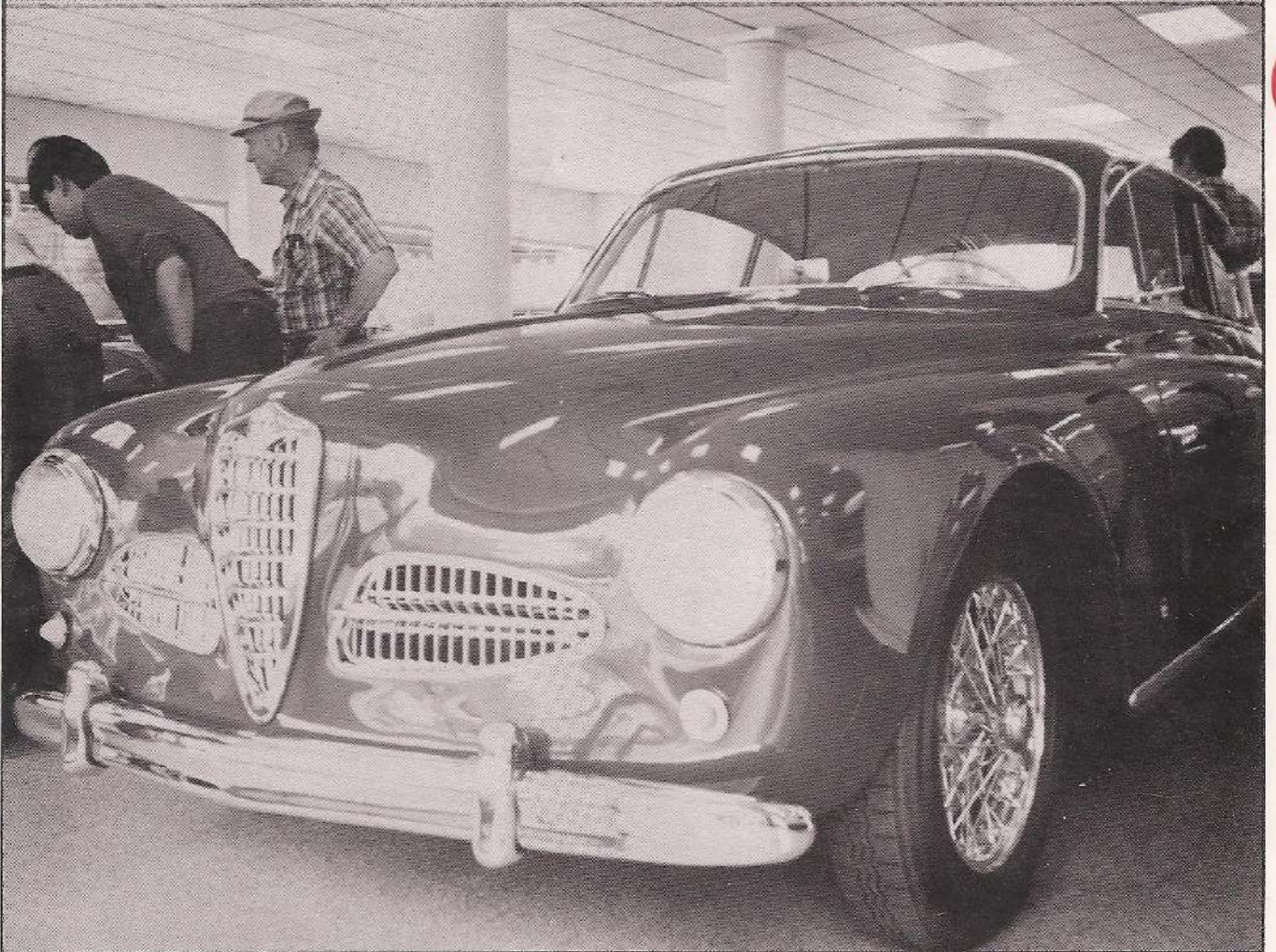


ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 26 NUMBER 7 JULY 1987

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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♣ ATTENZIONE!

!!NO AUGUST NEWSLETTER!!

Due to the interference caused by vacations, the impending changing of the guard at the helm (mixed metaphor?) of the newsletter, business pressures and all kinds of other stuff, the August and September newsletters will be combined into one stellar publication. It also saves the club a little money! We hope you out there in club readershipland will not be too bummed out by this turn of events and bear with us until we get back on track. (Not a time trial metaphor)

Senate Approves Bill to Authorize CHP Radar Use

By CARL INGRAM, *Times Staff Writer*

SACRAMENTO—Legislation authorizing the use of radar by the Highway Patrol to catch speeding truck drivers on state highways and other motorists on newly designated 65-m.p.h. freeways in rural parts of California was approved by the Senate on Monday.

However, the bill's author, Sen. Daniel Boatwright (D-Concord), said the measure is likely to win Assembly approval only if it applies just to operators of big trucks and not to drivers of cars.

Senate passage represented a breakthrough in the CHP's long campaign to obtain legislative authorization to employ radar on state highways, an effort that has been successfully beaten back by the Teamsters Union and a powerful lawmaker no longer in the Assembly.

Under the Senate bill, which would take effect Jan. 1, the patrol would be allowed to use radar as an enforcement tool—for all motorists on designated rural freeways and for trucks on all state highways—on an experimental basis, with a report due back to the Legislature on May 31, 1989.

On a 22-10 vote, the bill went to the Assembly, where backers indicated it faces a brighter future than in previous years. Similar radar bills time after time fell victim to influential Assemblyman Louis Papan (D-Millbrae), who at the time was chairman of the Rules Committee and was known as "Leadfoot Lou" for his driving habits.

