

ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

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1968-1969
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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 \$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, Ca., 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 items. This newsletter and its authors assume no liability for the accuracy or legality of any technical information appearing herein.

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A Word From The Editor

It happened so fast, and now here I am putting out my first edition of *Alfacionada*. I want to make our newsletter the best it is possible to be, the best in the country. I have a bit of publishing background, but I can't do it all myself. I need your help, and *together*, we'll be able to do it.

I thought it would be nice to begin this column with some rumor bashing. I called Craig Morningstar at ARI, and got the following information:

1. ARI is now ARDNA, for Alfa-Romeo Distributors of North America. Or at least it will be when the final signing takes place at the Geneva show in March.

2. The new Zagato coupe that has been rumored will be shown at Geneva. Talk about secrecy! Publications were talking about it being a styling exercise, and there they were *building* the thing.

3. A facelifted Spider will be introduced for the 1990 model year. There is a *chance*, but only a chance, that it will have the twin-spark engine. Pray a lot.

4. The U.S. version 164 will be introduced this fall, as a 1990 model. Price is still estimated at below \$30,000 for a car with plenty of content. We are all awaiting eagerly.

And that's the rumor mill for this month. Otherwise, the electrical problem that was keeping my Spider off the road was finally diagnosed this morning as a short to ground in the green wire that goes from the voltage regulator to the light in the tach. housing. The short appeared to be inside the housing, and it was causing the diodes to blow.

COMMERCIAL AD RATES

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Paul Dexler

PAROLA DI PRESIDENTE

By Dan Ritter

I'm having difficulty believing it's been ten years since I joined AROSC and at that time little did I know that I would someday be president. There were various reasons for my initial induction into the club and maybe for many of you we share the same. In my case, it was my friend John Kravchak who owns a very nice and very faithful '62 Giulietta Spider Veloce. I had always admired Alfa Romeos but never got the opportunity for ownership until I became familiar with the marque through my friend John. My first Alfa was a beautiful red '69 Berlina sedan. Too bad it was totaled while parked after only six months of ownership. I've been hooked on Alfas ever since and joining the AROSC has certainly made ownership more interesting and more enjoyable.

AROSC continues to be an outstanding organization worthy of the marque and an organization of which it is a great privilege to serve as president. I will endeavor to strive for excellence that our past president John Green so proudly established. Speaking of John Green, 1988 was a banner year for AROSC and vintage racing in which John played an integral part. What a credit to the club, his enthusiasm and sincerity has moved the club to new heights and made it fun and safe for the entire membership. **Thanks John, for a job well done.**

Looking forward, 1989 is shaping up to be another great year and the calendar is filling up with events that will facilitate more enjoyment from your Alfa Romeo ownership and your AROSC membership.

I'm trying to start the new year right by allowing enough advanced planning so that everyone can be notified of AROSC events in a timely manner and can prepare their own calendars. The Board of Directors (Super Crew) are vigorously working to bring it all together. The first half of this year is rather full, however, it looks like we have room on the calendar for more items during the second half of the year. There will be rallies and slaloms to schedule and we hope to announce these and other activities in the next few newsletters.

AROSC's annual "New Year" meeting held at the Unitarian Church in Studio City was quite a success. Guest speaker Don Fuller's presentation was an outstanding blend of humorous quips plus a poignant view of what's happening today with the direction of Alfa Romeo and motorsports in general. Of course the famous Paolo Gambini was on hand to lead the entire congregation in an ode to the great Gambini! Thanks go to our friends from Alfa Ricambi whose generous donations made the raffle (hosted by Paolo Gambini) a most exciting aspect of the

meeting. Kudos go to Mike Kaehny, Parts Manager of Beverly Hills Alfa who fielded questions from the floor regarding parts availability now and what it may be like in the future. The Elections, which would have been held by ballot were tallied by a show of hands. The new names that appear in this month's masthead were voted in. The year-end awards for Concours and Time Trial finished what was in all a very splendid evening.

POINTS OF INTEREST:

Alfa Romeo V-10 race engine reports continue to be optimistic. Autoweek reports that testing has begun and actual road tests will occur in March with Bruno Giacomelli behind the wheel. My hope is that Alfa Romeo will power a CART series racer by August. Wouldn't it be great if Alfa Romeo got the approval of FISA to power Formula One Machines! I hope to report more to you at a later date.

There've been a few changes in the event calendar; in place of a Time Trial at Riverside, AROSC will sponsor a drivers school directed by John Green and instruction provided by Danny McKeever. The site for this event will be Willow Springs, on the Streets of Willow Springs track. I encourage those who are interested in participating in AROSC competition events to attend this foremost drivers school. It's also a great way for any of you to learn the nuances of driving and controlling your car. The dates are March 25 & 26. You'll find the particulars elsewhere in this issue.

This event at Willow will be in place of the Time Trial originally scheduled for Riverside.

The new Time Trial schedule will be:

May 27 & 28 at Riverside
July 29 & 30 at Willow Springs
Sept. 9 & 10 at Laguna Seca

I hope you're on board at the February General Meeting at Alondra Park. John Green will be hosting a special video featuring footage from AROSC 1988 events and we will be holding a raffle of some select items of interest to all Alfa owners.

The March General Meeting will host Mr. Robert Gecco who will tell you everything you'll want to know about paint and body detailing. This is timely because of the Concours events coming up. See Phil Guiral's report elsewhere in this issue.

A Rivedella.

NEW CONCOURS SEASON TO BEGIN

By Phil Gurial,
Concours Chairman

The new concours season is starting and I want to make it the best yet. We had a successful joint concourses last with the Orange County club and we plan to repeat it this year.

