bested by the Alfa Graduate in the 700 foot slalom test: Audi 5000S Quattro, BMW 355E, Maserati Biturbo E, Mercedes Benz 190 2.3 16, Porche 928S, and Saab Turbo. If this Graduate, originally designed in the early 60's can beat all these cars, then imagine what a new Alfa Spider can do. We're all waiting, S.p.A.

The Milano excitement is building steadily. ARI's Public Relations Director, Craig Morningstar, will be showing the Milano to the motoring press in Arizona in mid-month. At month's end is ARI's "Ride and Drive" where the press will be comparing the Milano with it's competition: Audi, BMW, Saab and Volvo. With 6,000 additional sales ARI has been signing on new dealers. First, in December, was Circle Porsche Audi Alfa in Long Beach. January brought Beverly Hills Alfa Romeo. Next should be another new dealer in Reseda. Watch for the ad with the highway patrol cars and the Milano. Ciao.



Adventures

CANADIAN NATIONAL CONVENTION

JUNE 12,13,14,15

British Columbia

The Canadian National Covention will be held in British Columbia early this summer and will include a Time Trial, Hill Climbs and a Concours. Mike Sperry has registration forms and can give you information concerning hotels and reservations if you are interested in attending. If so, call Mike at (213) 325-7549 **FAST!** It is already a bit on the late side to register and insure youself of good accomodations so Mike is advising anyone interested to act quickly.

Trivia

RAFFLE WINNERS/DONORS

General Meeting 2/28/86

D. STOEHR	Air Compressor/ AROSC
KEN FELDMAN	Fender Cover/ Alfa Ricambi
TED FELDMAN	Fender Cover/ Alfa Ricambi
JERRY WRIGHT	Armorall & badge/ AROSC
JOHN GREEN	PLug Wire Set & Badge/Alfa Ricambi
ILONA SHILLMAN	Screwdriver Set/ AROSC
AL RICHARDSON	Flat Fixer & Poster/AROSC
T. HIGASHI	Flashlight/AROSC

EDITOR'S DESK



Can there be life without Alfas? Dad and Mom are visiting Susan and I (mine, not her's) now and when my dad glances out in the driveway and spies not one, but two, (with a possible third on the way) Alfas beading up in the rain his face sort of wrinkles up into a grimace of bewilderment and disdain. Why don't you buy yourself a "real" car? You could use a little pickup truck (true enough) or if not that, a nice car for trips like my Cressida. One that will get you there and back without crapping out. I tell him, "Yeah, I know, but....."

He does this not without reason. A couple of weeks ago Susan and I drove north in a driving rain storm to visit my sister in San Jose. The GTV-6 performed flawlessly and we arrived fresh and comfortable. For the next three days Phil (that's the car - I'll explain later) sat on my sis's driveway while the Bay area experienced one of the worst downpours in almost anyone's memory. It went on the entire time we were there. About the second day into our planned three day visit I became host to one of the most virulent, nasty, SOB bacterias ever to crash the party in my guts. Next day we decided we'd better get home so that I could expire in my own bed. Phil started right up that morning

but as we drove away I noticed a bit of a miss... an uncharacteristic stumble... maybe a little condensation in the distributor cap? We stopped to fill up the gas tank and I checked the cap which was dry as a bone, nor did anything else seem visually amiss. So we took off! After we made it through the pass to highway 5, Susan took over the driving chores so I could be alone with my increasing misery. A couple of hundred miles later she woke me to say that she was tired and would I drive for a while and by-the-way the car hasn't been running very well. I took over and motored on down the road for another 50 miles or so with Phil beginning to buck and jerk like a dog with fleas. There's a gas station at the end of the long straight stretch of 5 just before you begin the long climb over the Grapevine. It seemed prudent to stop at that point and ask Phil just what's your problem and do you think you can make it over this hill? I mean, do we both have to be sick on the same day? Maybe it was a sympathetic malaise and maybe it was orneriness, but Phil decided that he could barely make it out of the parking lot, much less climb that @#*&!@** hill, and since I felt much the same way, we threw in the towel.