Earlier, the late Sen. Randolph Collier (D-Yreka), who chaired the Transportation Committee until he left the Legislature in 1976, steadfastly blocked CHP

continued page 10

♣ PRESIDENT



by Joel Hoffman

MEETING IN THE MOUNTAINS

Have you picked out your bathing suit yet for the AROSC Swim Party/Meeting on Friday, the 24th of July? It's at Charlie Thieriot's house at 2500 Roscomare Road in Bel Air. While the evenings are cool in July, the pool is heated. Drive up there for an evening of car talk, food by Frank and Pat Kranz, playing Alfa Romeo's own version of Trivial Pursuit, swimming, raffle prizes and the clothing optional section. We're providing everything but DON'T FORGET TO BRING YOUR OWN TOWELS and folding chairs would come in handy. The most wanted of the several raffle prizes will be a free valve adjustment at Rex Chalmers' Omega Motorsports during the clinic the very next day.

TONY PULLS OUT ALL THE STOPS

It's D Day, the sixth of June at Alfa of Santa Monica. Supreme Allied Commander Tony Domicoli (Service Manager) has marshalled his men: Andres Fuentes, Parts Manager; Mark Gerphiede, General Manager; Lee Orzhel, Service Technician, and Clive Palitz, Sales Representative. It's thirteen hundred hours and the Allies, thirty five strong led by Joel Hoffman, rendezvous at the service department at 11th and Wilshire. Thus began the second most successful D Day (in this instance, Domicoli Day) of the Twentieth Century.

The first of our three dealer sponsored Clinics had everything you could ask for: technical demonstrations, Alfa Romeo Ricambi Originali Clinic specials slashed to the bone by Andres, refreshments, and an Alfa display in the showroom. Taking center stage, Tony, who has been the Service Manager since '78 fielded questions on alternators, battery discharg-

ing, fuses, and short circuits. Tony then gave us an unexpected bonus. He introduced Lee, who gathered a large crowd around an Alfa Spider and spent thirty minutes explaining the workings of the Bosch Electronic FI System.

Tieing for the Longest Distance Driven Award were Ernie Carpenter from Whittier and Chuck and Chuck Christensen from Simi Valley. New member Dave Hallen from New Hampshire attended his first AROSC event. Over at the immense showroom at Tenth and Santa Monica Boulevard are four older Alfas. Everyone drooled over Phil Saurenman's 1930 6C 1750 Gran Sport. His is the car that led the Alfa Parade at Laguna Seca in '85. It is the subject of a four page, color packed article in the July '87 issue of MOTOR TREND. The most recent was the Duetto of Jay Levey. Al Cortes' '53 Castagna bodied 1900 Coupe and John Kravchek's '53 Pinin Farina bodied 1900 Coupe, both AROSC Best of Show Concours winners also looked beautiful.

Mille grazie, Tony, for opening your shop on a Saturday and for being such a great host. By the way, Alfa of Santa Monica, which began selling Maseratis in '84 is now Alfa-Maserati-Oldsmobile of Santa Monica. If your next door neighbor or relative doesn't have the sense to buy a Milano after you've brought him or her in for a test drive, and they're still suffering from Cutlass Fever, direct them to 18th and Olympic.

A FIRST IN LONG BEACH

With our imposing seventeen foot tall Alfa flag and twelve foot long banner on display, we held our First Annual Picnic, Softball Game and People's Choice Concours on June 14th at Eldorado Park. Frank and Pat Kranz brought a load of charcoal, ice and six packs of sodas. Carne Asada and cheeses from the Valenzuelas, chili from Jim Morse, macaroni and potato salads, and brownies from Alana Ireland and Ilona Shillman were shared among the fifty enjoying the day.

Gianni Alfa's 3.0 Verde Milano won the People's Choice green ribbon. What I especially like about it besides the

continued next page

extra zoom is the way the rear spoiler improves the rear and side views. We had four or five other Milanos there and I'll bet their owners went to their dealer's parts department Monday to order one.

In the softball game, the president's team played the v.p.'s team. I pitched and went four for six. Joe Cannone of GTA Sports Car pitched for them and gave up homers to Bill Pringle (Service Manager at Wegge Motor Cars) and Mike (Mr. Cylinder Head) Sperry. Even though many of us were sore on Monday, we had a great time. We're more than ready for the San Diego chapter at Carlsbad on November 1st.

HEADS, VALVES, GUIDES AND SEATS

About sixty five of us turned out at Alondra Park on June 26th for an encore presentation by our acknowledged cylinder head pro, Mike Sperry. When Mike did this the first time in '85 we had about 300 members. Since then we've grown to about 460. 90% of the members that night have joined since then and saw this for the first time. Mike brought three heads plus Letitia and some valves, guides and his slides.

In spending about an hour with the slides and then more time answering questions, he passed around a valve and valve guide. He surprised many of us with how much slop develops when the guides wear out. Mike said he hasn't seen rapid valve seat wear on cars using unleaded gas on the thousand heads he's worked on. Mike also prefers to radius the valve seats instead of making one 30 degree angle cut. In answering the inevitable question about using Mobil 1 or other synthetics, Mike said that they don't hold up as well as petroleum based oils in a DOHC Alfa engine. As for those who brag that they've had their "heads flowed", he pointed out that this merely means that the head has been placed on a flow bench and the airflow has been measured. This gives no power increase in itself.

