

AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



April, 1989

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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 \$47.00 membership fee paid to AROC, Inc. Meetings are held monthly on the LAST FRIDAY of the month at 8 p.m. at Alondra Park Clubhouse, located at 3850 Manhattan Beach Blvd., Lawndale, Calif., unless otherwise noted in the newsletter. Please send articles, letters, ads and 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 \$10.00 charge to non-members advertising Alfa related items. This newsletter and its authors and editors assume no liability for the accuracy or legality of any technical information appearing herein.

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A WORD FROM THE EDITOR

I was really pleased to be able to participate in the Concours on 8 April. My only disappointment was that there were so few cars to represent our club and the marque. We had five assorted spiders and two GTVs. But where were the GTV-6s? The Juniors? The Guliettas and Gulias? The Montreals? We need to show off the wonderful diversity of Alfa models.

I'm looking forward to taking part in the concours on 21 May. I hope that in that one there will be enough entrants to allow for a couple of additional classes. You say you only race? Give your race car a bath and bring it out. Three cars are enough to make up a class. The same goes for those of you who say your car is only a daily driver. So is mine. But I gave it a bath, vacuumed the interior and cleaned the engine compartment at the local do-it-yourself car wash. Now I know where I can make it look better, and I also know where I can't, yet. But it was fun. A long time ago, someone said to me that the best way to see a concours was to enter, and he was right. Try it. You'll like it.

DESIGN WORK

You have probably noticed that I have been doing a little playing around with the design of AlFacionada in the past few issues. The main reason for this is that since this show is essentially a one-man-band (and I do thank, and really appreciate, those who have been able to help) I am trying to do it the easiest way possible. The easy way includes doing all the pages in the page layout program in the club's AT class computer. That way paste-up, the most time consuming part of the job, can be reduced to a minimum and the quality of the pages looks better. I think we've got most of it right now, but there will probably be little changes in the future as well.

Continued on page 14

COMMERCIAL AD RATES

	Half Year	Full Year
1/8 page	\$ 60.00	\$100.00
1/4 page	\$120.00	\$200.00
1/2 page	\$240.00	\$400.00

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

PAROLA DEL PRESIDENTE

By Dan Ritter

Last month I talked about AROSC's 20th year as a chapter of the National Club and I briefly included the club's beginnings which occurred around January 1961. I trust the reprint of the first ever newsletter was of some interest.

Members have questioned me about the date of the beginning of AROSC's affiliation with the National. When the changing of the presidents took place this year, John Green handed me a box of stuff which contained a laminated plaque of AROSC's Chapter Charter dated February of 1969 and signed by then President Bill Knauz and Secretary Allen Bishop. It's true AROSC's affiliation began in early 1962 and this is corroborated by references to dues split with the National Club in the Alfa's Bark the AROSC newsletter of that period. However there may have been a laps of time between 1964 and 1969 when AROSC was not affiliated with the National and was reunited shortly before 1969. At the time of this writing the secretary of the National is researching this and I hope to solve this mystery of when AROSC became a chapter of the AROC. More on this later...

The strengths of an organization such as AROSC are not only counted in numbers but also the application of its membership expertise in club operations. The question is rather, is there a natural life to all organizations? This phenomenon occurs when it's the same few members that attend to the actual operations of the club run out of gas. AROSC can boast a membership of over 570 with a budget of somewhere around \$16,000! The level of sophistication has risen to the point at which the need to recruit quality administrative personnel is critical in order for AROSC to continue its long standing high standards and traditions. In years past AROSC has been fortunate to have had outstanding enthusiastic volunteers. Presently, the new Board of Directors (myself included) share an abundance of enthusiasm and vigor. However along about November it starts to wane and many Board members look forward to the yearly change of administration.

One problem that has been identified is the lack of a new Board waiting in the wings for the January Year End Meeting. A second problem that needs to be addressed is the recruitment and selection of quality administrative

personnel. Our present system of volunteers stepping forth of their own accord, frankly, in my opinion is inadequate. The so called elections are a farce because the candidates are uncontested. What I would like to propose is an alternative method for procuring club officials. Many other professional organizations share AROSC's dilemma, that is, obtaining the necessary people to come in and relieve the administration from year to year. These same professional organizations have been implementing a method by which the recruitment and selection of candidates are by a special nominating committee. Appointed by the board of directors, the special nominating committee would be selected from the general membership and its sole purpose would be to recruit and select a suitable candidate for president. If this method is successful for the office of president then perhaps it could be useful for procuring people for the other Board positions at a later time. If this is acceptable to the present Board I may be calling you. More on this next month.

POINTS OF INTEREST

The second annual AROSC Driver's School held last March 25/26 at Willow Springs Raceway was a complete success. Over 70 entries with ample track time and veteran instructors braved the cold weather. Event coordinator John Green and principal instructor Danny McKiver are to be congratulated.

