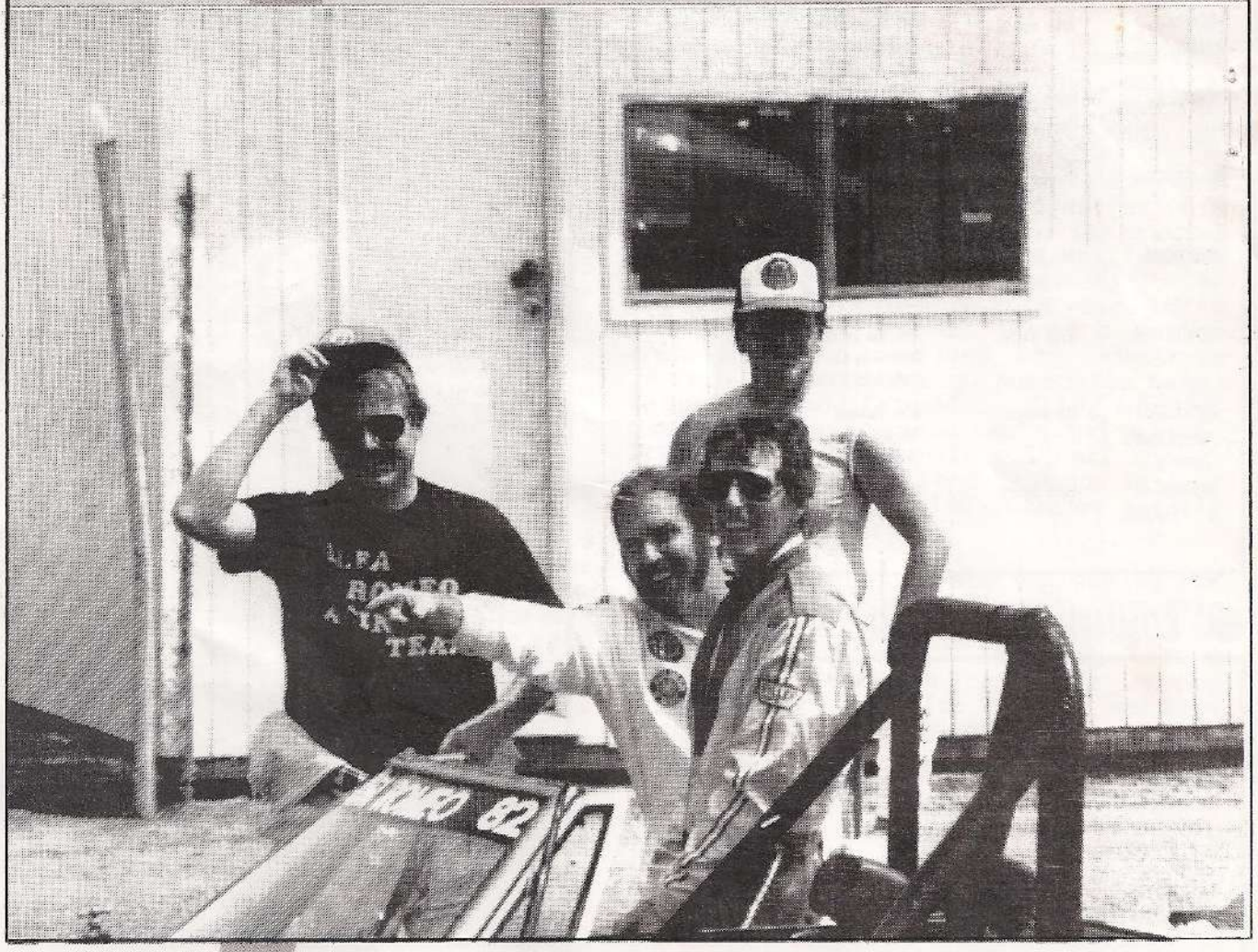


# AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



# 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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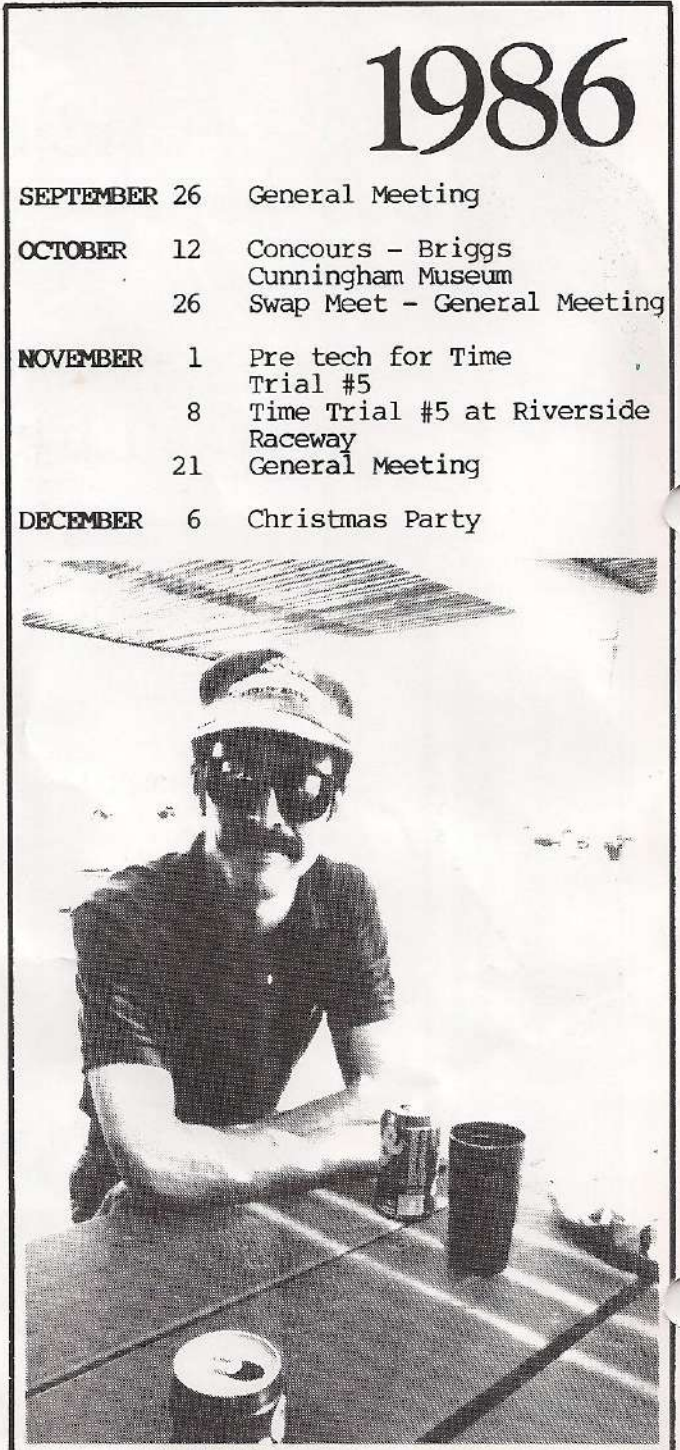
# 1986

SEPTEMBER	26	General Meeting
OCTOBER	12	Concours - Briggs Cunningham Museum
	26	Swap Meet - General Meeting
NOVEMBER	1	Pre tech for Time Trial #5
	8	Time Trial #5 at Riverside Raceway
	21	General Meeting
DECEMBER	6	Christmas Party

### ✿ 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.





by Joel Hoffman

Our August activities began with the Alfa of Santa Monica Time Trial at Riverside Raceway on the 9th. I had one of the dealership's Gold Edition Milanos for test drives. Joe Cannone of GTA Sports Car; Dr. John Sampson, Time Trial Special Intro Director; and Alan Ward of Ward and Deane Racing all gave it some high speed runs on highway 60 which runs by the track and were impressed with its handling and acceleration. The air condition is fantastic. With about 40 Special Intro drivers, only 11 of whom were in Alfas, John spent another very busy day. To stimulate greater participation by AROSC members at November 8th's time trial, we'll be showing Charlie Thieriot's video on driving at Riverside at the September 26th meeting on a 10 foot by 10 foot screen. With Special Intro drivers held to 85 mph on the long straightaway and slower speeds on the turns, it isn't dangerous to you or your car's health. In fact, after an hour of hard acceleration, your car will run even better. There's nowhere else you can legally drive at 85 in this country and there'll be no Frank Poncharellos chasing after you. It's fun; it's cheap. Try it! Dave Evans (714-985-6308) brought a chassis dynamometer for BHP readings and might bring it again to the October 26th swap meet and the next time trial.

