

AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 26 NUMBER 1 JANUARY 1987

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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 1987

JANUARY 24/25	Time Trial and Intro at Willow Springs.	JULY 11/12	Time Trial and Intro at Riverside
30	General Meeting at El Camino College	19	Concours d'Elegance Will Rogers Park
		24	General Meeting at Alondra Park
		31/ Aug 1/2	National Convention in Portland, Oregon
FEBRUARY 27	General Meeting at Alondra Park	AUGUST 15	Tour/Picnic
28/1Mar	Time Trial at Laguna Seca (No Intro)		No General Meeting this month/ Historic Auto races at Laguna Seca
MARCH 27	General Meeting at Alondra Park	SEPTEMBER 13	School, Practice & Intro at Willow Springs Raceway
		25	General Meeting at Alondra Park
		26	Time Trial and Intro at Riverside
APRIL 24	General Meeting at Alondra Park	OCTOBER 11	Concours d'Elegance at
25/26	Time Trial and Intro at Willow Springs.	18	Swap Meet & General Meeting/Modification Info Exchange.
		24	Clinic
MAY 9	School, Practice & Intro at Riverside Raceway	NOVEMBER 7	Clinic
17	Concours d'Elegance at	20	General Meeting & Elections at Alondra Park.
22	General Meeting at Alondra Park		
JUNE 6	Clinic	DECEMBER 5	Christmas Party
26	General Meeting at Alondra Park		
27	Clinic		

♣ COMMERCIAL AD RATES

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

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by Joel Hoffman

We almost could have held an AROSC meeting in Palm Springs at the Second Annual Vintage Gran Prix with so many of our members there. ROAD AND TRACK's John Dinkel and actor Perry King were listed in the program as drivers of Giulietta Spider Veloces, but we didn't need celebrity drivers, as our own AROSC stars proved. In the first race of the Thanksgiving weekend our cylinder head wizard, Mike Sperry, of Sperry Valve Works, took the pole position and won in his first ever race in his new Ginetta G 12. This came about after a two week complete restoration at Veloce Motors West. Juan Verde, better known as new VP John Green, made all of us very proud coming in third in his class with his '67 Giulia Super. Watching him pass 356 Porches, Mini Coopers, Gullwings and 300 SL Mercedes roadsters was truly thrilling. Former AROSC President Dave Vegher of Veloce Motors West took his 2 liter GTA Jr. to an exciting victory over a slew of Lotus challengers and our Henry Manney IV and Al Cortes in their GTAs. Al put on a beautiful show in the corners leaning way over due to a broken front anti-roll bar. Dave, who also won this same race last year won't win it a third time because his red beauty is up for sale with either the two liter or a 1600 twin plug Auto-delta engine. Let's hope it's kept in the AROSC family. Charlie Thieriot will be back next Thanksgiving with one of his two GTAs and John Ireland should be entering his '57 Giulietta Spider Veloce. This event is turning out to be a not-so-mini Monterey Historic Races/Pebble Beach Concours weekend. There was an

auto show a few blocks away at Angel Stadium with about 150 Cobras, Ferraris, Corvettes, a Delage and many other BEAUTIFUL vintage European cars. As the show was sponsored by Lincoln Mercury there were several Continental Mark models. There was only one Alfa in the show, a red Giulia Spider Veloce. I enjoyed saying hello to its' exhibitor, Rolf Kielnecker, who many of us remember from Alfa of Santa Monica and who now lives in the Palm Springs area.

Charlie Thieriot's Bel-Air home is the perennial sight of the Xmas party. Abbiamo mangiato lasagna, e bevuto un po'di vino. Happily, about 40 cans of food were brought for the needy. Among the old members there we don't see enough of were Lou and Sue Lisserini of Ventura. New members Jay and Helene Levey of Woodland Hills enjoyed themselves. All 45 funsters got an Alfa related prize.

THE ORANGE COUNTY REGISTER reported on December 30th that the Briggs Cunningham Auto Museum is closing as of January 4th, and the cars will be moved to Florida. CAR AND DRIVER magazine's December issue says of the Milano: "In quality of fit and finish, our test car was eons ahead of previous Alfas and fully competitive with the most solidly built cars from Europe and Japan." My favorite line was "Only the Italians could combine swatches of suede, a complex sculpture of a dash, a U-shaped hand brake, a velour headliner, and hidden glove box and have it all come out looking so stylish." Now that the two big car magazines have spoken highly of the Milano I'm sure sales will accelerate even faster. Unfortunately, there is no '87 GTV-6. With the infusion of money from the Fiat takeover there will be a replacement for it (HURRY!)

continued next page

and a new Spider with the V-6 engine. Tell us when, S.P.A. AUTOWEEK'S December 22nd issue reports that "the 3.0 liter 24 valve V6 that debuts next year in the Alfa 164 (the fourth of the Italo-Swedish "Type Four" car that also includes Fiat's Croma, Lancia's Thema and the Saab 9000) should be the building block for a future range of high-performance cars bearing the honored Alfa badge. In other words, Alfas won't become simply rebadged Fiats."