Our next General Meeting will be held at the Alondra Park Clubhouse on April 28, 1989 and will feature a perennial favorite, Dr. Michael Sperry, as guest speaker. It is axiomatic to say Dr. Sperry's credentials are above reproach in that most esoteric of topics, that of atmospheric velocity in preparing cylinder heads. I encourage you to join the throng of Alfisti in attending this most interesting program. Looking ahead we have a concours event on May 21st and a Time Trials event on the 27th and 28th at Riverside. Next Month I hope to share with you a story of a forlorn orphan who found her way into my family until then...

A Rivedella

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ALFA NEWS

By Paul Dexler

According to a report published in *Automotive News* on 27 March, interesting changes will be coming soon in the lineup of models coming from Alfa Romeo.

The Milano/75 series and the 33 series cars are to be completely re-designed to conform to the style of the 164 series. The new 33 series will be released in Italy in November, while the new Milano will be released as a late 1991 or early 1992 model in Europe, as a 1993 in the U.S.

In addition, a sportier version of the 164, to be given the Quadrifoglio Verde label, will be release at the Frankfurt automobile show in September. This car will have the 210 bhp three-liter V6 introduced in the special ES-30 coupe that was shown at the Geneva show in March. The car will also be fitted with side skirts, a larger front air dam, a deeper rear apron and a deck-lid mounted spoiler.

The Quadrifoglio Verde 164 will round out the range for that model. All three 164 models come with the three-liter V6. Entry-level versions (silver?) will have a five-speed manual transmission. Mid-range (gold?) models will have a ZF four-speed automatic, while the top level version (Quadrifoglio Verde) will have the more powerful engine and the five-speed manual only. A 24-valve version of the V6 will probably be offered in the 164 at a later date, as will an all-wheel-drive version.

The new version of the 33 will have improved engines and suspensions and new sheet metal that will give it a family resemblance to the 164. As with the current Typo 33, there are no plans for a U.S. version.

Factory sources indicated that the Milano/75 models will be re-styled and re-engineered by the 1992 model year. The new version, designed by the IDEA Institute, uses the platform and doors of the soon-to-be-released Lancia Dedra.

The new Milano will be front-wheel-drive, with all-wheel-drive as an option. Engines will included an updated version of the current two-liter twin-cam four, a two-liter V6 and a 2.5 liter V6. Which versions we will get in the U.S. were not indicated.

Dimensions of the new model are said to be close to those of the current Milano, with a one-inch increase in wheelbase and a three-inch increase in overall length. Rear seat roominess is said to be improved by the longer wheelbase.

Styling of the new Milano is to be more rounded,

again following the path set out with the 164.

So, if you like your Alfa Romeos in rear wheel drive flavor, run down to your FRD (Friendly Local Dealer) and order a new Milano today, before the DeDion axle, rear-wheel-drive models are gone forever.

HEADQUARTERS MOVE

According to an article by Jim Henry in the April 10 issue of *Automotive News*, Alfa Romeo will move its U.S. headquarters from New Jersey to Orlando, Fla., by October 1, 1989.

Employees of the company were informed of the move the week before by Darrell L. Davis, chairman and general manager of Alfa Romeo Distributors of North America (ARDNA).

According to Davis, all the 100 employees at the company's Englewood Cliffs, N.J. headquarters have been offered jobs in Florida.

ARDNA is a joint venture of Chrysler Motors and Fiat, the parent company of Alfa Romeo. As has been noted before, the joint venture adds about 140 enthusiast oriented Chrysler-Plymouth dealers to the existing network of 160 Alfa Romeo dealers.

According to the report, the move should save the company between 42 and 50 percent of their current facility costs. Orlando attracted the company because of its international airport and the location there of the Southeast regional headquarters of United Parcel Service, which will take care of speedy delivery of Alfa parts. The fact that the city is also home to Chrysler's Southeast parts distribution center and a Chrysler zone office may also have had something to do with the move.

Davis also pointed out that all parts storage and distribution will remain separate from Chrysler.

Finally, Davis pointed out that the Carson, Calif. parts warehouse and training center will remain in operation for now, but its functions will eventually be moved to the Orlando facility.

NEW MANAGING DIRECTOR

In a final piece of news, Giovan Battista Razzelli has been named managing director of Alfa Romeo. Razzelli was formerly managing director of Ferrari. He has partially shuffled positions with Piero Fusaro, who went from the Alfa position to the Ferrari position. Fusaro is also President of Alfa Lancia Industriale.