Ward and Deane racing in Gardena is the host of the AROSC Suspension Clinic on September 20th. Alan and Don have sold hundreds of their spring and anti-sway bar set-ups for 105/115 GTVs and Spiders. (I'm 100% pleased with mine.) Alan has many years of experience in driving race cars. He was one of the organizers of this chapter back in the fifties. There's a lot to learn at this clinic. Don't get the impression that this is only for racing cars or for street cars raced on the track. Alan and Don will answer any questions on springs, shocks, anti-sway bars, bushings, alignment settings and more.

The September 26th meeting includes a Special Intro entry as the grand prize in the raffle. John Ireland has something unusual planned for the program. Come to the meeting, watch the video and sign up for the Special Intro, Novice or Time Trial groups.

October 18th's Concours has been changed to Sunday October 12th. The Briggs Cunningham Museum is a great spot for this Concours and picnic. The museum is loaded with beautiful cars, including Alfas, Maseratis, Ferraris and old European and American cars. With the Orange County and San Diego chapters in attendance there will be at least 75 Alfas there. New for this Concours is a competition prepared Alfa category made up of Time Trial entrant's cars. The weather is always perfect for the Cunningham Concours, so pack a picnic lunch or take advantage of the delicatessen 2 blocks away, enjoy the drive to Costa Mesa and come ogle the Alfas. Better yet, wash and wax yours and at least enter the Novice or People's Choice groups. Alfas with dings and paint chips are definitely welcome. We're here for fun, not to ridicule.