Mike's informative eight page catalog includes not only a description of six incremental stages of high performance work on four cylinder engines and five stages for the V-6, but also includes an

airflow chart as well. This program was worthwhile for the whole range of AROSC members from the all thumbs to the skinned knuckles groups. In a couple of years we'll try to drag Mike away from his work and his GTA and Ginetta racers for the next batch of new members.

STICK YOUR HANDS UP

The theft at gunpoint of the Los Angeles District Attorney's car on June 15th prompted the LOS ANGELES TIMES to run a half page article titled "Grand Theft Auto-Emotional Costs Run High". Relating the tales of other victims and people in the auto business they spoke with our Photography Director. "David Gooley, a photographer whose work is often car-related and who is familiar with Los Angeles car culture, said many car nuts lose their obsession with the loss of their pride and joy. "When you have a thing stolen from you that is your whole life, it changes your outlook," Gooley said...the car has been violated and it's not in good shape if they get it back; it's just not the same. Usually they don't return to it; they buy a regular car and find some other outlet." I suggested to Gianni Alfa that he buy a car alarm for his Verde Milano, especially since its Recaro seats cost at least \$750 and probably \$1000 each to replace.

DID YOU LEARN ANYTHING IN SCHOOL?

ARI has come up with a Trivial Pursuit type of game played on a 10" by 10" board. There are six subjects: Motoring Safety, Italian Culture and History, Latin in Everyday Use, Alfa Romeo History, Navigating the American Road, and Outdoor Commonsense. Add up the first six letters and they spell Milano.

The game includes a die, four markers (play in teams like at the Swim Party and many more can play) and six questions on each of the sixty cards. Ready? Where is the primary "early warning system" in a car?; Italy's respected Federal Police are called...?; Who won the 1939 Mille Miglia race? As of now you have to buy a Milano to get this game. I'd bet they'd

sell a batch if this was added to the Alfa Romeo Accessories Catalog. The answers... come to the Swim Party or better yet, buy a Milano.

My own question is: What's the most obvious thing that breaks on the GTV and Spider? The dashboard. We all have seen many cracked dashboard tops. Last week I saw a solution at Alfa Ricambi: a nice looking black fiberglass cover.

PLAYING PEEKABOO

The 65 mph signs are up across America and here as well. The CHP started using unmarked cars on the freeways in January. In the first month of their campaign to catch speeding trucks and buses one third of though ticketed were driving cars. I finally saw one last week on I-5 in Burbank. It was a gold colored Chevrolet Celebrity that was sitting idling on the left side of the road.

Unmarked cars have been used for years in the other 49 states, but with one major difference. They use RADAR. The LOS ANGELES TIMES reported on June 23rd that the State Senate approved a bill permitting the CHP to use radar on the 65 mph rural freeways to catch speeding truck drivers AND other motorists. Its author, Sen Daniel Boatwright (D. Concord) feels it will pass the Assembly only if it applies to big trucks and NOT to cars.

They report: "Under the Senate Bill, which would take effect January 1, the patrol would be allowed to use radar as an enforcement tool-for all motorists on designated rural freeways and for trucks on ALL state highways- on an experimental basis, with a report due back to the Legislature on May 31, 1989." It would permit fifteen radar equipped cars for the whole state.

I bought a Fuzzbuster in '76 the day I got my second radar nabbed speeding ticket in my '73 GTV. That one cost me \$35. Every time the radar detector went off and I saw the police radar trap I would smile and say: There's another \$35 I've saved. In discussing this at Alondra Park last week Mike McGinnis said his recent speeding ticket cost him \$68.

In driving in the East with my Fuzzbuster and then a Fuzzbuster 2 and then the Escort, I found I could safely drive 15 to 20 mph over the limit and still be able to slow down and avoid a ticket when the detector sounded. With some good sticky tires like my 008s, I can slow down even quicker. Having to avoid a radar ticket keeps you alert. Think of it as a game; it's fun. Meanwhile, don't wet your pants. The Assembly hasn't acted yet and the governor hasn't announced his position.

UPCOMING FUN

Our fourth Clinic is a demonstration of adjusting valves. Our Rex Chalmers, 1986 TT Champion in his Giulia Ti, will show how it should be done. His shop, Omega Motorsports, is located at 3822 Clarington Avenue in Culver City. Be there at 1 p.m. on Saturday, July 25th. Come to the Swim Party the night before and your car might be the one Rex demonstrates with. Come to the Clinic, learn from a master and be wine and dine as well.

Sunday August 15th brings our second Tour. The plans aren't finalized yet, but it's either to Ojai or Santa Barbara. Details will be announced at the Swim Party. For new members who've never been on a Tour, it is a caravan of Alfas heading off at noon for a day of driving fun. If you can't make the party, give me a call for the details.

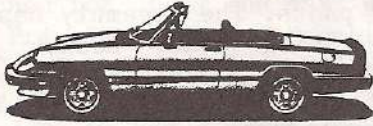
There's NO meeting in August. Instead, Bill Pringle, our Technical and Advertising Director and soon to be Newsletter Editor is cooking up an afternoon of Alfa excitement, demonstrations and refreshments for the afternoon of August 29th. Our Bill, raconteur and Wegge Motor Cars Service Manager is challenging Charlie Thieriot for the title of Renaissance Man.