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We have received this letter from our colleagues in Vancouver, B.C., Canada



PACIFIC COAST ALFA ROMEO OWNERS ASSOCIATION

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V5R 5S7
CANADA

March 20, 1989

Mr. Paul Dexter
Editor
Alfa Romeo Owners of Southern California
21030 Gresham Street
Canoga Park, CA 91304
USA

Dear Mr. Dexter:

For the last few years the demise of Westwood Race Track has been discussed. Fortunately it has yet to happen, but the "writing is on the wall" so to speak and it looks as if this could be the last year we will be able to use Westwood as a race track.

In the past a number of your members have been fortunate enough to drive Westwood and I know they enjoyed the experience. This year we have been allocated 2 (two) dates - May 21st and September 10th (both Sundays).

I would appreciate it if you could publish these dates together with the bad news about Westwood in your Newsletter "Alfacionada". Perhaps some of your members might want to take the opportunity of visiting B.C. and driving Westwood for possibly the last time.

We are also planning an Italian Car Display in conjunction with the Classic/Jazz Weekend at Whistler Ski Resort - August 12th/13th. If any of your members would be interested in participating they could contact the P.C.A.R.O.A. at the above address.

Yours truly

A handwritten signature in cursive script that reads "Ken Wigginton".

Ken J. Wigginton
President



CONCOURS

ENTRY FORM

A.R.O.S.C. Concours

Instructions:

ENTRANT:

Name: _____ Phone: (____) - _____

Address: Street: _____ (Apt#: _____)

City: _____ Zip: _____

ENTRY:

Manufacturer: Alfa Romeo Model: _____

Year: _____

Body style: _____ Color: _____

1. I understand that my entry fee is not refundable. I further understand that this event is governed by the AROSC Concours Competition code and that in the event of any dispute, the decision of the Concours Board is final.
2. Release of liability: I, the undersigned, desiring to enter and participate in the above listed event, do hereby release the Alfa Romeo Owners Club and the Alfa Romeo Owners Club of Southern California; these organization's respective members, officers, directors, or chairpersons; any sponsor of the event; the owners and management of the site; the event officials; and any other persons assisting at the event; jointly and severally from any and all liability arising out of my participation in said event.

Signature: Entrant: _____ Date: _____

Entry Fee (Full amount must accompany this entry form):

Concours Entry, \$10 per car entered: (____) cars _____

TOTAL enclosed: \$ _____

Closing date: Please mail ASAP. You can enter at the event, but call to let me know you plan to enter.

Make checks payable to A.R.O.S.C.
Mail completed form to:

Philip Guiral
248 Lindero Long Beach, Ca. 90803
213 4395550

LONG BEACH CONCOURS

Phil Gurial

April 8 was the first concours of the year and, according to most of the participants, it was one of the best ever. The setting was a grassy island along the coast in Long Beach with live jazz and the Queen Mary in the background.

The crowds had a choice of over 200 cars to see, 20 wineries to sample vintages from and more than a dozen restaurants offering samples of everthing from plates of oysters and shrimp to French pastries. The food and wine were great, but the cars were the stars of the show.

One of the nicest was a "money no object" restoration of a 300SL roadster. This is probably the finest example of this model in the world.

There were over a dozen Ferraris, including two beautiful Daytona spyders and three Testarosses.

The Alfa Club also showed some very nice cars, but only seven of them. Both the Los Angeles and Orange County chapters were invited, but we were outnumbered by the Morgan club (and half their cars have termite damage). This concours is destined to become one of the nicest in our area and I'd like to make Alfa Romeo a big part of it in the future.

Please don't feel intimidated if you think your car isn't perfect. We can have a lot of different classes and a daily driver that is just cleaned and polished would also have a chance to win a ribbon.

I would like to thank the judges for this event, Pat Hayes and Jean Paul Gurial for a great job in what was a very close contest.

COMING SOON

Our next concours is on May 21. It will be at La Mirada Park, 13701 S. Adelfa Ave, La Mirada. To find it, look on page 83 of the Thomas Guide, in section B-1.

If you would like to enter, please fill out the enclosed form ASAP. Mail it back to me with \$10, then go out and wash your car.



The smiling prizewinners at the Long Beach Concours (More photos on Page 14).

LONG BEACH CONCOURS RESULTS

SEDAN CLASS

- | | | | |
|----|--------------|----------|----------|
| 1. | Rex Chalmers | 1974 GTV | 203 pts. |
| 2. | Phil Gurial | 1972 GTV | 201 pts. |
| 3. | | | |
| 4. | | | |
| 5. | | | |

SPIDER CLASS

- | | | |
|-------------|----------------------|----------|
| Tom Stoner | 1967 Spider Duetto | 201 pts. |
| Pat Hayes | 1967 Zagato Spider | 200 pts. |
| Anne Lassen | 1988 Spider Graduate | 194 pts. |
| Dirk Stoehr | 1981 Spider Veloce | 184 pts. |
| Paul Dexter | 1878 Spider Veloce | 146 pts. |

OVERALL

- | | |
|----|---|
| 1. | Rex Chalmers |
| 2. | Phil Gurial (by one point after a second judging against Tom Stoner). |
| 3. | Tom Stoner |

IL TECNICO FRIGO

Rex Chalmers

In recent weeks I have received a number of questions concerning the testing of MarelliPlex 201 ignition systems. I hope this column will help all of you do-it-yourselfers to diagnose any problems you may have with your 'Plex units.