We rode from the bottom of the Grapevine on the Bakersfield side to Pasadena (where Phil got dumped on Pringle's Mille Miglia doorstep) in the cab of the flat bed tow truck.... the driver, Susan, me and the girl whose car was being towed behind the truck on its way to Chino. Four people!! Four hours!! And me feeling like forty miles of bad road!

continued next page

Enough of the sob story! What had happened to Phil that he had let me down in such dire straights? Why did my dad screw up his face? It seems that his ECU (Electronic Control Box - controls stuff like the fuel injection and the ignition) which is located in the passenger compartment of the car in the footwell was - get this - flooded!! Full of water! Almost a cupfull! So, the car sat out in pouring rain for three days - the water must have leaked in somehow - maybe through the cowl and down the wiring harness? No one has been able to find a path that water could have taken... tried flooding it with a hose... no water inside... so how? My dad's theory is that all of that water was condensation! Not formed all at once, but a cumulative effect due to a long period of bad weather and just the right ambient air temperature conditions. But that much water? He tells me of times in the midwest in his youth when he could drain almost a quart of water out of a crankcase, water that had condensed in the crankcase and frozen in the bottom under the oil... put a shovel of hot coal under the engine, melt the water and drain it off!

John Ireland has his 15,000 mile GTV-6 report in this issue. I treat my car much the same as John does... here's a list of problems I've had in 30,000 miles:

- * Broken fan belt jammed in timing belt and jumped it a tooth or two - result, bent valve.
- * Replaced valve guides with silicon aluminum ones (Phil is an '83)
- * Replaced front donut
- * Vacuum leak
- * Replaced Malfunctioning speedometer
- * One rear brake caliper leaks slightly
- * Replaced worn out front wheel bearings
- * Dash rattles a LOT

And, of course, the above episode! See John's article for some good advice on preventing oil leaks and head gasket problems.

I talked before about Alfa's slow reaction time when it comes to rectifying known problems so I won't belabor it here - again, see John's article. You gotta take the good with the bad.... and ohhhh! the good!!

Now that Phil (short for philosophical) and I are both healthy again, as soon as the weather clears up you'll find me out in the driveway an a Saturday morning waxing philosophical. You need to when you're gonna hang around Alfas!

ALFA-ROMEO FACES WOES

Alfa Romeo's debts continue to pile up. The troubled state-owned company, Italy's second biggest after Fiat, is expected to announce 1985 losses of nearly \$120m, twice those of 1984 which were three times as great as in 1983. Alfa has the capacity to build 400,000 cars a year at its two major plants, one near Milan, the other close to Naples. Last year, it produced only 190,000 cars.

One of the main problems facing Alfa's tough new managing director, Giuseppe Tramontana, 48, is that the company is disastrously over-manned and productivity levels are poor. Of Alfa's 32,000 employees, a quarter are on state-subsidised layoffs. Heavy political pressure has prevented the company from shedding workers to reduce costs.

Tramontana's new five-year plan is aimed at cutting losses—there seems no chance of turning the deficit into profit—and making better use of unused manufacturing capacity. Uprated 33s, Alfa's roomy five-door hatchback, will help to do that in the short term.

Two twin-choke carbs replace the single two-choker on the new 1.3s and 1.5s variants. Output of the smaller engine goes from 79

to 86bhp, pushing top speed to a respectable 107mph. The 95bhp 1.5s yields an extra 10bhp, and has a top speed of 109mph. Alfa also talks of excellent economy figures. A black grille and lower side-sill panels identify the new 33s.

Other new models are on the way. The Geneva Salon next month will see the launch of the 75 Turbo, powered by a 1.8liter blown version of Alfa's evergreen twin-cam four. Later in the year comes a diesel version of the 33. Further away, probably for release next year, is a rumored 16valve twin-cam for a 4wd version of the 75. The 2.5 V6 is likely to find a place in the 75 range as well, forming the basis of a potent Group A (5000 off) racer. There's also said to be a 3liter GTV on the way, and revisions to the long-running Sprint coupe, sole survivor of the much lamented Sud.