Have you gotten used to the Milano yet? I'm seeing more and more of them on the road. When we showed ARI's videotape of a red Milano at last January's meeting I thought it looked as ugly as the photos we'd seen. Now, six months after the launch its looks have grown on me. The view from the rear is especially good. The Silver Edition with FM cassette and air conditioning lists for about \$15,300. The Platinum Edition is the best equipped Alfa ever. The leather and suede combination interior looks terrific. The 3 liter 185 horsepower Milano will have even more features when it arrives this Spring. If you haven't gone into a dealer's showroom to see one by now you ought to. And when you do, bringing along a friend or neighbor who buys one is worth \$30 in Alfa Romeo Boutique merchandise for you.

1986 was a good year for AROSC. John Ireland arranged a succession of interesting meetings starting with John Dinkel's appearance. This resulted in AROSC being mentioned in his "Miscellaneous Ramblings" column in the June and July issues. Our Time Trial Program was a HUGE success thanks to more publicity and to Charlie Thieriot and the Time Trial Committee. After an absence of several years we had four well attended Clinics. There were two

dynamometer days and the Modification Information Exchange. Lisa and Randy Van Daalen Wetters continued the tradition of home baked refreshments started by Teri Wood in '84 and continued by Jan and Chuck Cline in '85. We need a volunteer for Social Director this year. Harold Rich brought great batches of Alfa goodies for the raffles. Dan Ritter's Concours were a success both in terms of numbers of Alfas entered and members attending. Thanks to Gene Zettle our newsletter is now more a magazine. The membership swelled from around 350 in January to 408 through December.

For '87 the Time Trial Program expands to six or seven events including a first ever event at Laguna Seca on February 28th and March 1st. The Concours Program will include a joint event with the Lancia Club and perhaps the Ferrari and Maserati clubs as well. We're hoping to have at least two Tours this year. With a volunteer to be Rally Director we can have some of them. Ditto for auto-crosses. Among the Clinics for '87 are engine building by Dave Vegher, painting and body repair by "The Alfa Recycler," Steve Treece, and valve adjustment by Rex Chalmers of Omega Motorsports whose tune up of John Abbene's Alfetta sedan helped it to claim the title of Most Powerful 4 Cylinder Alfa at the Swap Meet. Tony Domicoli, Service Manager at Alfa of Santa Monica, will conduct a Clinic on solving electrical problems. Another one or two Alfa dealer Clinics are almost finalized. Another fun event will be a Malibu Gran Prix Challenge.

I'd like to welcome Fred Lynch as the new Director of Operations at ARI's Western Headquarters in Carson. Fred began with Alfa Romeo back in '78 when he was hired as a mechanic by Charlie

continued next page

Thieriot when he was the Service Manager at Alfa of Santa Monica. Fred is an Alfa enthusiast who told me he's lucky because his avocation is his vocation. The cooperation between ARI and us will continue. Fred would love to have us hold our traditionally BIG January meeting in Carson except that it isn't enough room. AROSC dealer cooperation will continue except for Beverly Hills Alfa whose owner told me that not only won't he give us the 10% parts discount we get at all other dealers,

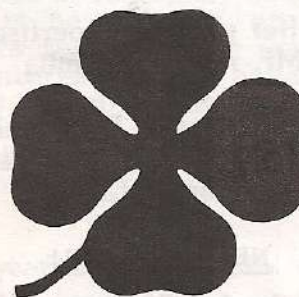
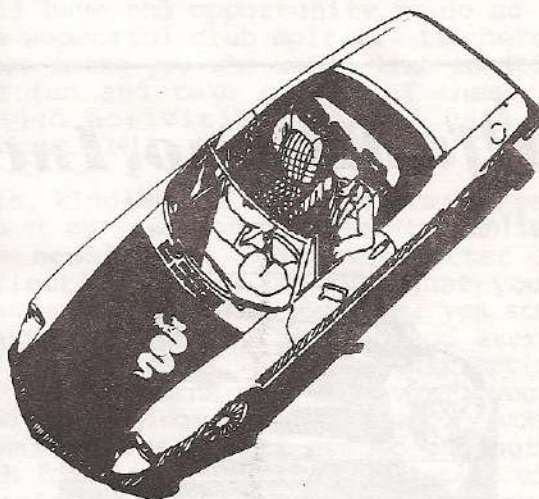
he won't put our membership forms in his dealership because he wants nothing to do with AROSC, I'm sorry to report.