The Swap Meet will NOT be in November this year, but on October 26th. The location is the same as last year - just south of the intersection of Rosecrans and Aviation. There will be a People's Choice mini-concours and bake sale as well. Jim Oddie has written of his ideas for this event. Show off your Alfa and its special features. The time is 9 A.M. till about 2. Last year this event drew about 300 and will draw even more this year. With the chapter's finances in much better shape this year than last year, admission is free. Ansa exhausts, Autodelta cams, Campagnola and Cromadora alloy wheels, Marchal lights, Recaro seats and our old friend Ricambi Originali will all appear. Alfa dealers and independent shops will be there too. October also includes a rally by John Ireland.

It's not too early to start planning for the second Palm Springs Vintage Gran Prix on November 28 - 30. This year it will be held at the airport. Last year AROSC members Al Cortes, Len Frank, Henry Manney IV, Mike Sperry, Charlie Thieriot and Dave Vegher raced. Look for them again this year.

continued next page

For a change there is no Alfa news from AUTOWEEK recently. ROAD & TRACK magazine has driven a Milano here from Englewood Cliffs, New Jersey and will have a report on the trip (as they did six years ago with the GTV-6) and a full road test in the October or November issue. There is no final word on the proposed Ford purchase of Alfa Romeo, but some details have appeared in AUTOMOTIVE NEWS according to Rex Chalmers. By 1996 production would increase from 170,000 Alfas to 400,000, 64,000 of which would come here. In 1985 about 4,700 Alfas were sold here. Some Ford cars would have Alfa engines.

Is anyone interested in buying the Brooklyn Bridge? An ad appeared in last month's CAR AND DRIVER magazine for a product called Autoguard. It is a silicone based spray which is claimed to absorb all police radar including instant-on and narrow beam. Supposedly it won't harm paint, and lasts through rain. With a written money-back guarantee it costs \$17.95 plus \$2 shipping. (800) 523-3520. Me? I'll rely on my Escort.

With the Italian Gran Prix on September 7th a new racing series has begun in Italy. Called Formula Alfa Romeo it is a series of 12 races with identical single-seat, open-wheeled Alfas. Powered by a 1750cc version of the Alfasud/Alfa 33 boxer engine, it has 118-120 horsepower. Let's hope that when 64,000 Alfas are sold here annually that we will at least have our own series of Alfa racers based on a V-6 powered newly designed Spider.

The Summer 1986 issue of Quadrifoglio just arrived and includes ALFA OWNER Editor Pat Braden's 3 page report on our chapter titled "California Cruisin'". Pat makes the point that "as a result of its size, the Southern California chapter has been able to sponsor events which smaller chapters can only dream of." I've been a member of AROC since 1975 and know exactly how Alfa owners in the 25 states without a chapter feel because I was one of them for the first seven years. We are really lucky to be living here in beautiful, sunny Southern California. We can participate in rallies, concours, time trials, meetings, technical clinics and swap meets. We have a large group of supportive Alfa dealers and independent Alfa shops. Plus, we have many volunteers such as Dave DeRosier, Tom Farrington (whose photos have been on the cover of ALFACIONADA in April and July), John Green, Bill Pringle and Pete Valenzuela. They and many others help make this chapter so successful.

Alfa Romeo U.S.A. President Ernesto Vettore wrote in the Summer 1986 issue of Quadrifoglio of the "still to come Platinum Quadrifoglio, the most luxurious Milano and the three liter Green Quadrifoglio which will be the envy of the performance sedan market, as well as a model with automatic transmission." As Alfa Romeo which has been so used to selling between 2,700 and 4,700 Alfas per year gears up for 6,000 new Milanos we can't expect miracles overnight. The first batch was seven weeks late. The Platinum models are due around early October. The factory is always closed in August. President Vettore didn't mention any time frame for the the automatic or three liter version. It takes time for them and patience for us. Think back a few years. Did you ever expect Alfa Romeo to have a 130 mph luxury sport sedan? I'm sure no one did. No one even thought there would be another sedan sold here. These promised versions will appear sometime in 1987. Only a crystal ball could tell just when. With AROC members helping out by bringing in friends, neighbors and relatives to Alfa dealers, Alfa Romeo will be able to supply us with a more modern version of a V-6 engined Spider and coupe sooner rather than later. Imagine the day when Alfas have the same resale value as Mercedes. In the 1930s Alfas were considered the best. Let's help out in recreating that.