Also on the slate is the eagerly-awaited 164, Alfa's version of the Tipo 4, already represented by the Saab 9000 Turbo (soon to be joined by a normally-aspirated 9000i), Lancia Thema and Fiat Croma. Exciting 164 variants are said to include a two-door coupe and a blown V6.

THE 1985 GTV-6:
A 15,000 MILE REPORT

by John Ireland

Being a rebel at heart, one of the big appeals in buying my new Alfa was to prove all the nay sayers wrong. And while 15,000 miles isn't the ultimate test of any car, it should be the point at which signs.... indications.... symptoms of the V-6 horror stories become visible.

As a jogger/runner, I've always made a distinction between exertion and exhaustion, between use and abuse. I think it's as ture for our cars as for our feet. Example: I time trial my car on the race track... taking it to it's... make that my limits... using all the rpms the rev limiter will give me... braking hard, driving over tiger teeth, mashing peddle to the metal... and I do this lap after lap after lap. And this is the third Alfa I've done this with and I have yet to have one fail me or break down. On the other hand, I warm the engine and all it's parts and fluids before I drive the car even semi-hard on the streets.

With my first Alfa, I used to let it warm up in the carport for fifteen minutes every morning before I would even put it in gear. Now I use Phil Hill's method... driving the car gently... never going over 3,000 rpm until the engine and transmission are at operating temperatures. The point of all this is because the GTV-6 has been plagued with a list of "leaky oil" problems since its entry in the US market. I'm not saying all these aren't true... but of all the ones mentioned, only the valve guides have been dealt with on my 1985 model... the rest... the leaking belt tension adjusters, the water

pump, the head gaskets... all these are (to the best of my knowledge) the same as on all the other GTV-6s. And... my engine shows no signs of using oil, either through the combustion chamber or out through the seams. My last oil change was at 12,000 miles... and when I looked this morning, I'd be hard pressed to say I've burned a quarter of a quart of oil. The last three thousand miles have also included a time trial and a 600 mile trip to Mammoth Lake. While in sub-freezing weather, I did take the time to really let the car warm up before driving it. (While I don't have records to prove it, I wonder if GTV-6s that are driven in harsh winters show a higher rate of oil leaking problems.)

I completely attribute my lack of problems to how my car is warmed up before driving it aggressively. On the down side, my GTV-6 does not seem to be as rattle free as my 1977 Alfetta sedan was. And this could be random luck... but I do have a very disturbing rattle in my dash and it is only a matter of time before I get in there and do it myself or I have it done under warranty. Also, I'm hearing some thunks and clunks from somewhere in the chassis... otherwise I've had no problems. I do believe, and have since the Alfetta sedan, that part of the driveshaft donut failure is due to high temperature from the location of the catalytic converter. On my old Alfetta, the converter was located directly under the center donut and that is the one that failed most often, and that usually led to rear donut failure. Now, on the V-6, the converter is directly under the front donut and that's the one that fails most often on this model car. Solution... look at how the european exhaust system splits around the donut.

continued next page

How would I like to change my V-6... or see Alfa Romeo equip newer models or replacements? Well let's start with 7" rims running 215/60 tires, and let's try 4 valves per cylinder (even Toyota can do it), and another 500cc... and maybe put the engine behind the front two seats. Really Alfa... with a little effort you could be a real 944 beater. And if you can't replace the current coupe, can you at least make it as light as the new Milano?

Reading in AutoWeek how Alfa lost a hundred and twenty million dollars last year, I can understand why they dropped out of Formula One and why it would be hard to justify retooling and machining for a totally new GTV... and I know how hard it is to be streamlined in terms of labor, when you are a state owned company. And the issue isn't whether or not my motor burns oil, but whether or not Alfa will survive as maker of cars that can be sold in this country. What Alfa really needs to do is for a private sector group to buy the company the way DeTomaso did Maserati. He got a communist town to go after the profit motive, and he got unions in Italy to become proud of their work. Alfa must do the same.