We're giving you another chance to see Phil Saurenman's 6C 1750 Gran Sport plus Jack Becronis' 1928 6C 1500 Sport Zagato and other special Alfas at Wegge's Clinic. PLUS you will have the opportunity to

continued page 7

Alfa Romeo

Southern California's #1 volume Porsche dealer...
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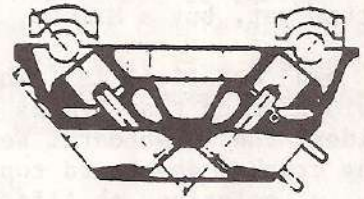


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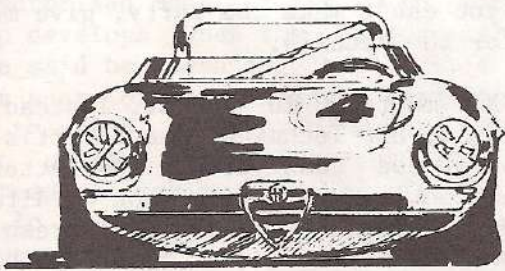
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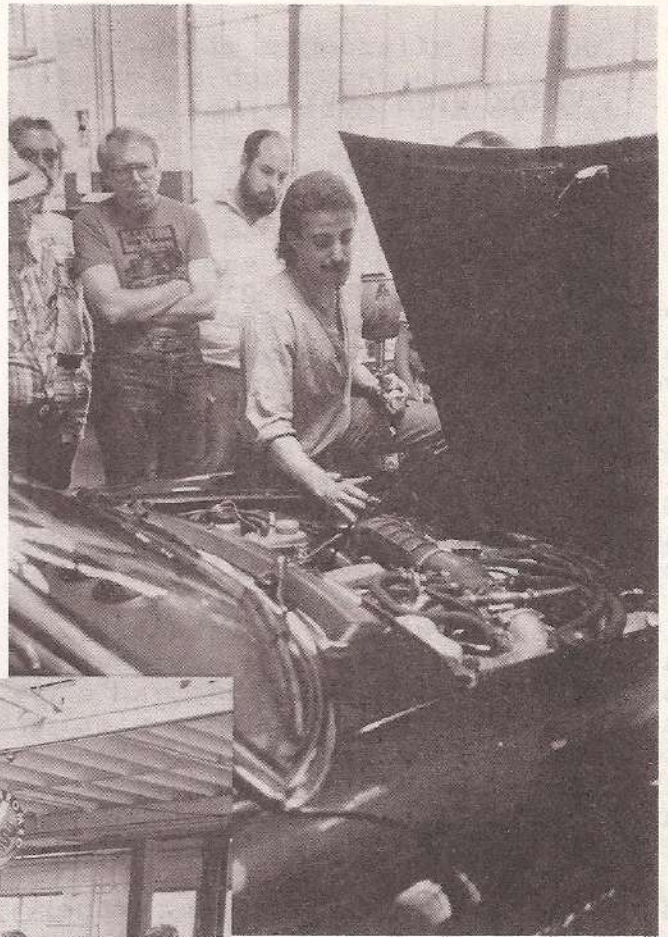
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test drive the 3.0 Verde Edition Milan and the Spiders. The starting time is one p.m. at 2124 East Colorado Boulevard in Pasadena.

ON THE HOME FRONT

Jim Wood has retired after three and a half years as Membership Director, before which he was the Rally Director and Newsletter Editor. Jim is going to be able to spend more time with his lovely wife, Teri, and five year old Beth and nine month old Andy. We all thank you, Jim, for being a terrific volunteer. His successor is John Deghi, an '84 GTV-6 owner. Welcome! For everyone else, think about joining the Board of Director in '88.

Ciao.



"VERDE WITH ENVY"

(a dream fulfilled)

by John Ireland

The two greatest evils ever known are the free enterprise system, and your local credit union.

I can honestly say I didn't mean to in fact, it was really all John Green's fault. And Alfa Romeo's. And old Marcello's...oh yeah...some of you don't know Marcello.

It all began with my first Alfa... a 1977 Alfetta Sedan, a car that breathed fire into a young man's soul and sent him on a holy mission to save the world from the boredom that lurks in waiting, disguised as age or tennis elbow or "let's wait for a slow dance" or BMW interiors.

Marcello was my friend, my partner, my magic carpet, my introduction to the mystery and romance that is Alfa Romeo. His dark blue paint, tan interior and simple lines were sedate enough to fool any policeman uneducated in Italian culture. His end was the hardest lesson of all, for as the skiploader's shovel tore into his flesh, I was forced to squeeze shut my eyes and pretend he was "just a car."

Each and every Alfa that followed Marcello...the '74 GTV, the '85 GTV-6, and my '58 Spider Veloce... each of these sequels to Marcello has their own nobel place in my history, but none has been equal... none has been as balanced...none has been as special as Marcello. Until on...

Thursday, May 28th John Green called to say that "if I would take a long lunch...we could swing by Wegge Motors and see the new Milano Verde with the three liter motor and the ABS and the limited slip

differential, etc., etc., etc. So, you can see, it was John Green's fault because we were really taking his partner out there because his partner "needed to buy a new car" and..."yeah...yeah...yeah...sure he did," laughed Alana.

It is red...wonderful red, lustfull red...sinfull red...fast red...RED RED red. And I knew I wanted it the minute I saw it. Yes I loved my GTV-6...and I would have to sell it to buy the Milano...but but but ...nothing smells better than pasta and garlic except a new Alfa with Recaro seats and a six speaker stereo...okay, okay, okay, where do I sign?