First of all, there are several cautions to be observed when working on the 201 system:

1. Never ground either the + or - terminal at the coil or the high tension coil lead.
2. Never disconnect any terminal when the system is energized.
3. Make sure the heat sink is grounded properly
4. Connect a timing light to the battery or starter main buss only.

To test the pulser coil (fig. 2., #3), simply disconnect the connector at the heat sink and connect an ohmmeter across the terminals. Resistance should read 700-800 ohms. If this value is not attained and the wires are in good condition the pulser coil should be replaced.

The "air gap" between the pulser wheel tooth and the pulser pole is 0.25 in. (0.4 mm) (See fig.2).

The resistance of the rotor arm should be 5K ohms, + or - 10 percent.

To check the coil, turn on the ignition but do not start the engine. Check voltage at the B+ terminal. The voltage should be the same as the battery, usually 12 to 12.75 volts. Voltage on the negative terminal should not be more than 0.3 volts lower than the battery voltage. Now

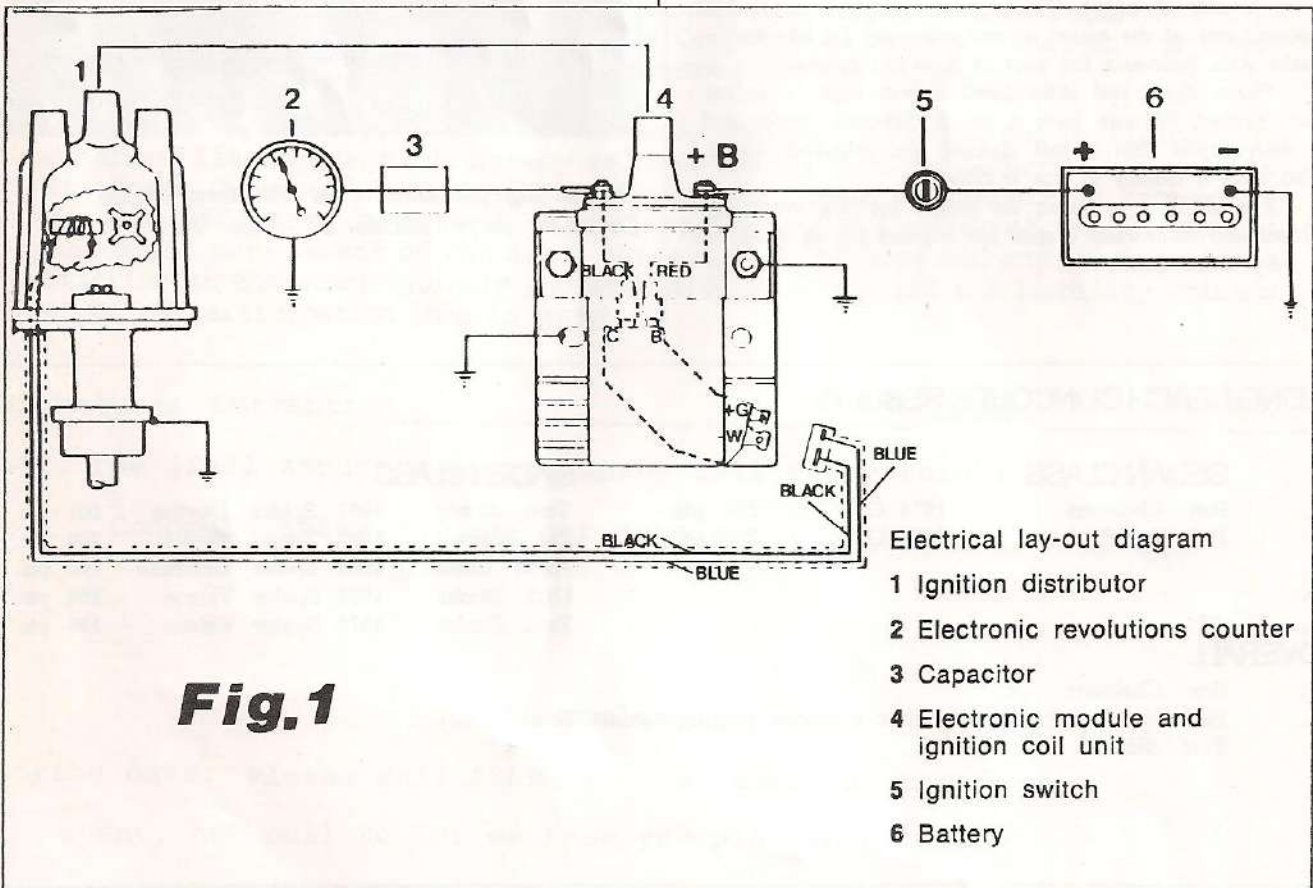


Fig.1

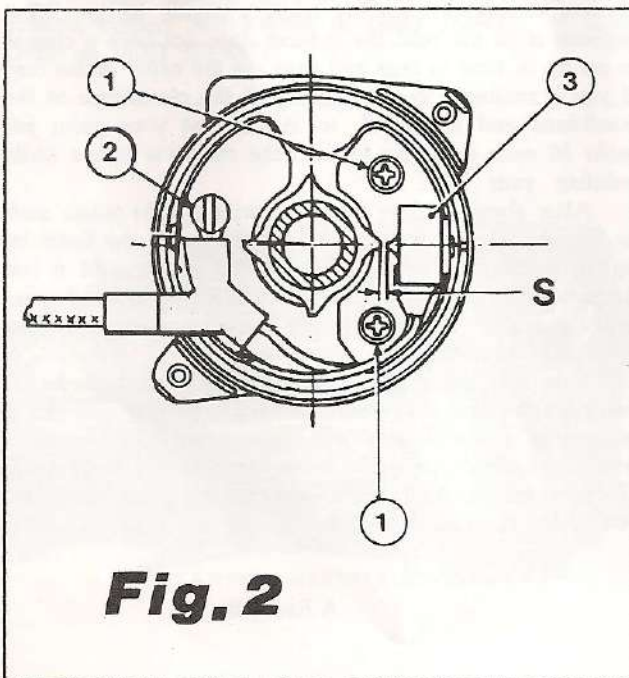
turn off the ignition.

Unplug the connector at the ignition module under the coil. Read the resistance between the positive and negative terminals of the coil. The value should be 0.69 to 0.75 ohms. Now check the resistance between the coil high tension socket and either the positive or negative terminal. The reading should fall between 7100 and 8700 ohms.

At this point, you've tested about all you can test. "What about the electronic module (amplifier) under the coil?" you may ask. Well if everything else checks out O.K., replace the amplifier.

My good friend and yours, Bill Pringle of Alfa Ricambi, whose instruction sheet I stole from to write this column, has tested numerous ignition modules, as have I. Neither one of us can find any conclusive results from base line resistance readings. If any of you out there have the answer, please let us know.

One more caution when working with your friendly 'Plex 201. When performing a compression test or cranking the engine with the plug wires disconnected for whatever reason, disconnect the wire at the B+ terminal of the coil. If you don't, you will probably damage the ignition module.



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CONCOURS 89

By Dan Ritter