On the home front: Alfa-Maserati of Santa Monica is moving into a new showroom at 928 Santa Monica Blvd. around the middle of September. The new showroom is spacious enough to display 75 of these Italian beauties. The parts and service departments will remain at 1115 Wilshire Blvd. Andres Fuentes, Parts Manager at Alfa-Maserati of Santa Monica has announced a new 12% parts discount for our members. Ilona Shillman is producing Len Frank's "The Car Show" which in addition to appearing on KPFF-FM (90.7) here in Los Angeles on Saturdays from 12:35 p.m. till 2 is now aired on 20 stations in places like Tuscon, Albuquerque, Houston and Philadelphia. Len just completed the Advanced Racing Course at the Bob Bondurant School (time trialers take note). Dave Vegher of Veloce Motors West will drive the Starion ESI-R at the final race in Nelson Ledges, Ohio at the end of September. It is a 24 hour race as was the one in Mossport, Canada recently in which he took second place in Showroom Stock A. Good luck Dave! Henry Manney IV

continued page 14

*Alfa Romeo*Association  
of Northern California

August 24, 1986

Joel Hoffman, President, AROCSC  
Gary Patitz, President, Central Coast Alfisti  
Stewart Sandeman, President, Orange County Chapter  
Bill Skelton, President, AROCSD  
Derek Wright, President, Delta Sierra

It has been only a few hours since I left Leguna Seca and the 1986 edition of the Monterey Historic Auto Races with its marvelous sights, sounds and smells. It was a great weekend of vintage racing, but upsetting to the many Alfisti who had been told that an Alfa corral would be available for AROC members and that no club park passes were required for admittance. In fact, the only Alfa corral was the one the ARA had set up and distributed passes for several months ago, and it was painfully obvious that we could not fit 80 cars into a 45 car corral. Since these Alfisti had already argued their way past rent-a-guards just to get down Paddock Road without parking passes, they were extremely irritated when they were not allowed to park in the corral.

This is a unique event which attracts an increasingly large number of vintage racing enthusiasts each year and "Mr. General Racing," Steve Earle, (who calls all the shots) has requested one contact from each marque. To make this an enjoyable and hassle-free event for all Alfisti, we are volunteering to coordinate a joint corral for the 1987 MHAR. We also have a block of reasonably priced rooms available (our '86 rate was \$48.00 + tax per night, with a Friday and Saturday night minimum stay) at a 120 room motel which is only ten minutes from the track. Adjacent to the motel is an excellent Italian restaurant which offers early morning breakfast and banquet facilities for our Saturday night dinner. Both establishments enjoy having "the Alfa people" and go out of their way to accomodate us. The managers of the motel joined us for post-race happy hour by the pool again this year and commented that we had a lot more fun than the glum Germans with the "stupid star" cars who were also staying there. We agree and we would like to have you and your members share the fun next year. My only request is that each AROC chapter designate a person to act as a single point of contact to collect and forward payments and distribute the advance tickets and parking passes to their members.

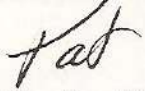
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*Alfa Romeo*

If you are interested in joining us in '87, please let me know at your earliest convenience and I will send you information to publish in your newsletters as we receive it; we will need to confirm the number of rooms required in January.

I would also like to take this opportunity to extend an open invitation to your members to join us at a meeting or an event should they happen to be in the San Francisco Bay Area at any time.

Cordially,



P. M. Hill  
President  
Alfa Romeo Association  
of Northern California  
1926 Bayview Ave.  
Belmont, CA 94002  
(415) 593-0633

cc: Linda Edinburg, President, AROC

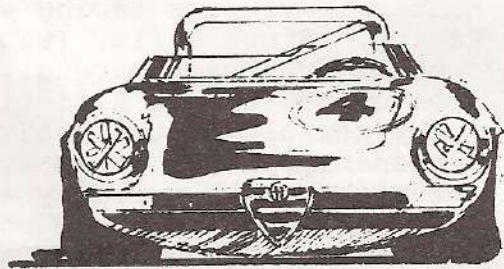
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## SWAP MEET

Modification Information Exchange

Reminder

In what club activity can you actively participate which is free, requires only a few minutes of preparation, and demands no prior commitment on your part? The new Modification Information Exchange! There is no fee and no entry blank to fill out by a certain date. You can spend as much or little time there as you like. (See the August newsletter for more details about the activities of the event itself.) It is held in conjunction with the swap meet, so you will probably be going there anyway.

The only thing you need to prepare is a list of non-stock items on your car—the mods. This only takes a few minutes, but you do need to avoid the trap of procrastination. It goes like this: You figure you'll make up your list the day before the event. But then something comes up and you don't get to do it that day. You end up not participating. Making the list requires so little time that it could be done the day of the event, but you would probably forget to list something in your haste. So take advantage of a quiet half-hour or so on some evening or weekend soon and look the car over, starting at the front bumper and working rearward. Memory is imperfect, so you will probably discover mods you have made but would not have remembered without actually looking the car over. Be sure to include restoration work such as upholstery and carpeting, especially if you did it yourself.

For the list itself, I think we should all use a sheet of typing paper on the windshield. The words need not be typed, but I think the cars will look much better if we don't have 20 different sizes and colors of paper being used. Listing the mods by category may help members find cars with those they are most interested in. The categories of

- 1) engine/drivetrain
- 2) suspension /wheels
- 3) interior
- 4) exterior /body

would seem logical.