Attention Duetto owners: Install an alarm and some other anti-theft devices and be careful where you park your car. I heard today of a recent case where one Duetto in perfect shape was stolen and when recovered by the police it had been completely stripped. With members Dave Lieberman and Liz Lachman among several who are restoring their Duettos the available supply of parts is becoming scarce. Midnight Auto Supply is taking over.

Our first event of '87 is the January 24th and 25th Time Trial at Willow Springs. This is Super Bowl Sunday again. We're expecting over 100 cars like last year's field. John Samson videotapes all the Special Intro drivers who get to see themselves after their hour on the track. Call Charlie at 213-476-8812 to have the thrill of your life with your Alfa. Besides the annual presentation of year end awards, we will have several videos shown on a 6x10 foot screen. The '87 Clinics, Coucours and Time Trial programs are included as well as ARI's coverage of the "Salute to Alfa Romeo" at Laguna Seca in '85. You'll become a passenger in Alfas at Riverside and Willow Springs.

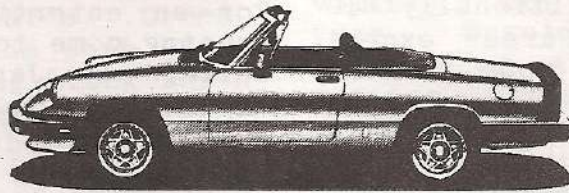
The raffle prizes, there were 12 last year, include a free entry in your choice of the Rallye, Concours, Special Intro, Novice, or Licensed Time Trial programs. ARI is again contributing Alfa Romeo umbrellas, pillows, models, etc. For an entertaining and rewarding evening come to El Camino Community College on January 30th at 7:30. It was here last year that someone suggested the Spica Fuel Injection Clinic. We'll be taking a poll of what you'd like AROSC to provide you in '87.

Besides a higher speed limit and new V-6 powered coupes and Spiders, what else do you dream of? I'd like to see the California Highway Patrol replace those Mustang GT chase cars with Milanos. Instead of being stopped and ticketed we'd be stopped to be congratulated on our fine taste. Ciao.



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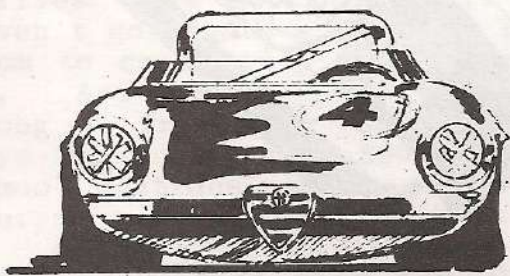
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EDITOR'S DESK



If I was born with only one oar in the water and been slippin' back ever since it would explain why I'm your newsletter editor again. Since that can't possibly be the case it must be because I'm having TOO MUCH FUN!! None of you out there seems to know what you're missing so I'll just have to hog all the jollies! (Bill Pringle has committed, however, to apprenticing about mid-year with an eye to taking over; I think he wants the editorial spot so he can take a few shots here and there, and also 'cuz his elevator doesn't go to the top either.

It looks like it's going to be an interesting year for Alfa Romeo. It will certainly be interesting to watch developments now that Fiat has the reins; it was good for Ferrari, so keep your fingers crossed. I hope continuity is maintained in the dealer network so that the public doesn't become too confused and so that a long restructuring process doesn't bog things down. That is, provided Alfa stays in the U. S. market.

Speaking of Ferrari, I think all the people involved in the Alfa club from national to regional deserve a huge round of applause! I have recently seen newsletter publications for both the Ferrari and Porsche clubs and was surprised at how rudimentary they are. The Alfa club national newsletter (magazine) is light years from anything those other clubs are doing and getting better all the time. It's worth buying an Alfa just to get it (not to mention that if you do you will also receive Alfa's excellent Quadrifoglio magazine, equal in every way to Ferrari's Cavallino!). Even many of our local newsletters are jewels compared to the

pubs. of other clubs. Add to that the incredible and very professional Time Trial Program, our Concours and our monthly meetings (other clubs don't always have them) and you have something that has grown remarkably sophisticated from its' grass roots beginnings. Even more remarkable when you consider that it is still basically grass roots, and it's all being done by a bunch of Alfa crazies in their spare time! and on a national level!