And there is something YOU can do. Send me your spare ten, twenty and hundred dollar bills. I'll buy Alfa Romeo and run it the way it should be run. And you'll be part owners in the great auto society.. and you'll get free oil changes, and classes on how to take care of your car and save money by doing your own repairs... and you'll get a real tool kit and a complete set of service manuals with every car, so that even if you can't find an Alfa dealer, if you can find a good mechanic, you'll have the

manuals he or she will need to get you back on the road. And you'll feel proud as you drive your Alfa Romeo because there will be advertising that will have people coming up to you to ask if it's true what they say about Alfas... that they are the best kept secret and the best made cars you can get for your hard earned buck.

The fact is that the Japanese don't make better cars, they make better car companies. The fact is that Alfa Romeo is the car that taught Ferrari the business.. The fact is that we as a club make a difference in Alfa's future. The fact is, we can help Alfa survive by being as active and as visible a club as possible. The fact is, with all it's little shortcomings, we own and drive a hell of a car.

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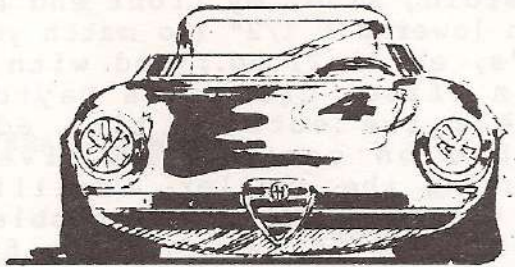
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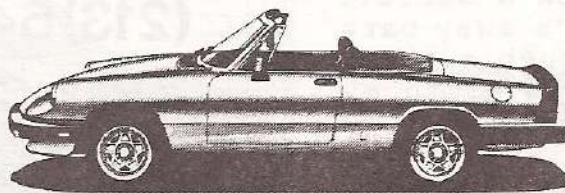
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YOKOHAMA A008 - STEALTH TIRE

by Jim Oddie

When it came time to upgrade the Michelin XVS Slippery Specials on my Alfetta GT last year, my attention turned to recent Tire Test issues of Road & Track and Car & Driver. Dave Vegher felt that a 205/60 was the largest 14 inch tire that would fit under my fenders, and I was disappointed to find that very few tires are made in this size. Fortunately, one that is is the Yokohama A008. C&D described this as their choice for fast dry road or autocross driving (12/84), Porsche Panorama ranked it #1 (1/84), and R&T found it to be very competitive (2/85). The latter's comment about it being a very quiet tire at the limit did not really catch my attention.

It was not until I took my first corner at brisk speed that I realized how important this was. There was no telltale squeal. Nothing to attract the unwanted attention of gentlemen in black and white sedans with lights on top. Exhaust song may announce my presence, but the tires always keep my lateral G load a secret. Thanks to Mr. Shankle's sway bars my car doesn't lean much either, so there are few clues as to my sporting pace.

The XVS was a top ranking tire 15 years ago, and changing to a top tire of today pointed out just how much they have changed. It was as though the shocks had been softened, the steering quickened and lightened, and the car suddenly endowed with 50% more grip. It is unbelievable that Alfa was fitting XVS's to its cars until so very recently. One caveat: A008's are not so great in the wet. I gather that on damp pavement they are predictable but

rather slippery, while in standing water they hydroplane at unusually low speeds. As I don't drive my Alfa in the rain, I have no personal experience.

Regarding size, my front end has been lowered 1 1/2" (to match your car's, eh Jim?) ed.; and with 6" 22mm offset Cromodora Daytona wheels the outside tire edge rubbed on one of the rivets securing the spoiler. Drilling out the rivet solved the problem, but a larger tire would not fit. However, Harold Rich was able to run 215/60-14 B.F.Goodrich Euro T/A's on his Alfetta GT. His front end had been lowered 1 1/4" (Harold - ouch!!!) ed., and his wheels were 5 1/2" factory alloys (about 44mm offset). Tires of the same designated size from different manufacturers will differ in actual size (A008's tend to run large). Hence, what size tire will fit on your GT will depend on the type you choose as well as wheel and suspension modification factors.