Please forgive the hard sell, but I think this is an event which we can all enjoy. Who would not enjoy riding in differently prepared Alfas? This club is only what we make it-- let's all participate and make it that much more fun!

THE LIQUID COOLED ALFA ROMEO ENGINE AS IT RELATES TO MODERN MULTI VS. SINGLE VISCOSITY LUBRICANTS WHICH ARE SPECIFICALLY RELATED TO THE INTERNAL ENGINE TEMPERATURE GRADIENT THAT DIRECTLY EFFECT HIGH WEAR AREAS AND POWEROUTPUTS IN THE EARLY STAGES OF A SPEED CONTEST OR WHAT YA OTTA RUN ON THE TRACK AND THE STREET.

BY

JUAN VERDI

The morning after (always the hardest) of the August Time Trial I took my '81 GTV6 to get gas. I checked the oil since I hadn't checked it after the timed runs on Saturday and discovered the dip stick was covered with oil colored foam (instantly the air was filled with a gleeful cackle - for a moment it sounded like Dale Farmer - no it couldn't be. Just my imagination I guess). Of course my first thought was a blown head gasket (Gasp!, OH NO!) as if a broken shock and a slipping clutch weren't enough. (Ask Henry Manney what its like to drive my GTV6 thru turn nine at RIR with a broken shock.) Then I looked in the collant reservoir to see if there was any sign of oil in the water. Hmm - no sign. Looked under the oil filler cap for signs of the dreaded white spotted foam - none to be found. Hmm. Called those two great Italian Waspiani mechanics Sig. Charlie Thieriotini and Guillermo Pringali. Both thought it was a head gasket but insisted there should be white flecks in the foam and oil in the water to prove it. I couldn't find proof anywhere but there had been foam. What to do! What to do! I rechecked it on my next stop and found NO foam on the dip stick just normal looking oil. Stranger still. (By the way I'm told an almost perfect test for water in the oil system is to take one drop of oil and place it on a .020 feeler gauge, light a match under the gauge and if the oil bubbles and boils it has water in it!)

I decided to give the Kendall Oil company a call since I use Kendall's GT-1 SAE 50 wt. oil for both racing and street use. I hoped perhaps they'd come across this foam thing before.

They put me in touch with Bruce Klussmann one of their performance engineers. (It turns out that Bruce used to race a formula car with a GTA engine - hot luck!)

We decided it wasn't a loose oil pump pick up tube because that would have caused me to see foam all the time. Then he told me the 50 wt. oil was called a "cold oil" designed to work best around 210° F and had a slight tendency to foam when cold. Since my trip to the gas station took only six blocks and the oil had not yet warmed up I was simply reading the foam from the top. The foam would have disappeared as soon as the oil warmed up and wouldn't have effected its lubricating properties. OK? OK. So not to worry. But.....

Bruce then asked me why I was running the 50 wt. in my engine? I told him it was recommended to me (by a famous Italian mechanic). He said their research showed the single viscosity 50 wt. oil, being a "cold oil", would not lubricate the upper cylinder wall enough to prevent excess wear in an Alfa engine. It is at the upper cylinder wall that the engine experiences some of its hottest temperatures and perhaps its greatest wear. Because of the high temperatures the 50 wt. doesn't function well creating excess friction and more heat and (this hurt the most) a significant loss of HORSEPOWER!

Bruce told me Kendall recommends using their multi grade SAE 20W/50 oil for racing and street use. The multiviscosity properties of the 20W/50 allow it to work at the much higher temperatures found on the upper cylinder wall as well as at the lower temperatures throughout the engine. It will also (because of its lighter properties) give you more HORSEPOWER and better wear conditions over all. It also does something those of us who time trial will appreciate - during your first couple of laps on the track, while the oil is still relatively cold, it will give better performance (i.e. HORSEPOWER) than a single grade viscosity oil.

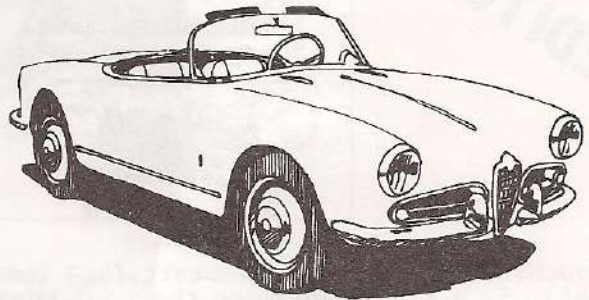


I said I've always been told a multi-viscosity oil deteriorates at a much faster rate than single viscosity oils. He said this was true but the 20W/50 in effect stabilizes at a higher performance plateau than single viscosity oils. So if we run the multi-viscosity 20W/50 in our Alfa's (four and six cylinders) we will get not only more power but longer life. Can't ask for much more than that.

JOHN GREEN

P.S. Guess which grade of oil Rex Chalmers uses in his refrigerator?