We have several positions in our club open at the moment and it is very important that they be filled if all of our activities are to continue running smoothly. Specifically we need a **SOCIAL DIRECTOR**; this person or persons will be responsible for attending the general meetings and providing refreshments (at club expense) and doing the same at various other club events. Without a Social Director there may be no goodies at the meetings!! Yipes!! We also need a **PROGRAM DIRECTOR** to plan those very meetings and arrange for speakers, etc. Without you Mr. or Ms. Program Director our meetings could be kind of dullsville. We are also in need of a **RALLYE DIRECTOR** so that those of you who enjoy rallying will have the opportunity to do so with the wonderful club spirit. If there are those among you who would like to join in the fun and take on one of these much needed activities, please call Joel Hoffman NOW!!

This, kiddies, is also the time of year I repeat my plea for material to publish in the newsletter. The newsletter is a reflection of all of you, what you do, what you think, what you want; you are the heart and soul of the club and everyone wants your input. You may write articles, technical, humourous, whatever; you may send in drawings, cartoons, etc.; you may submit the very much needed photographs both for the cover and the interior of the newsletter. Black and white photos are preferred but not essential (it costs us less to reproduce them), Use your common sense about size, note the column width in the newsletter, etc. The Board of Directors feels that it would add a lot of human interest to the newsletter if we had photos taken at club events such as clinics, concours, tours, etc. that could be included each month. Once again, your club and your newsletter is what you make it!

Happy new year everybody!!

2500 Roscomare Rd.
Los Angeles, Ca. 90077
December 18, 1986

Dear Time Trial Enthusiast,

First of all, Merry Christmas and Happy New Year. 1986 was a year of change for us, and we thank you for making it possible. I have worked my tail off to get a good set of dates for next year, and I think we did pretty well. Here is our schedule:

January 24 & 25	Willow Springs	Time Trial & Intro
Feb. 28 & March 1	Laguna Seca	Time Trial Only
April 25 & 26	Willow Springs	Time Trial & Intro
May 9	Riverside	School, Practice, & Intro
July 11 & 12	Riverside	Time Trial & Intro
Sept. 13	Willow Springs	School, Practice, & Intro
Sept. 26	Riverside	Time Trial & Intro

Our rules will remain pretty much the same, with one exception. We are now requiring 1980 or later Snell stickers in helmets. Also Intro Group will now have to go through the same formal pre-tech as Time Trial cars. Fees will probably increase a bit for the two-day events, but if you volunteer to do corner work you will get a partial discount. The Laguna Seca event will be the same price as a one-day event in order to compensate at least partially for your higher travel expenses.

Entry forms next year will NOT be mailed to me, but to the Director of Registration, Alan Zimmerman. Phone calls will continue to be received by Mike Sperry and myself. I will be very busy next year, as I am starting a Video/Photo/Electronics store, and that will take alot of work. Have a nice vacation.

Yours Truly,

Charlie Thieriot

Charlie Thieriot
(213) 476-8812



PREPARING YOUR ALFA FOR A CONCOURS.

Compiled by Pat Hayes

TIPS AND TECHNIQUES

Engine

Cleaning: The basic cleaning process I use goes like this: Remove air cleaner and plug wires. Wrap carbs (or throttle throats, if F.I.), distributor, coil, generator/alternator (if accessible), and any miscellaneous electrical stuff that looks susceptible to water in plastic bags. Spray all oily or greasy spots with a little GUNK engine cleaner. Don't forget to check from the underside as well as the top. I buy Gunk in quart cans and put it in one of those \$1.99 plastic spray bottles drug stores sell - not only is it cheaper, but the spray is easier to control than the aerosol. Give the Gunk a few minutes to work while you get the garden hose and fill a Jet-X sprayer with dishwashing liquid. Using the Jet-X, soap down the entire engine compartment with lots of suds. Once again, work from the underside as well as the top. Use a paintbrush to work the suds into crevices. Then rinse down very thoroughly. Remove the plastic bags, dry off the critical parts (use one of those squeeze bulbs sold in parts stores as battery fillers to suck the water out of the spark plug wells), replace the plug wires, start the engine and let it idle till fully warm to evaporate all the water. If you have compressed air available, you can speed the process (and help prevent water spots) by blowing off the engine with an air hose while its running. While the engine is warming, clean and wax the air filter housing. Once the engine is dry, lightly lube the throttle linkages and then replace the air cleaner. The reason for using dishwashing liquid (which, you will discover, is one of my favorite cleaners) is: It is very good at cutting grease, contains anti-spotting compounds, and provided it is the kind made for hand-washing dishes, it is very mild and unlikely to damage paint, rubber, wiring, etc. I personally use Lemon-Scented Joy because I like the smell, but Ivory, for example, is just as effective.