I went-I saw-I bought. Not without shopping for trade-in prices on my GTV-6 and Out-The-Door prices on the Milano Verde at other dealers in the valley...but in the end I bought mine where I first saw it. I made them compete for my money with the other dealers...and they did...and they won. They weren't strangers, I have had Wegge service my Alfas in the past and I consider the people there to be "friends"... but isn't that true for all of you with your local Alfa Dealers...and if it isn't, than you are going to step forward and change that... aren't you?

With just over two thousand miles on the car at the time of this writing, it's a little silly to do more than say "I'm in love, I'm in love, I'm in love." THIS is the most refined and balanced street Alfa they have ever made. It has all of the virtues of the past and all of the "goodies" of the now. But there is a second half to this article and it's called...

"THEM/US/THE FUTURE"

This is it folks, Alfa Romeo's last stand in America. And the competi-

tion has never been stronger...but neither has Alfa Romeo. Now is the real challenge for you, me, us all.

DEALERS...you must decide if you are willing to be a success with Alfa Romeo. That means you've got to learn how to present the car... and how to take care of it when it comes in for service. If I know more about the car I am buying than the salesperson...If I have later pictures of it under my arm than the dealership has in a brochure...if I have to tell salespersons that ALFA ROMEO IS THE CAR THAT TAUGHT FERRARI THE BUSINESS...can you hear me in New Jersey, Alfa Romeo does not need more dealers, it needs better dealers. NOTE: None of the above problems were the case at Wegge Motors, the dealership where I bought my Milano.

OWNERS...this is the year each and every one of you...ALL OF YOU, must at least consider buying a new Milano...and you must also go and drive one and take a non-Alfa owning friend with you. Each and every member of each and every Alfa Club in America...and beyond...to take a friend who isn't now an Alfa owner, and expose them to the car. Don't just talk about it or show them a picture...take them down to a dealer and get them in the car and get them to drive it. Tell them why it is a better value than a BMW...compare it's handling and show them how it out performs Saab ...don't let them even consider a Poooojoit or Renault or Mazda or Toyota or Honda or Accura or Nissan until they've also driven AND I MEAN DRIVEN...an Alfa Romeo Milano. If we all do this...that will mean that over five thousand people who might not have test driven an Alfa, will now have been exposed to the product by an enthusiastic owner. And...let's do it by December 1st of this year.

DAUGHTERS OF DARING DO...that last

paragraph is especially for you. I know you don't get equal pay as often as you should, I know that the boys cheated you in elementary school and got to play all the fun games...**BUT THOSE DAYS ARE OVER.** And Alfa Romeo is the proof. If you drive one then you know that **EVERY WOMAN'S FIRST LOVE SHOULD BE AN ITALIAN...**and the next time you go out on a date with some Porsche or Fiero nerd who won't let you drive "his bitchen machine" take him for a drive in yours...and then take his sister (and yours) and show her that there is a quality high performance European Sport Sedan that will give her more for her money than any of the others.

ALFA ROMEO...if I wanted to buy a front wheel drive car I would have done so long ago...and if I wanted to buy one today, I could choose the Saab 9000 or the Audio 5000 or the Accura or any one of "the other cars." Now...if you want to make front wheel drive cars to hook into the market for those cars...great! **BUT DON'T THROW THE BABY OUT WITH THE BATHWATER.** I buy an Alfa because it DOES NOT do things the way everyone else does, I buy an Alfa because I want to feel it's engine in the seat of my pants, not in my armpits.

The Alfetta chassis has reached an excellent state of refinement in the Milano Verde. In fact, I feel that this Milano combines the quick reflexes of the Giulietta Spider Veloce, with the power of the V8 Montreal, with the room of the 2000 Berlina. I will pay a lot of money to have the new three liter, 24 valve, DOHC coupe IF it is based on the Milano or an equally strong rearwheel drive chassis. (NOT like the Maserati Biturbo). I would pay even more money for a mid-engine coupe that would revive the Stradale but with the above engine. BUT...

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efforts to use radar.

Papan vacated his Assembly seat last year to make an unsuccessful campaign for the state Senate. His departure gave hope to supporters of radar. However, Boatwright said the provision applying to car drivers on newly designated 65-m.p.h. rural interstate highways had created controversy and probably would be taken out of the bill in the Assembly.

"I think it has a good shot at passing in the Assembly if it is scaled back to include trucks only," he said, noting that the car driver provision had been inserted into the bill over his objections.

As written, the passenger car provision would apply to any driver exceeding the newly imposed 65-m.p.h. maximum limit on 1,157 miles of selected rural interstates in California. Under a law signed last month by Gov. George Deukmejian, the maximum limit was increased from 55 m.p.h.

California is the only state in the nation whose statewide police force does not use radar on its highways. The CHP has maintained that it has

authority to use radar on state highways, but because the issue is so politically sensitive it wants specific legislative approval to do so.

Currently, however, the Highway Patrol does contract with 19 counties to operate radar on county roads. Counties must ask for the aid and pay for radar costs.

The only exceptions to the ban on state highway radar use have come at the request of local officials along limited stretches of highway in Orange, Riverside, Ventura and Los Angeles counties. On a 27-mile stretch of California 126 from near Santa Paula to a point between Saugus and Castaic, the CHP reported that radar "has been successful in reducing speed and accidents."

On a mountainous 29-mile section of California 74 (Ortega Highway) in Orange and Riverside counties, from San Juan Capistrano to Rancho California, the patrol also is using radar provided by local agencies for traffic enforcement. A report to the Legislature is due by Feb. 1.