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- 9th ALAN WARD

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- 3rd JOEL HOFFMAN
- 4th LARRY MEYER
- 5th JOHN IRELAND
- 6th DAVID GOOLEY



Alfa Group A car bows

Alfa Romeo showed its new Group A touring car racer at the Brussels Motor Show recently. The Alfa 75, with a variety of bodywork and suspension mods, is powered by a 1.8liter, four-cylinder, single-turbo engine producing more than 300 horse-

power under stringent Group A rules. The car, destined to take on Ford, BMW, Volvo, Rover et al in the European Touring Car Championships as prepared in Italy by Elio Imberti and Luigi Cimarosti, is due to be legalised for racing by July or August.

elections!


Elections for Directors of AROC, the national club, are coming up! We on the Board are appealing to you the members to support the candidate from our chapter! That means filling out and returning your ballot when you receive it instead of filing it in the circular file. We have a very enthusiastic and knowledgeable candidate in AL CORTES and we will support him in his representation of us! DO IT!!!! Ed.

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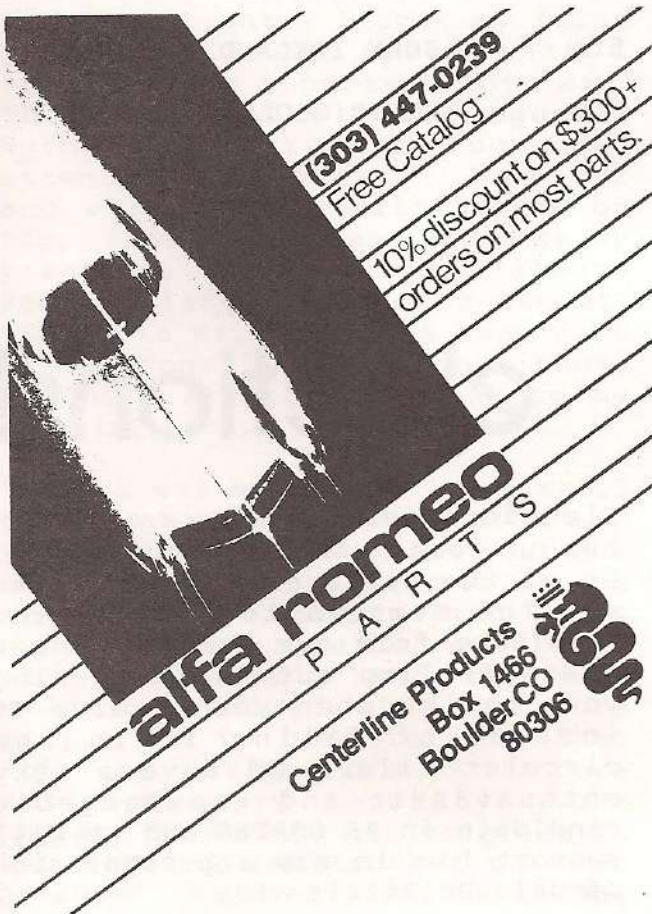
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ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