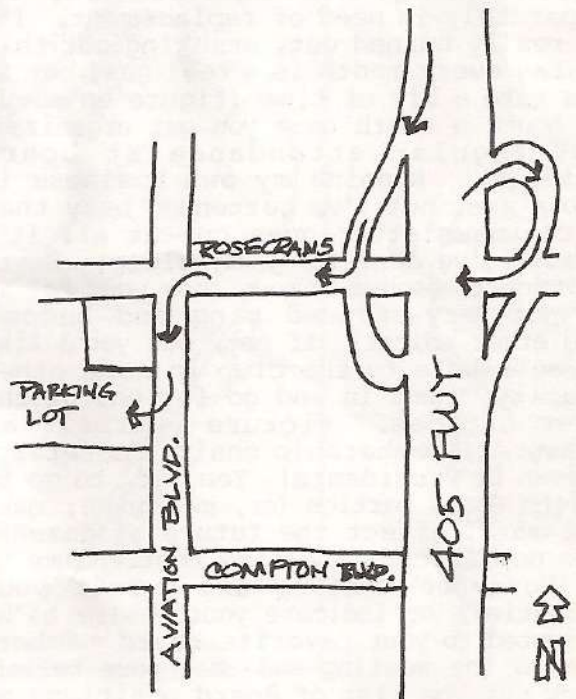
P.P.S. Late news from the time trial board. Four door sedans older than 1967 have been banned from time trialing due to unsafe characteristics at high speed.



# SWAP Meet!

## Date Change

- WHEN:** Sunday, October 26th  
9 A.M. - 2 or 3
- WHERE:** Parking lot corner of  
Rosecrans Avenue and  
Aviation Blvd. (see map)
- COST** Admission: Free
- \$15 per vendor for the chance to horsetrade all those goodies you've been hoarding.
- \$5 per car for a "People's Choice" car show.



WE'LL HAVE A BAKE SALE AND COFFEE TOO!!!

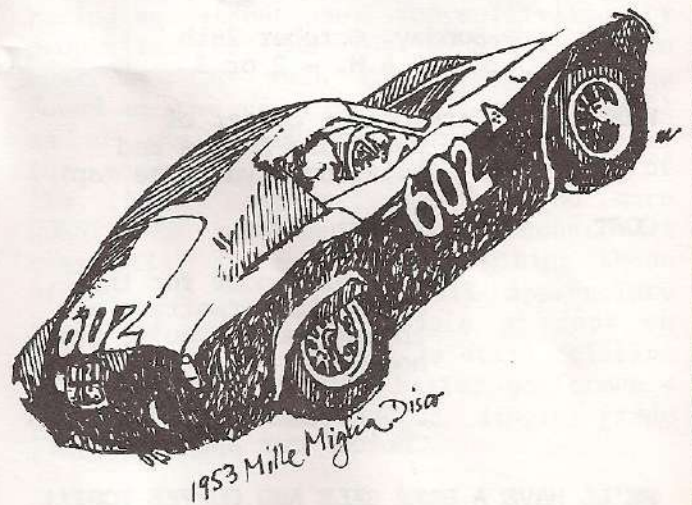
# Elections! EDITOR'S DESK



I guess I'm gonna have to admit it. There really is a little snow on the roof these days (just a light dusting mind you); the fangs are a little longer. Mom always said "Life begins at 40."; hope she's right! And another thing. Time DOES seem to slip by much faster these days. In fact, it's already time for all us nutso AROSC members to give serious thought to who's-gonna-do-what to keep this club propped up next year. We ought to be having club elections at the November General Meeting. We need volunteers to fill the board positions which will be vacated by the present residents at the end of the year. I, for one, am desparately in need of replacement. I'm not really burned out, cranking out this rad rag every month is a real gas, but it does take a bit of time (figure on about 6-8 hours a month once you get organized, plus regular attendance at board meetings). Running my own business is also a gas, but I've gotten so busy that if the newsletter goes out at all it's because I've done it in my sleep! So if you want to become famous toss your hat in the not-very-crowded ring and become newsletter editor! If not, but you'd like to contribute to the club in some other capacity, jump in and go for one of the other offices. Picture yourself as Treasurer, Membership chair, Secretary, or even El Presidente! You get to go to all the Board parties (er, meetings); make your mark; affect the future of dozens; make new friends and like that. Come to the November meeting and submit your nomination, or indicate your desire to be nominated to your favorite board member, come to the meeting and cast your ballot. Check out the list of Board positions on the inside cover and choose your poison!

Have you ever wondered why our highways aren't jammed up with even more carnage than they already are? I'm always amazed! My observations are that most people don't really drive their cars but just go through the motions automatically while they are really engaged in any number of other pursuits. Fluffing up the perm. Drinking coffee and thinking about that screwed up proposal. Reading! (Sheeesh, unbelievable, but I see it all the time.) Practicing to be the next rock star. Engaging in nasal research. Most are just off in a fog, eyes glazed over, tunnel vision, nearly unconscious of the surroundings, including unimportant stuff like the road, other cars, pedestrians, etc. I've driven behind countless left lane bandits who don't look in their mirrors for miles and miles on end. Why don't they just cross the things off the options list when they buy the car? Don't need 'em anyway! These people would be oblivious to a squadron of bulldozers bearing down on the rear bumper ready to flip them off in the ditch. So why isn't there more carnage. Maybe the few really alert drivers (you know, the ones who are always accused of over aggression) actually perform some kind of a herding service by which the oblivious drivers are sort of prodded and pulled down the road. Beats me!!!