The radar bill would appropriate

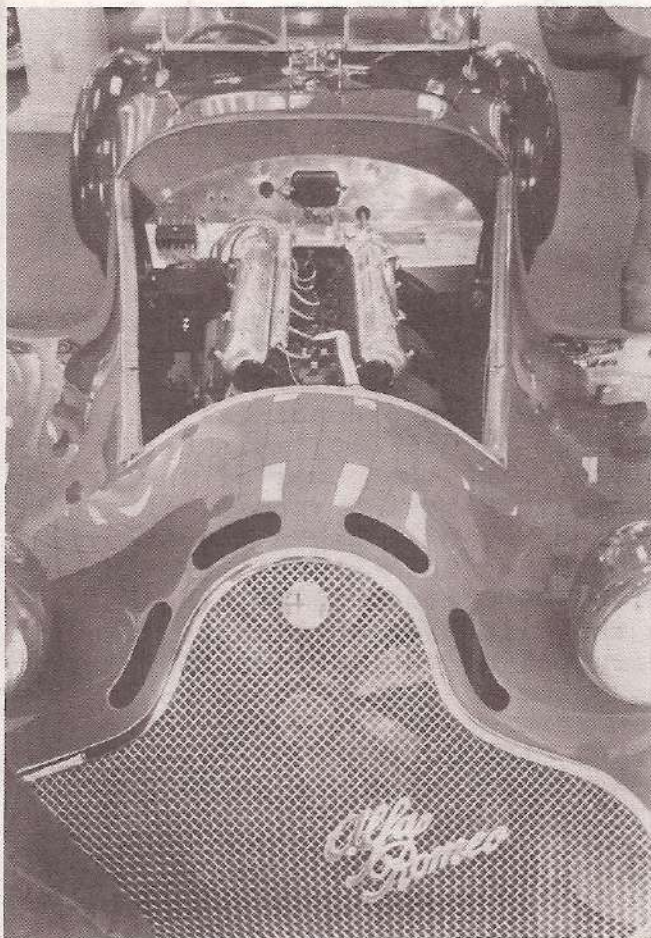
\$30,000 to buy 15 radar units for the experiment. Supporting it is the California Trucking Assn., which represents the management of about 1,900 major trucking companies. The Teamsters union has opposed similar bills in the past, arguing that that radar is a form of entrapment.

Boatwright, the bill's author, said studies have shown that "truck at fault" accidents have increased 50% in recent years and said excessive speed is a major cause.

"If you are driving 55 m.p.h., you better watch out because a truck is going to run over you [from behind]," he warned the Senate. "It has happened."

Another supporter, Sen. Gary K. Hart (D-Santa Barbara), noted that local law enforcement departments have used radar for speed enforcement for years and that it is "bizarre and absurd" not to so equip the CHP.