TIME TRIAL GENERAL INSTRUCTIONS

- General Policy
- Entries will be accepted in the order postmarked. Rejected entries will be returned immediately.
 - Entries must be filled out as completely as possible and must include a check for the full amount. ("Points" on entry refers to Alfas only. Horsepower and weight are understood to be approximate.)
 - Car numbers will be assigned on a yearly basis. If no number has been assigned, call the Time Trial Director before returning entry.
 - Fees for admission at the gate are not included in the entry fee.
 - All drivers are expected to work corners or other assignments as needed. Novice Time Trial drivers are **REQUIRED** to work corners.
 - We do not cancel for rain. If the weather looks marginal, bring raincoats.
 - Introductory Group entries may be rejected due to **TOO MUCH** experience.
- Tech. Inspection
- Technical inspection is required for all cars (including Introductory) prior to the event. Arrangements for technical inspection should be made in advance with an AROSC-authorized shop. The shop will have the necessary forms.
 - There will be an additional fee for inspection at the track. The fee may be waived if the entrant lives over 50 miles from an AROSC-authorized shop.
 - Time Trial cars are required to have the following safety gear:
 - Harness, 5-point type
 - Fire extinguisher, securely mounted, within driver's reach
 - Helmet, Snell 1970-approved or better
 - Wrist/ankle length clothing & gloves: Nomex, cotton, or wool
 - Roll bar in open cars
 - Introductory drivers must have a seat belt and a Snell-approved helmet.
- License
- All Time Trial drivers must have a Time Trial License Application on file. Experienced drivers **MAY** be issued a license at Registration.
 - Unlicensed drivers must participate in Time Trial Drivers School.
 - Unlicensed drivers must display a large "X" on rear of car.
- Track Policy
- Presence at Drivers Meetings is **MANDATORY**.
 - All Time Trial cars are divided into groups (Group 1, Group 2, etc.) that remain intact for the duration of the event.
 - ALL** cars must display legible numbers at least 10 inches high.
 - No cars will be allowed on the track without a sticker(s) from Registration.
 - Drivers **MUST KNOW** the meaning of the flags.
 - Wheel-to-wheel racing or overly-aggressive driving are **NOT ALLOWED**.
 - Passing is allowed only on the straightaways as defined at each track.
 - Only AROSC-licensed drivers may carry passengers, and only with full safety equipment. Passengers are not allowed in Introductory Group cars.
 - No pets are allowed at the track.
 - All children must be under an adult's supervision at all times.
 - No alcohol consumption is allowed during the event.
- Timed Laps
- Each Group will be divided into Subgroups (1-a, 1-b, 1-c, etc.).
 - Subgroups should line up at reentry in the order listed on the "Run Order" sheet. Reentry will release each Subgroup onto the track one car at a time.
 - There will be one warm-up lap, 5 timed-laps, and one cool-off lap.
 - During the warm-up lap, do not catch or fall behind the car in front.
 - At the end of the last timed lap a checkered flag will be displayed. Continue with a cool-off lap and reenter the pits at **SLOW** speed.
 - If you are overtaking a slower car, slow down **ALOT** to gain enough space that you will only spoil one lap time. Extra laps cannot be given.



ALFA WHEELS

Set of four factory 6x15 Campagnolo magnesium GTV-6 wheels in perfect condition. Out of '83 model year. List price \$275 ea. \$500 all. (will fit new Milano).

Alfetta Sprint Veloce/GT European exhaust system with cast iron headers. All new. Will replace the catalytic converter. \$200.

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Home: (213) 923-5305
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1969 ALFA GTV

Recent head rebuild and transmission. New interior. Some rust on both rockers; laid up for several years, not running. Excellent project. \$1,800.
Cal Bob. (213) 426-5328.

1979 SPORTS SEDAN

A/C, 4 speaker stereo, leather interior, moon roof, Ronal 14 x 6 alloy wheels, Bilstein shocks. Has been well cared for; won many concours ribbons. 78,000 miles. \$3,800. Jim & Teri Wood.
(818) 991-3754.

1967 ALFA ROMEO DUETTO SPIDER

Red w/black interior. Completely restored...over \$13,000 in receipts over last three years. New engine, trans., paint, top, interior. Webers, P6's, Spax. \$6,000 OBO. Andy. (213) 739-6131 days, 459-9645 eves.

FLAGS - WHAT THEY MEAN

Yellow, stationary	Proceed with caution. No passing.
Yellow, waving	Be prepared to stop. NO PASSING.
Yellow/Red Striped	Track may be slippery ahead, often from oil spilled.
Blue with Yellow Diagonal	Be aware of car that may be passing you.
White	Emergency vehicle on course. Pass it VERY carefully.
Green	Go, track clear. Also indicates start of timed laps.
Checkered	End of session or timed laps.
Black, furled	WARNING! You drove unsafely or broke a rule.
Black, open *	Reduce speed & return to the pits. You drove unsafely or broke a rule. Talk to official at Start/Finish.
Black, with Orange Ball *	There is a possible mechanical problem with your car. Reduce speed & return to pits. Talk to official at Start/Finish.
Red *	STOP - safely & immediately! Pull over & wait for further instructions.