The three idiotic grins on the cover this month belong to Juan Verdi (John Green), Dale Farmer, and John Ireland. What do you suppose they're having so much fun doing? The sleezy looking good-ol-boy on the inside cover is non other than your friend and mine, Bill "The Zipper" Pringle. Don't ask.



# ALFA-ROMANCE



## CONCOURS '86

Our final Concours event will take place on Sunday, October 12 at the Briggs Cunningham Museum. Orange County and San Diego chapters are invited to participate and will share in the judging of the cars. We expect a large turnout so it's a good idea to get there early. Judging will start promptly at 10:00 a.m.

This event will feature four classes: Novice, Early, Late and Competition cars. We will also treat you to a guided tour of the Museum at 3:00 p.m. Bring picnic goodies and make a day of enjoying beautiful people and beautiful cars.

To enter, fill in the entry form enclosed in this newsletter to Dan Ritter, 936 Monterey Boulevard, Hermosa Beach, CA 90254.




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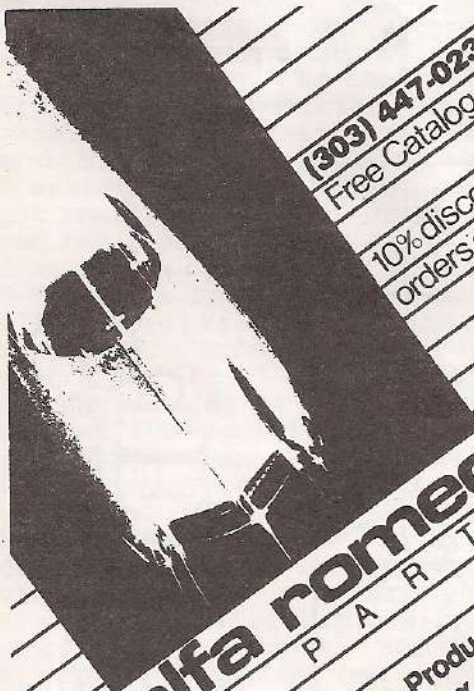
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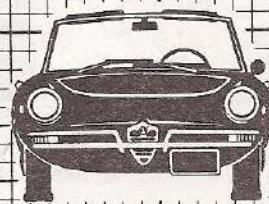
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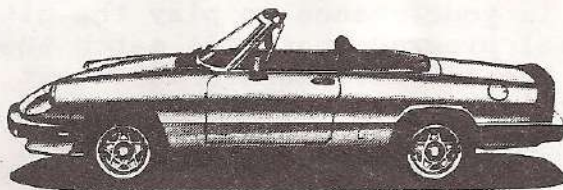
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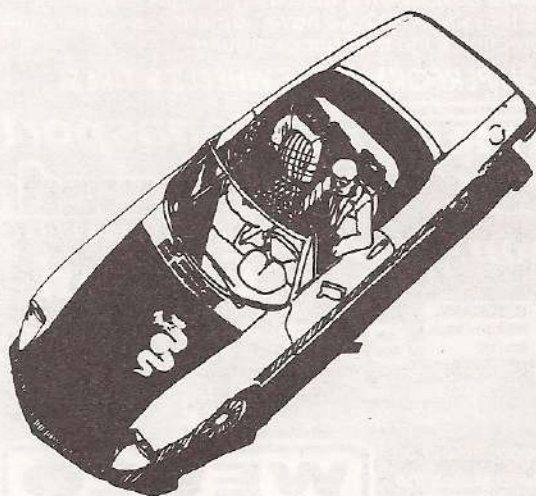
■ parts

# Circle Alfa

4400 Los Coyotes Long Beach (213) 597-7746

placed fourth in his class at Laguna Seca in August. Jack Becronis's son Peter, who is the youngest driver ever to get a HMSA license, placed 8th in his class with a 1955 1900cc Touring Coupe with all aluminum body by Super Leggera. Bob Young, AROSC member and 1975 Maserati Khamsin owner is the editor of the quarterly newsletter of the Maserati Owners Club of North America. John Lacey, AROSC member and professor of accounting at USC, is a part owner of the Comedy and Magic Club (213) 372-1193 at 1018 Hermosa Avenue in Hermosa Beach. The club which seats 325 has featured Billy Crystal, Gary Shandling and Robin Williams. John will be sponsoring an "AROSC Night" at the club with a special rate for us. Watch this space for details. If anyone has a videotape of the recent Channel 28 show called Motorweek that had a roadtest report on the Milano, please contact me so that we can show it at a meeting.

Milano fever. Catch it. Ciao.



## SEPTEMBER



## MEETING

"ALFAMILY FUED!!!"

You bet...this is your chance to play the ultimate Alfa Game in a special program that will match the old Alfa owners against the new Alfa owners in a test of their technical expertise.