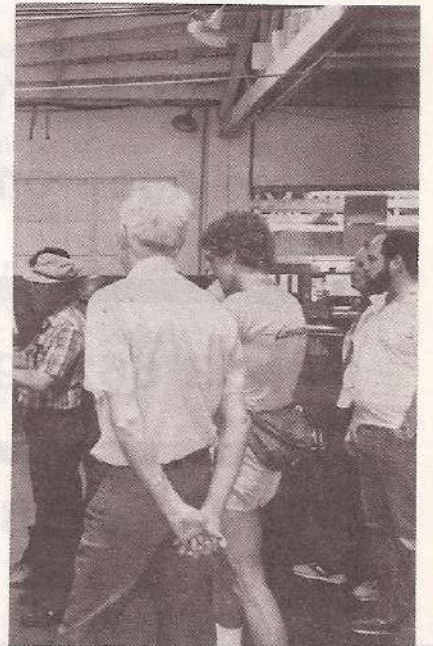
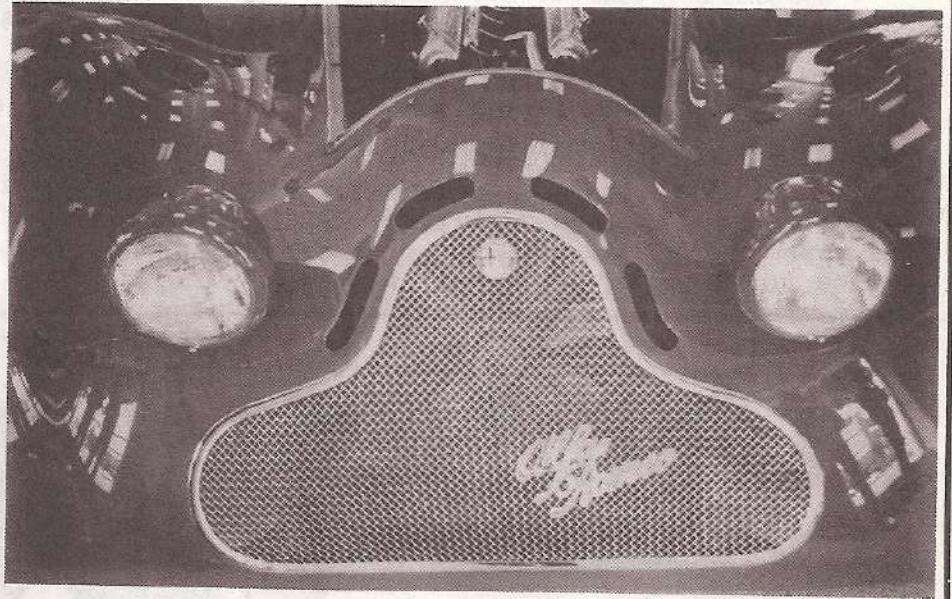
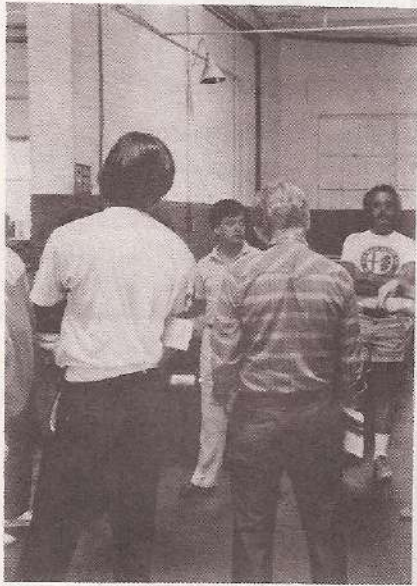
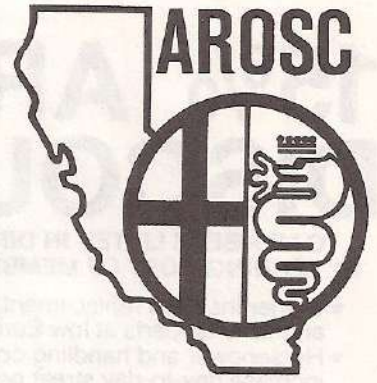
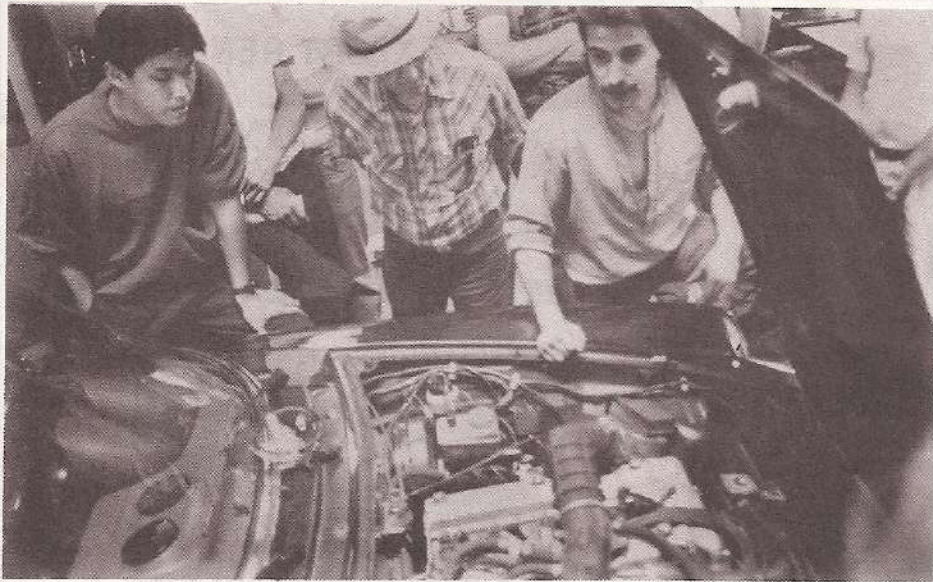
Sen. Milton Marks (D-San Francisco), however, questioned the reliability of radar equipment and insisted that "everybody could be trapped" by devices whose accuracy he said is uncertain.



I will buy a used Ferrari Mondial, I will even reconsider a Maserati Biturbo...before I'd buy an Alfa Accura clone. I, and most other Alfa owners I know, feel FWD is not for us. And as much as we love you and as loyal as we have been, we won't buy a suit if it doesn't fit the way we want it to.

NOW...I want every Alfa owner who feels the way I do, all of you, in the next few weeks...I want you to sit down for twenty minutes and compose your thoughts, write them down, and send them to Alfa Romeo...to your local dealer...to the executives in New Jersey...and to Alfa and Fiat in Italy. It can be just one letter, with copies to the others...but DO IT NOW. The clock is ticking, THE FUTURE IS BEING PLANNED. If you want your voice to be heard, you must raise it!

John Ireland




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EDITOR'S DESK



Well folks, this is the last time you will gaze upon the above magnificent piece of sculpture. That's right, this is my swan song. I'm just too busy with work and projects to perform adequately anymore (you may have noticed how late the rag is this month). It's been a kick; I actually like doing this...but...

As I mentioned under *Attenzione!* the August and September newsletters will be combined and will appear in September. This is due to vacation conflicts and to give Bill Pringle, my thoughtful, concise and ascerbic successor time to get into the groove.

John Ireland has fun article about his new three liter Milano elsewhere in this issue. I, too, have just taken the plunge and purchased one of these marvelous little buggers. The car is light years ahead of my GTV-6 (traded in) in refinement. Even though on basically the same chassis it feels like a completely different car.

I just read an article in *Autoweek* extolling the virtues of the new BMW M3 three series coupe. In specifications and performance it would be hard to find two so closely matched automobiles as this one and the three liter Milano. I was taken aback though, as were the *Autoweek* staffers, by the \$34,000 base price!

Better buy your Verde QUICK before the Italians wise up! We're talking about a \$12,000 difference in price here. For that you could have the Milano Verde AND the most cherry restored GTV or Spider around. Not only that the Milano is a lot better looking. (You may remember that I initially didn't like the styling, but the Verde variant has just the right combination of trim to give it a real snarky look in a subtle sort of way). The Bimmer, on the other hand, is too pretentious in its' boy racerness and a little to brutal looking.