Detailing: Start by doing any touch-up necessary. There are a lot of black-painted parts under an Alfa's hood. There are also usually some highly visible cadmium-plated fasteners that have been chipped during maintenance. To touch up cad plated parts, get a can of Rustoleum "metallic gold" (comes in aerosol only), spray a little into the cap of the can, and dab it on with a Q-Tip. Wax the painted metal parts on the engine, the firewall and sides of the engine compartment. Don't forget the underside of the hood. A general purpose wax like Meguiars Cleaner Wax works best for this. You can also use a little wax on cadmium plated parts (oil filler cap on some Alfas, for example). DO NOT use metal polish on cad plate - you'll rub the plating right off. Armor-All all the hoses, grommets and other rubber or plastic parts in the engine compartment. Check that all wiring is clean and routed neatly.

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Underside

Cleaning: This is the messiest and nastiest job of the lot. If you make it through this, you're a definite entry in the concours, because its all downhill from here on. You will find there is no way to do this but to end up lying in a puddle of dirty water in your driveway. So get your grubbies on and prepare to explain to your neighbors that you are "practising in case you ever commit a crime and need to use the insanity defense". Make sure the exhaust system is cool. Start by using a little Gunk on any greasy parts of the transmission, differential, etc. (You can do this while you're doing the engine - just don't forget to hose it off.) Caution: If you have an Alfetta, don't get Gunk all over the rear brakes when spraying the transaxle. Next step is to fill the trusty Jet-X with Dishwashing liquid, suds up one area at time, work the suds in well with a medium bristle brush (it helps to have a big one for the flat areas as well as a little one for nooks and crannies), rinse well and move to the next area. Don't forget the wheel wells. Also don't forget any spots that are not visible but are an easy reach for a judge's finger. Most Alfa fenders have a little lip on the inside of the wheel arch. Ditto a lip at the front and rear of the body sheetmetal, up under the bumper. Once you're done, take the car for a spin around the block and let the wind dry off the worst of the wetness.

Detailing: Be sure the underside is completely dry. If you know anybody in the local repair shop, go down and see if they will rent you time on a garage hoist. If not, equip yourself with a good set of jack stands or wooden blocks so you can work under the car. I prefer to lift one end at a time rather than putting the whole car up on stands, but your choice. First thing to do is to kneel down and peer under the car, pretending to be an eagle-eyed judge. Whats the first thing that catches your eye? Plan on spending a lot of time of time on it. I can almost guarantee its going to be the exhaust system. Paint it. I find that Rustoleum aluminum finish, applied by brush right out of the can, works best for everything from the front pipe back. For the manifold and front pipe, use an extreme temperature paint like Zynolite 1000F Hi-Temp (aerosol only - spray into the cap if you want to use a brush). Whatever paint you use on your exhaust sytem, don't expect it to last forever - there is nothing that can handle the temperature extremes and expansion/contraction for an unlimited time. Wax all the smooth black painted metal parts using the same wax you used for the engine compartment. Also wax any conspicuous areas of body-colored sheet metal. The cast metal suspension members are usually also painted black. Waxing these is a little tougher because of the rough surface. If you are really getting into this, go ahead and do it. If you're lazy like me, just give them a wipe with a rag soaked in Armor-All - you'll be amazed how they shine. (Some people don't recommend using Armor-All on painted surfaces - I've never had a problem. Just remember you are going to have to clean it really well if you ever need to repaint). While the Armor-All is out, get all the rubber and plastic under the car. There is a lot of it! If this step takes you less than 15 minutes, go back and look again. Got the brake hoses? The boots on the steering rack? Alfetta driveshaft boots and couplings? Battery cable? Weather cover over the back-up light switch? Roll bar and shock attachment points? If you didn't remove the wheels to clean them, don't forget a little Armor-All on the inside sidewalls of the tires. If you have undercoated areas (e.g. wheel wells), a little Armor-All will also give these a lustre. Use a paintbrush to work Armor-All into tricky areas like the folds of the steering rack bellows and the drive shaft CV joint boots on an Alfetta.