** Disregard of these flags will revoke your license.

1974 ALFA SPIDER

Excellent condition. 2 tops. New metallic green paint. Black interior. Trans. and engine rebuilt by Hector. 90,000 miles. Call Mike at (213) 274-7167 from 9 A.M. to 5 P.M.

DAMAGED '69 GTV

Roller. Must sell, trades or crush it. (714) 892-0658. Paul.

1979 ALFETTA GT

New engine, new Ansa exhaust, new Burgundy interior, Shankle suspension & air box, Pirelli P-6s, ready for racing with 5 point harness/driver & passenger, all White European looks, Shankle custom air dam, drivers' Recaro, Andretti Special Edition. \$7,000. Ask for Mike. (818) 242.8417.

1974 ALFA SPIDER

Beautiful condition with superb silver metallic paint. 86,000 miles, runs perfectly, very reliable. Many extras. \$4,000 or best offer. Nick or Barbara. (213) 396-4303.

1974 ALFA GTV

New motor blueprinted and balanced. 10.95:1 Autodelta racing cams. 10,000 miles since rebuild, 66,000 total miles on car. 1 yr. since new paint, no bondo. Alpine radio with automobile. Cleanest GTV in America. \$9,000 firm. R. Barsotti. (714) 675-0660.

1974 ALFA SPIDER

Excellent condition. 2 tops. New metallic green paint. Black interior. Trans. and engine rebuilt by Hector. 90,000 miles. Call Mike at (213) 274-7167

1978 SPIDER

Customized, very good condition. New paint, new interior. Chrome yellow, new top. New clutch. Epsilon 15x7 wheels with 205/50 Pirelli P-7s. \$4,900. Steve. (213) 327-8302.

1979 SPRINT VELOCE

Well Maintained, new silver paint and red interior, 5-star mags, factory air, great condition. \$5,400 OBO. (213) 665-6863

1979 SPIDER

Cream with leather interior. New dash and console. \$5,500 OBO. (213) 665-6863.

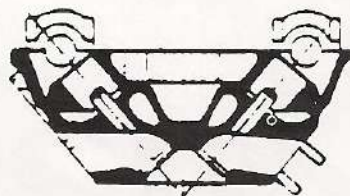
1965 2600 Spider

Mint condition. Red/Blk interior. Thoroughly restored. \$5,000. Dan Ritter. (213) 374-3153.

1969 GTV

Tan/blk interior. Rebuilt engine 8,000 miles ago. Koni Shocks. AM/FM cassette. \$2,500. Dan Ritter. (213) 374-3153.

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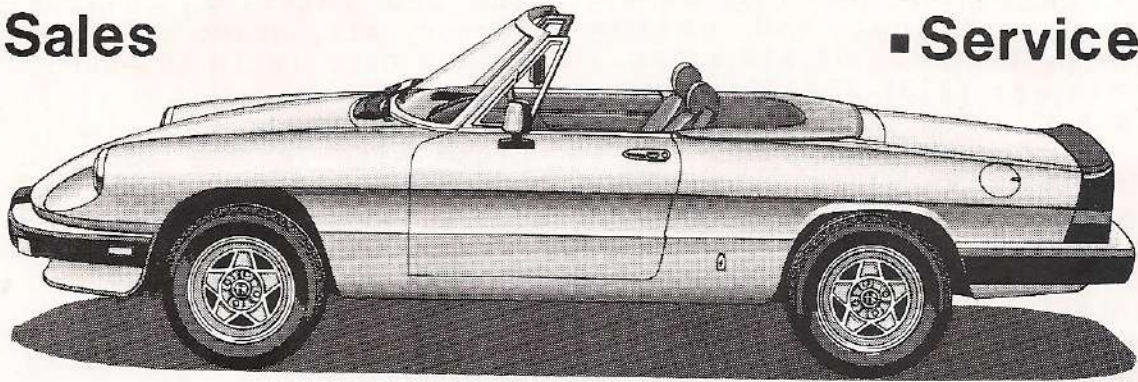
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