Unless your intentions are to compete at Pebble Beach, the finishing of the exterior can be kept to a minimum expense if you are willing to spend a little time to do it yourself. The budget minded will probably want to select an enamel paint finish because of enamel's durability and the fact that it can be applied at most local shops such as One Day Paint Centers. I've had varying degrees of success with shops such as One Day. My guess is that it depends on how much of the body prep you do yourself. A One Day paint job can cost as little as \$250.00, however do not expect to get coloration that matches factory specs. If color matching is a priority you may purchase the exact factory color from a reputable paint dealer and get someone to apply the paint for you.

Another way of obtaining a good finish while keeping costs down is to paint the car yourself. I've painted a dozen or so cars now and each time I think it gets a little easier. Perhaps I'm putting the cart before the horse.

When you've decided the kind of finish you would like to have a factor to consider is the condition of the body. Repairing small dings and dents can be done at home with a little Bondo and sandpaper. Leave the major collision work to the experts and the same with severe rust. Especially if the car has been left to rot (rocker panels etc.).

Speaking of rust, I've had success with a product called "Extend," a rust preventative which will actually coat the rust with an airtight seal. Since rust acts like a living organism, Extend prevents oxygen from reaching the rust, which it needs in order to reproduce. Places to inspect for rust include lower portions of the doors, floorboards and any place two pieces of metal join together.

When preparing body surfaces for painting, keep in mind that waves will develop in the paint finish if surfaces are not properly prepared. In order to reduce the irregularities in metal surfaces I've found that while block sanding, the use of two different colors of primer can be helpful in determining high and low spots which need to be ground down or built up accordingly. After block sanding with one color, spray the second over the same area. Let it dry and block the surface with #400 sandpaper. The low spots can then be filled with putty or just more primer. This method takes more time but if your eye judgement is as questionable as mine then the dual color primer method is imperative. I find that using #600 wet/dry paper for the final sanding helps eliminate scratches.