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Wheels

Start by removing the worst of the brake dust build-up, using a special purpose product like Eagle 1 Special Finish Wheel Cleaner. Use a paintbrush to work the cleaner into all the crevices, and then rinse off immediately. If the wheel is off the car, at this time wash the brake dust off the caliper as well. But NEVER use anything stronger than soapy water on or near the brake caliper. Now soap the wheel thoroughly, inside and out, using a brush once again. I find the soap they sell to use in Jet-X sprayers works well for this when diluted with water. (But I don't use it for other washing - it seems to spot very easily.) Rinse well. Once the wheel is dry (you can speed this by blowing with an air hose if you have one - or, if the wheel is off the car, you can use the time to detail the suspension parts and wheel well per "underside" above), wax any painted metal (just wipe with a cloth if unpainted or clear finished alloy), and Armor-All the tire sidewall. I have found some tires don't seem to absorb Armor-All evenly - you end up with a patchy finish. If you have this problem, try using plain ole black boot polish instead - brush it on and buff it out just like you would on your shoes.

Bodywork

Washing: Use a good quality wash concentrate designed specifically for washing cars, and lots of water. If you don't have car wash liquid, use (wait for it) a dishwashing liquid like Joy or Ivory - never use any harsh detergent. Before washing, remove any tar spots using a little kerosene (this works just as well as any of the commercial tar removers). Also, I have found that the best way to Armor-All the exterior rubber and plastic is to do it the night before I wash the car. This way, you can apply it generously without worrying too much about slopping over, leave it to soak in overnight, and then wash off the excess in the morning. Once again, use a paintbrush to work the Armor-All into complex areas such as the black plastic grille on Alfettas. Start your wash by opening the doors and washing the inside edges of the doors themselves and the door posts. Don't use a sponge on the bodywork (it will just collect grit). Do use a terry towel that you can toss into the clothes washer once in a while. Dry the car in the shade, using lots of towels and cloths in preference to a chamois (same reason - they go in the washer too). To help prevent water spots, use an air hose if you have one to blow the water out of nooks and crannies around the grille, door handles, air vents, etc., etc. Don't forget to open the doors, hood and trunk lid and wipe the edges dry.

Waxing: This is a highly individual thing. What it really comes down to is: The more elbow-grease invested, the better the shine. For cars that have only light oxidation, the easiest and quickest is a combination cleaner/wax, like Meguiars Cleaner Wax. Heavily oxidized cars will need a straight cleaner first (like Meguiars Heavy-Duty Car Cleaner), followed by a wax. For the ultimate finish, use a sealer glaze like Meguiars #7 Sealer & Reseal Glaze, topped by a pure carnuba like Harly Wax. Sealer glaze by itself gives the best finish, but provides no long term protection to the paint. What all this comes down to, each car is different and needs something others don't. I have three cars, and use different waxes for each one. If you have something that works for your car, go ahead and use it. If not, start with my recommendations and build on them. One word on the the so-called "lifetime" finishes, professionally applied: I know of only one that works. This particular one has just one drawback - it requires that you apply a "renewer" every six months or 5000 miles, and,