Don't get the wrong idea...this is only a game...but the prizes will be real, and the evening will be fun. And it will be more fun if you bring a spouse or friend because two heads are leakier than one, (as any V-6 owner will tell you) in this multiple choice madness where the wrong answer could be the right answer...depending on the life of your warrenty.

The time...8:00 p.m.

The place...The Alondra Park Clubhouse

The date...The September General Meeting

SPECIAL NOTE: Wear an Alfa Tee shirt, sweat shirt, or jacket and earn a bonus point.

for  
Alfa Romeo  
Sale

#### 1956 GIULIETTA BERLINA

Concourse car; multiple wins, including Alfa Romance, 1982. See in Benson's "Illus. Alfa Romeo Buyers Guide". \$5,000. Barry Frantz. (805) 543-4921.

#### 1979 ALFETTA SEDAN

Black with tan leather interior. Mags and Stereo, A/C, 75,000 miles. Complete service record. New everything. Excellent condition. \$4,200/OBO. Susan Sims. (213) 475-4084.

#### WANTED

Any and all video tape of time trials and/or someone with video equipment who would like to be a passenger, ride around and take time trial shots. Lots of fun! Call John Green. (213) 313-3239.

#### FOR SALE

New water pumps. Fits 1750/2000. \$45 ea. or less with quantity. New 1600/1750 exhaust valves, \$10 ea. New 1600/1750 intake valves, \$4 ea. Lots of 101 & 105 used parts. Paul DeRozier. (714) 892-0658.

#### WILL REBUILD

105/115 idler arm with Zert fitting. Paul DeRozier. (714) 892-0658.

#### NOTICE TO ALFA MECHANICS:

On 6/19/86, a Joseph Holson left the San Diego, CA., area driving a 1978 SPORT SEDAN, CA Lic IDLJ833, VIN 11658-0001738. This car is dark blue with a mauve velour interior, A/C equipped, has the standard road wheels, and suffers severe rust damage in the area of the base of the windshield and backlight. Mr. Holson left a substantial garage bill unsatisfied at Italian Motors in San Diego, CA. If you come in contact with this person, please contact Drew Kelley at Italian Motors Ltd., (619) 298-5490. Collect calls accepted.

Thank you very much.

Drew Kelley, Proprietor

#### FOR SALE

Set of four original mag wheels from '83 GTV-6. Grey centers. Perfect condition. Fitted with P6s with about 15,000 mi. left. Gene, (714) 625-6509 days.

#### 1973 ALFA ROMEO GTV 2000

Blue with beige interior. New brakes. Electric sunroof. AM/FM radio. \$2,000/OBO. Rudy van Daalen Wetters. Call evenings (805) 255-7397.

#### 1979 SPRINT VELOCE

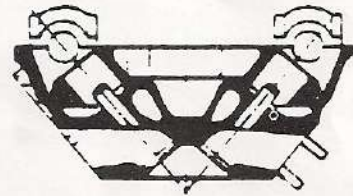
Very clean and strong; new P-6s; new Konis; 74,000 miles; sheepskins; red with grey interior; \$3,750. (714) 983-2258.

#### 1976 ALFETTA SEDAN

Making room for a Milano. 66,000 well maintained miles. Clean, comfortable and quick. Navy with tan. \$3,500/OBO. (805) 543-4921. Barry Frantz.

1982 GTV6, Beautiful outside and in. Very strong. Dark Grey, blue, new head gasket, re-worked shift linkage, 43K. Asking \$7,500. Call Rex at the Alfa Shop (213) 642-0063.

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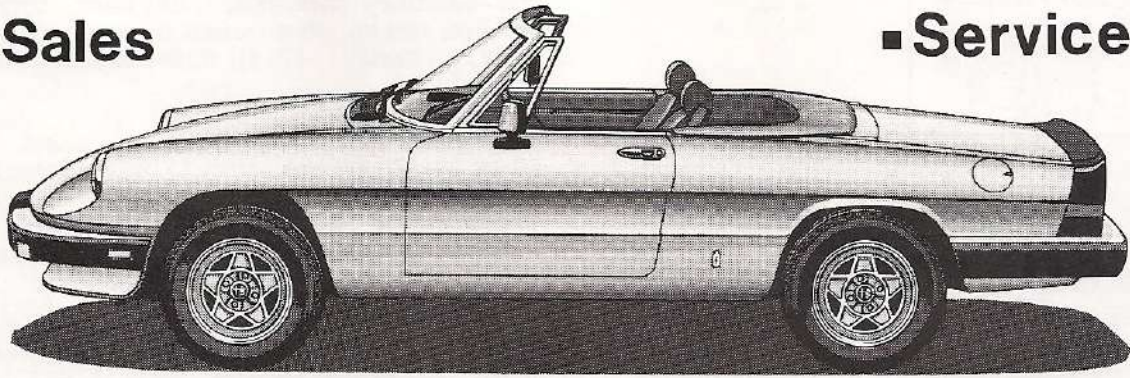
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