The more chrome trim removed the better the job. The more expensive shops will do this for you, however this is one of the reasons for the high cost. Removal of the

front and rear glass is another tough job which I tend to avoid. Instead, to facilitate masking around the rubber seal of the glass, insert 16 or 14 gauge electric wire completely around the glass just under the lip of the seal. This raises the rubber seal which allows a thorough masking of the window. Now that you've taken care of all the body surfaces, primed and masked the car, you're ready to take the little jewel to the paint shop.

If you're adventurous and have a compressor, spraygun and a place to paint here are some tips that may come in handy. First it is a helluva lot easier to apply lacquer rather than enamel. It dries fast and can be sanded between coats in case you make a mistake. When my neighbors were all gathered around watching while I painted my last car I just told the critics that the all the pros sanded between coats. That's right, all six or seven of them. Since lacquer dries fast it has a tendency to clog the gun, which can result in disaster. Run some clear reducer through your gun every other coat or so to avoid clogging. About 35 lbs. pressure is right, you don't need all kinds of pressure to apply a lacquer finish. You may want to paint only small sections at a time, say the roof first then the next day the hood and trunk, and so forth.

Do not paint in too cold weather. Some years ago I tried painting a GTA at night with enamel in late October in the rain so that we could get the motor in so that we could make the next race which was all for naught because during practice my friend's engine let go. What happens if its too cold the reducer does not have a chance to set up in time so sags and runs are the order of the day. If you're renting a booth be wary of the cleanliness of the conditions and above all, to insure that your paint job looks 20 coats deep, try to limit the red wine intake while painting your Alfa.

After about 10 days hand rub with a light polish such as Dupont #7. You may need to "color sand" the finish by lightly wetsanding with #600 or #800 paper. Add a few drops of dish soap to the bucket of water to avoid digging into the surface and do not rub convex surfaces too hard to avoid burn-through.

This may seem like a monumental task, however, if you have the time and you've done a good job the reward of saving a few dollars will seem minuscule compared with the tremendous pride in saying you did it yourself.

Next month we'll get underneath by going down on your Alfa to clean the chassis.

A Rivedella

RALLY TIME

By John Deghi

AROSC's first rally of the year will be held on Friday evening, May 5. For this event, AROSC will be participating as a club in a Time-Speed-Distance Rally sponsored by the Santa Monica Sports Car Club.

Starting point for the rally will be the parking lot directly behind the Bank of America building at the corner of Devonshire St. and Sepulveda Blvd., in the city of Mission Hills. (That's in the northwest portion of the San Fernando Valley, for you out-of-towners).

Registration begins at 7:00 pm and the first car will go out on the course at 8:00, so it's a good idea to arrive a little early, to fill out the paperwork and acquaint yourself with the event rules.

The cost for participating is \$7.00 per car (that's right, Martha, you can bring along the kids at no extra charge) and the rally itself will cover between 60 to 80 miles and require approximately two hours to complete. The rally finishes at a local pizza restaurant where scores are tabulated, trophies are awarded and excuses for the wrong turn taken before checkpoint #3 are offered.

The Santa Monica Sports Car Club will give out a Best of Club trophy to the highest scoring Alfa if more than five cars from the club participate. So let's bring out as many cars as possible to this event and show these folks that Italian cars not only go fast, but they can also follow directions.

For more information on this event, or on rallies in general, contact Jeff Peltola at (805) 259-4377 or John Deghi at (805) 255-8877.