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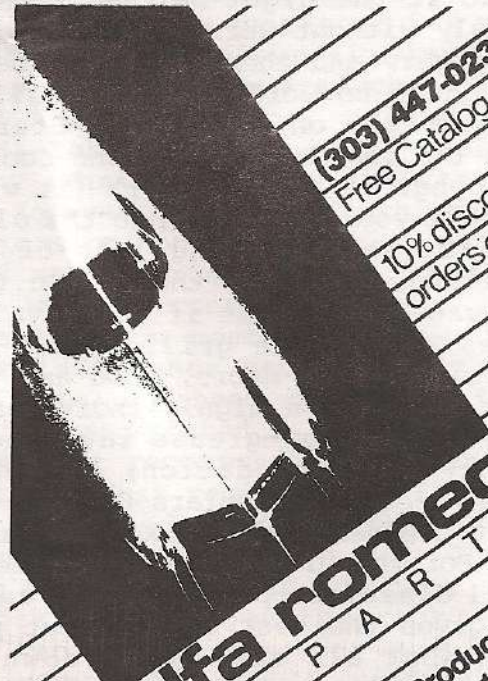
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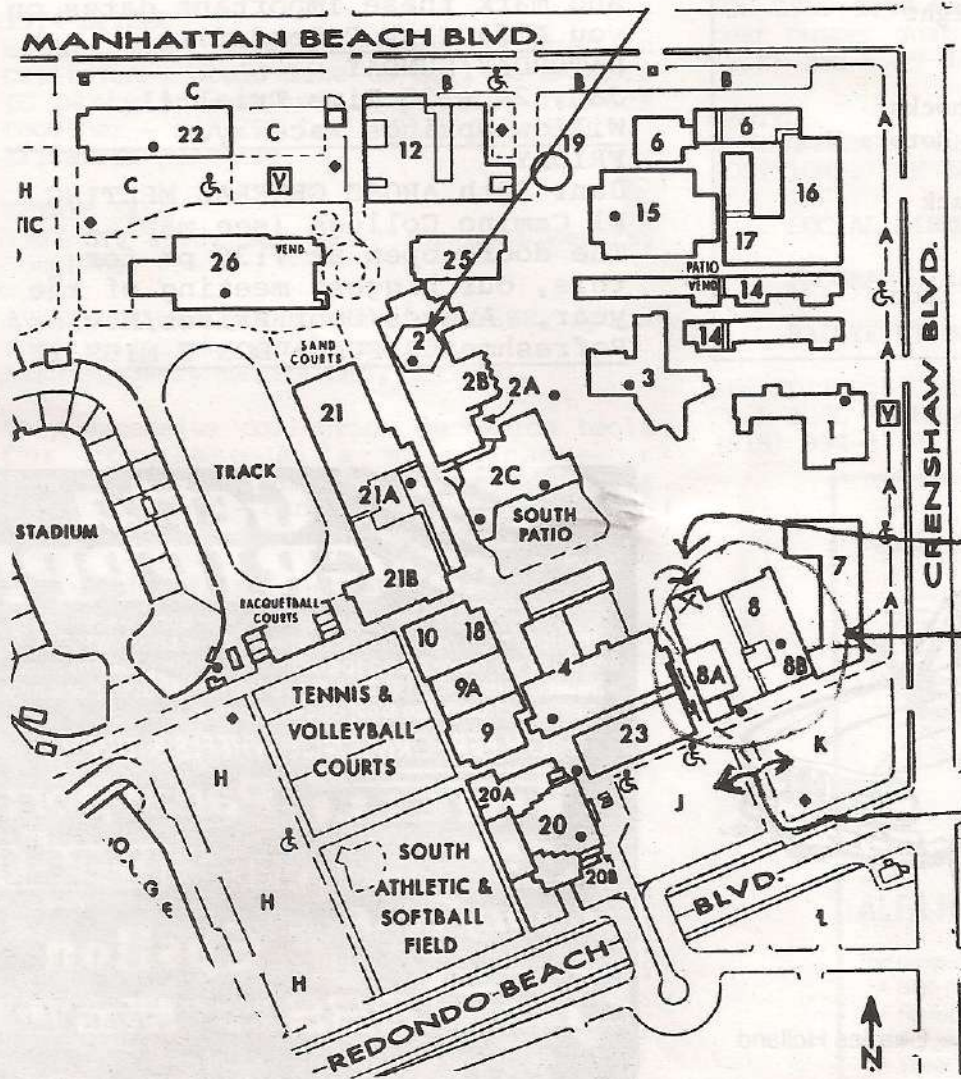


you've guessed it, applying the renewer is just as much work as waxing the car. There is no free lunch. By the way, I do have this finish on my Alfetta - if you're interested, it is called "Perma-Plate", made by Siskin Enterprises in Salt Lake City.

LOOK FOR MORE NEXT ISSUE!!

GENERAL MEETING

January



ENTER MUSIC #7
HERE

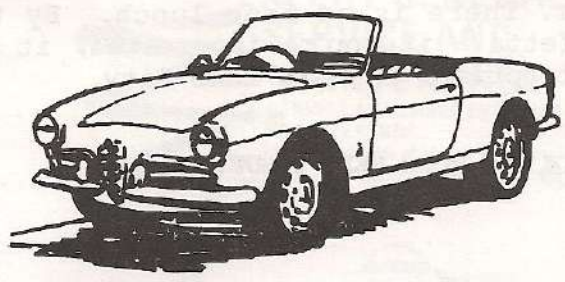
MUSIC #7 IS IN
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ENTER PARKING LOT
HERE AND FOLLOW
BROKEN LINE TO
MUSIC #7 ENTRANCE