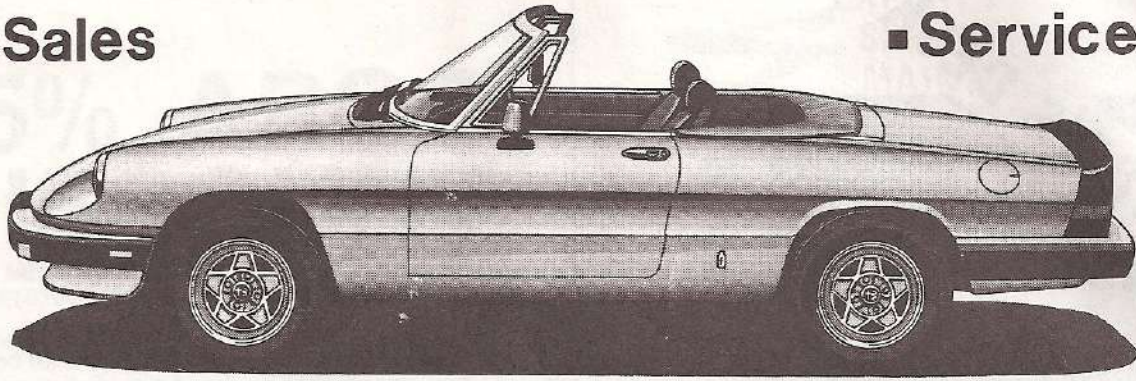
Well, enough. I sincerely hope you all have enjoyed the newsletter during my turn at the reins. It is not without misgivings that I give it up. I'm certain Bill will do an excellent job but it will leave a kind of empty spot in my life. I implore all of you to assist Bill as much as you can by contributing your photographs of Alfas and Alfa events, articles, humour and technical stuff, because without your support, his job is a lot more difficult and a lot less rewarding. Thanks Again.

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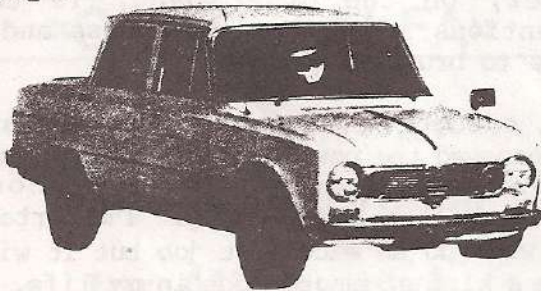
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1974 GTV

Air Cond., Bilsteins, excellent in & out. \$4,200. Hardtop for '71 Alfa Spider, best offer. Paul (714) 525-9544. Dad's # at work, (714) 773-8843.

1966 GIULIA SUPER

Ate brakes, Yokohamas, 1750, 10:1 cams, an outstanding example. Dan Ritter. (213) 374-3153 or (213) 625-5300.

1966 2600 SPRINT

Good engine and body, needs interior. \$2,000. (818) 303-2608. Douglas Driver.

1966 GIULIA SUPER

Complete, suitable basis for racing. New front suspension. Nicky Avery. (818) 789-1074.

1974 GTV

Parting out. Dash, seats, engine, body parts, etc. (213) 433-6095.

1974 GTV

Air, nice condition, gold. \$4,500 or best cash offer. Must sell for truck. Bruce Sharpe. (213) 839-3013.

1973 GTV

Rebuilt engine, new clutch, body in great shape. Ideal for restoration. Make offer. (213) 839-6080.

1967 2600 SPRINT

Partially restored. Needs paint, upholstery. Some spares. \$2,000. (213) 496-6456 W, (213) 595-6115 H.

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2 liter Spider. Tons of parts available. Giuseppe. (818) 994-6663 days/weekends.

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Red, two door. \$2,300.00. Ivan Newport. (818) 963-8373.

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1971 ALFA GTV

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 **CALENDAR 1987**

JANUARY 24/25 Time Trial and Intro at Willow Springs 30 General meeting at El Camino College	FEBRUARY 3 Board meeting 27 General Meeting Alondra Park 28/1 Time Trial at Laguna Seca Raceway	MARCH 27 General Meeting at Alondra Park 28 Tour to J. Paul Getty Museum. 15 car limit 31 Board Meeting	APRIL 18 Engine building clinic at Veloce Motors West. 1 PM. 24 General Meeting at Alondra Park 25/26 Time Trial and Intro at Willow Springs. 28 Board Meeting
MAY 9 School, Practice & Intro at Riverside Raceway 17 Concours d'Elegance at Will Rodgers & Weber Carb. Clinic 22 General Meeting at Alondra Park 26 Board Meeting	JUNE 6 Alfa of Santa Monica Electrical Clinic 14 1st Annual Picnic, Softball game and People's Choice Conc. El Dorado Park, 11:30 26 General Meeting at Alondra Park 27/28 Concours/Newporter Inn. Call Dan Ritter	JULY 11/12 Time Trial and Intro at Riverside 24 General Meeting at Alondra Park 25 Omega Motorsports Valve Adj. Clinic 31/ Aug 1/2 National Convention in Portland, Oregon	AUGUST 11 Board Meeting 16 Tour/Picnic No General Meeting this month/ Historic Auto races at Laguna Seca 29 Clinic - Wegge Motors
SEPTEMBER 25 General Meeting at Alondra Park 26 Time Trial and Intro at Riverside 29 Board Meeting	OCTOBER 11 Concours d'Elegance at (Tentative) 18 Swap Meet & General Meeting/Modification Info Exchange. 27 Board Meeting	NOVEMBER 7 Clinic E & J Auto Body 20 General Meeting & Elections at Alondra Park. 21 Clinic - DIRO. 24 Board Meeting	DECEMBER 5 Christmas Party



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