AN INVITATION FROM ORANGE COUNTY

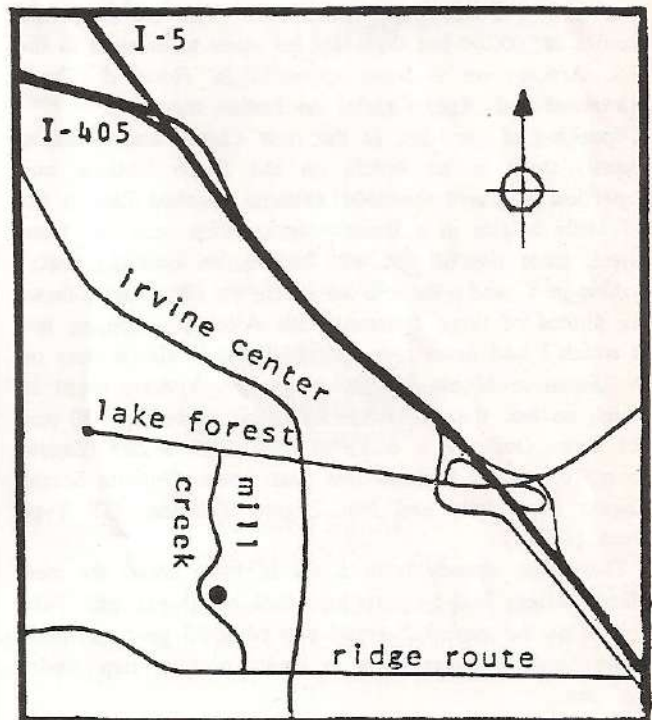
By Pat Hayes

Saturday May 13 will see our first concours of the 1989 season. It's a low-key club event, so give old faithful a good wash and bring it on out to share with all the other Alfisti. This event will also feature our traditional hot-dog barbecue by the fountain. Hot dogs will be available at a nominal charge, grilled to perfection by our very own chef Terry "Dog-a Dee" Dooley. Soft drinks too--Terry promises not to grill any of these, unless specially requested.

Judging starts promptly at 11:00 am, with the awards presentation at around 3:00 pm, so there's plenty of time to pig out on Dooley Dogs while swapping tall stories with other Alfa owners. If you are entering your car, plan on arriving a little early, to have time for a final wipe-down in case of puddles along the way, etc.

Entry fee is \$7.00 per car for competitors, free for spectators. The site is Summit Office Plaza, 23282 Mill Creek Drive, Laguna Hills. To get there, take the I-5 or I-405 south to Lake Forest Drive (first off-ramp after the two freeways merge), go west (right) on Lake Forest to Mill Creek, left on Mill Creek and up the hill to Summit Office Plaza.

Questions? Call Pat Hayes at (714) 830-5273.



GOOD NEWS, BAD NEWS AND JUST NEWS

Stu Shaller

The only bad news that I could find in the entire month of March is that a very rare 2600 OSI four-door sedan (only 54 made), for sale in England, will be broken up for parts if not sold soon. With Alfas typically commanding double what they do here for equivalent cars, this is surprising. The car is complete, but needs restoration. The asking price is 31,700 (about \$2,500). If anyone is interested, contact me and I'll give them the information on this car.

The Formula One wing of the Fiat empire, Ferrari, won the first grand prix of the year in Brazil, with a car supposedly down 50 bhp from the other marques and a new electro-mechanical gearbox that wasn't supposed to work. The gearbox is interesting in the fact that it uses a clutch pedal only to get the car moving from rest. Shifts are accomplished in this seven-speed gearbox by buttons on the steering wheel spokes, the one on the left for upshifts and the one on the right for downshifts. With your arms crossed up on "full lock" in a turn, how do you remember which is up and which is down?

The new Alfa Zagato, dubbed the ES 30, debuted at the Geneva show and already is causing controversy. Many dislike the looks of the car, others call it aggressive and different. To me it looks like a TR-7 with an Alfa nose and a Ford Probe greenhouse. The car is priced around \$65,000.00 but there are no plans to bring it to the U.S. Articles on it have appeared in *Road & Track*, *Autoweek* and *Auto Capital*, an Italian magazine.

Speaking of articles, in the new *Classic and Sportscar* (April) there is an article on the Disco Volante and Superflow Alfas of the 550s. (Fangio finished 2nd in the '53 Mille Miglia in a Disco, steering with only one front wheel, since the tie rod was broken, an amazing feat).

Also in *C and S* there is an article on Ghia-Aigle, showing photos of three different 550s Alfa 1900 coupes, two of which I had never seen before. There is also a story on the Japanese Monte Miglia, a one-day historic event in which no less than 20 Alfas appeared, including 750 and 101 series Guliettas, a 6C1500S from 1929, a 2600 Zagato (only 105 made) and no less than seven Gulietta Spring Zagato short tails and five Zagato Tubulare GT Type Ones (GTZI).

There has already been a lot of hype about the new Mazda Miata MX-5 sports car: 2all new, 3 etc. etc. Take a look at the specs! Remind you of a 25 year old Alfa Gulia Spider? Guess there is really nothing new under the sun...

Until next month...