NOVEMBER RAFFLE WINNERS

John Green	Tee-Shirt
by	Alfa of Santa Monica
Ray Beggs	Valve Guides
by	Sperry Valve Works
Niel Delisle	Tee-Shirt
by	Alfa of Santa Monica
John Schiller	Flashlight
by	AROSC
Al Cortes	Rear Shocks
by	Veloce Motors West
John Ireland	Back Pack
by	AROSC
Joanne Schwartz	Travel Clock
by	AROSC

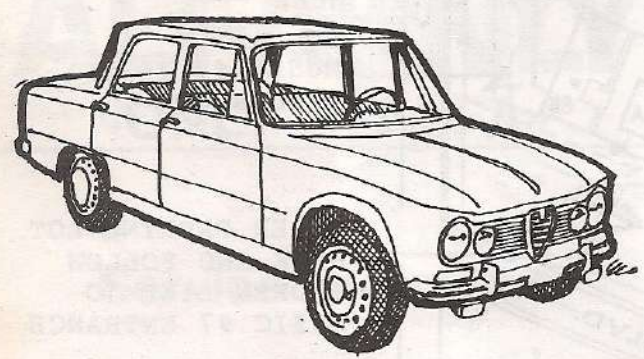


HEY BOYS AND GIRLS - LOOKY LOOKY!

And mark these important dates on you Alfa Club Calendar!!!!

SATURDAY/SUNDAY
Jan. 24 & 25 Time Trial #1
Willow Springs Raceway.

FRIDAY
Jan. 30th AROSC GENERAL MEETING
El Camino College (see map)
The doors open at 7:30 pm for this, our biggest meeting of the year. Awards/Door Prizes/Movies/Refreshments/FUN - DON'T MISS IT!



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1974 ALFA ROMEO GTV 2000

52,000 First time around miles! Excellent condition top to bottom, inside and out. Always garaged, never abused. To see is to want. Price: \$4,500. Do yourself a favor and see this car!
Ray, (818) 287-4857, after 6:00 P.M.

1974 SPIDER

Right front area has been damaged in collision. Would like to sell as a whole to party interested in putting it back together - or????? Call (213) 558-1838.
Elizabeth Wannberg.

ESTATE SALE

1967 GTV 1600, Series 10536, Dual Webbers, Complete.

1977 Alfetta Sedan, Series 11608, Spica fuel injection, purchased new.
Both properly maintained, garaged.

Very extensive collection mechanics tools for complete Alfa maintenance or rebuilding, prefer to sell tools in one lot. Location - Oxnard.
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750 Series. Recent ground up restoration, Outstanding car, very low miles.
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Shankle headers 1970's Alfetta Sprint Veloce. 11 Hp. \$100.00.
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1974 GTV

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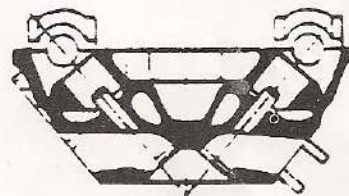
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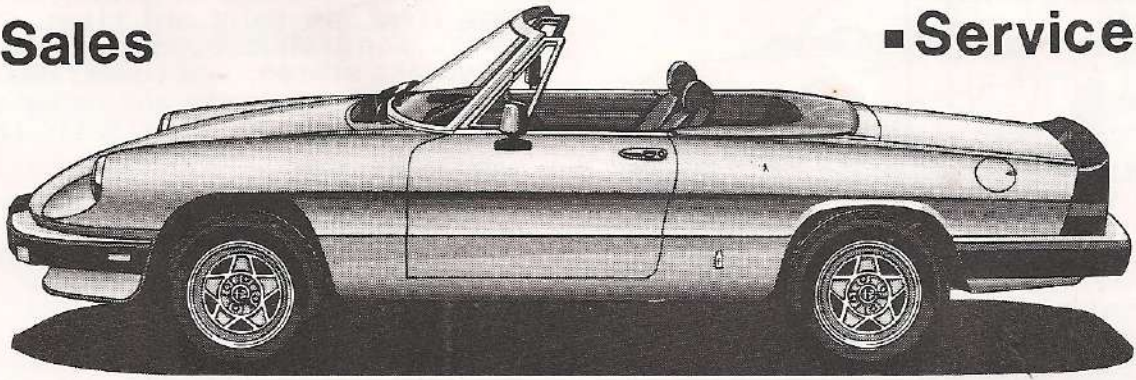
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