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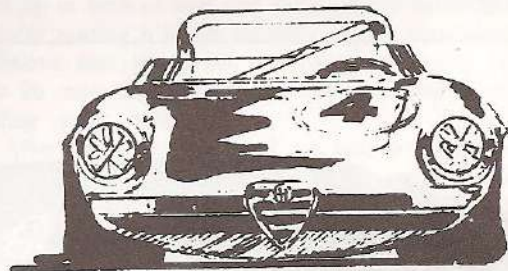
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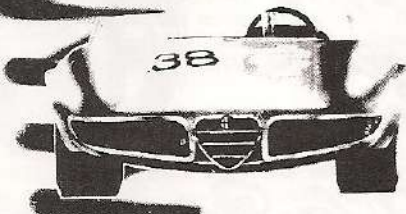
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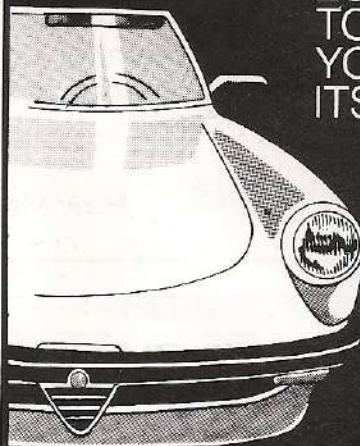
Cont. from page 2

ON THE COVER

Lined up on the grass, seven Alfa Romeos grace the scene at the Long Beach Concours. The perfect weather added to the beauty.



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1982 GTV-6.

Metallic black, blue leather. A/C, cassette, external offer. Maintained at Alfa Only. \$4,750. Call Nicky, (818) 366-1420. (Apr.)

1974 SPIDER VELOCE.

Silver with black top, AM/FM Cassette stereo, 124,000 miles, interior and exterior in good condition. 801 XWM. \$6,500 obo. Call William Selditz, (213) 391-5161. (Apr.)

1979 SPRINT VELOCE.

Ivory, beige velour interior. A/C, five-star Cromodora wheels, 46,000 miles, AM/FM Cassette. Original owner. \$3,800 or make reasonable offer. Call Jon, (213) 325-6838 after 6 pm. (Apr.)

1971 1750 SPIDER.

Good drivetrain and body. Needs paint, top and new rear bumper. \$1,200. Call Vic West, (714) 688-3933. (Apr.)

1972 GTV.

Part of the Briggs Cunningham Collection. Silver/blue. Car is perfect with only 10,000 original miles. I would like to trade for another interesting Alfa. SS, GTA, Z Jr., etc. Call Phil, (213) 439-5550. (Apr.)

1978 SPORTS SEDAN.

Looks very good and runs strong. Excellent blue cloth interior with black paint. Five-speed, Alfa mags, worn A008 tires. Digital stereo cassette player, A/C, 78,000 original miles. A nice original car. \$3,000. Call John Lacey, (213) 372-3596. (Apr.)

1969 DUETTO

"Boat tail" spider. Very good condition. Mostly original but also has Cromodora Daytonas, Michelin XWX 195/70VR14 (near new), Konis, Ward/Deane street suspension kit, 150 Watt Pioneer KPX 9000 Super Tuner, headlight covers, leather seats, full carpeting, Robbins top (perfect condition) and much more. Have owned for 14 years, now need the money. Sacrifice for \$3,000. Call Debbie, (714) 891-6744. (Apr.)

1981 GTV-6.

Good condition, 75,000 miles, black with tan leather interior. Kenwood pull-out radio, Panasonic portable phone hook-up. Yokohama A008s, great paint job, etc. etc. Call Iona, (213) 661-4488. (Apr.)

1971 BERLINA.

Excellent body, no rust, new brakes, clutch, tires, interior. \$4,000 and my time invested. Yours for \$2,400. Call John, (213) 544-0286. (Mar.)

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Perfectly straight body with new paint, interior and brakes. Original owner. \$4,500. Call Bob, (818) 702-3029 days, (818) 887-9015 after 6 pm. (Mar.)

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Runs great, new air conditioner. \$2,000. Call Jerry Wilburn, (714) 828-3127. (Mar.)

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Model LN, brown cloth with Recaro logo cloth centers and neat headrests. All new. \$650.00 Call Pete Valenzuela, (213) 923-5305 (H), (213) 336-7498 (O) (Apr.)

RACING EQUIPMENT

For '74 GTV 2000. Scheel-Mann 321 racing seat with a #1012 GTV adapter bracket. Black cord/velour. Also #25 headrest. Will sacrifice. \$395.00. Also roll-bar, 4130 seamless tubing with two bends built by Kent Racing in Hawthorne, Calif. \$230.00 Call Iona, (213) 661-4488. (Apr.)

AUTO TRAILER

Basic single axle model. Will accommodate a narrow car with standard tires. (No more than 58 in. wide at outside of tires). No brakes, but Calif. registered and legal. \$350.00 Call John Lacey, (213) 372-3596. (Apr.)

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Redone in black, in perfect condition. \$225.00 for the pair. Call Phil, (213) 439-5550. (Apr.)

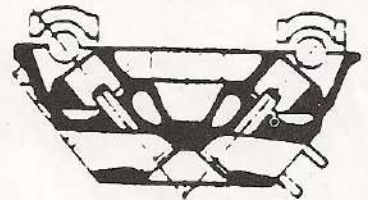
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