Shoreline Village Concours +

The first event is scheduled for April 8 at Shoreline Village Park in Long Beach. Each year before the Long Beach Grand Prix a concours/food and wine tasting is held with the proceeds going to local charities. It is held in a beautiful site overlooking the Queen Mary.

Clubs participating include Porsche, Jaguar, Maserati, Morgan and many more. Each club holds its own concours according to its own rules.

Admission is \$35 per person or \$35 per car entering the concours. That includes two admission tickets. The admission fee includes all the food and wine you can sample as well as the car show.

Please let me know if you are entering a car as soon as possible since I may be able to negotiate a deal on the price if I know ahead of time how many cars our club will bring.

Will Rogers Concours

The Will Rogers event will be held May 21 this year. The entry fee will be \$10. This is a very nice setting and has always been a favorite event for the club.

Please call to let me know when you plan to enter an event. When planning parking and judging, it is important to know the number of cars to expect.

I'm looking forward to seeing all of you and your cars at our coming events. For more information, please call me at (213) 439-5550.

CONCOURS PREPARATION

PART ONE THE ENGINE COMPARTMENT— OR, HOW TO GET TO KNOW YOUR ALFA INTIMATELY

By Dan Ritter

Concours d'Elegance translated from the French is a "gathering of the elegant". The Concours is an event where discriminating owner assemble to admire and compliment the esthetic beauty and the superb craftsmanship that went into designing and making their vehicles.

Preparing for a Concours can be an arduous undertaking. It takes long range planning and careful attention to detail but usually proves to be an excellent incentive for restoring your car to its original beauty. If you've been thinking of fixing your car up now is the time. There are several AROSC Concours events coming up this year—get

to know your car and join us for some wonderful afternoons.

This will serve as the first in a series of short articles designed to get you started on the preparation of your car for entering a Concours. The techniques discussed are those that I have found to be successful over the years. This information however can surely be improved upon, and in fact if you come up with a tip you'd like to share please give me a call or let the editor know. There's also a superb compilation of tips and techniques by Pat Hayes which maps out strategies for the last two weeks before the event. A sort of "countdown" check list if you will.

What I'll attempt to do in the following articles is to give ideas or develop plans for a four month period to get ready for the 1989 season. The first Concours event will be in May, so we're looking at about four months to get ready.

Your first step is to get your hands on the 89/90 Competition Code handbook and study the Concours point allocations to see what areas you may need to improve on. A thorough assessment of all of your interior and exterior trim parts is also needed at this time in case you should need to replace missing or damaged parts. It's a good idea to place your order for parts early as some of them may require some time to track down. There are several good outlets for both new and used Alfa parts in Southern California and any of the individuals on the AROSC Board will be happy to fill you in on this.

One of the easiest, cheapest and most productive areas for gaining more points is the engine compartment. (Barring the need for a major overhaul) If you are planning on a new paint job it's a good idea to prepare the engine compartment first because engine removal is a must if you are going to have a first rate paint job done. If not, it's a good place to start anyway.

Once you have the engine out, prepare the engine compartment for painting by removing rust and masking carefully. Be sure to cover wires and be aware of overspray seeping into unwanted areas. Send the regulator cover and other such hardware out to be cad plated. Send the exhaust manifold out to be sandblasted, then paint with VHT. Insure that the battery tray and hold-down are in good shape. Repaint the radiator and clean out the overflow reservoir, fix any leaks, replace hoses as necessary and check the condition of the spark plug wires. You have two options with the cam cover: sending it out for polishing or coating it with crinkle-finish paint. (Warm the cam cover before applying crinkle-finish for superior results.) Be careful about scratching painted surfaces when replacing the motor. Also avoid brake fluid spillage - it will bubble your newly painted engine bay.

For those of you who aren't removing your engine, you can still apply touch-up paint to the underside of the hood, the interior wall, the radiator and other surfaces which may be chipped. Just be sure that the paints that you use are compatible with what is already on the car and that it is a proper match. If you wax the firewall, the inside of the hood and any other painted surfaces you will should notice a great improvement as well. (These surfaces should be cleaned and properly prepared beforehand.) In addition,

you may want to check the condition of your hose clamps and replace any that are corroded. Cleaning all of the wiring and inside of all the nooks and crannies is also essential as the judges look *everywhere*.

This is a tough job but I've found that tackling the most difficult (and sometimes most grimy) area first seems to make the rest of the work seem more fun. This extra work will also endear you to your mechanic and increase the value of your machine.

Next month, I'll talk about interior and trunk restoration.

Ciao for now...

A DAYDREAM REALIZED

By Phil Gurial

Every Alfa enthusiast I've talked to has had the same daydream. In this fantasy, the Alfa factory decides to retool its assembly line and produce one of its beautiful older models again. In my dream I go down to my local Alfa showroom and pick up a brand-new GTV. It has no rust, a perfect interior and a body that looks as if it has been

15 minutes away.

Within half an hour I was staring at the nicest GTV I've ever seen. The car looked like it was just off the showroom floor. Everything was original and in excellent condition, down to the tires! Two small door dings were the only blemishes in the otherwise perfect silver paint. The blue interior was perfect, with cloth seats and a spotless dash.

I had to have the car. I've owned almost 20 Alfas since high school and have always managed to negotiate a good deal when buying a car. In this case there was nothing to help me negotiate. He had the perfect car and I had to have it. He said, "Make me an offer" and I offered my savings account. I figured an Alfa like this in the garage would be a lot more fun than a T.D. in the bank. I just hoped my wife would understand my logic. Bailey said "yes," and the car was mine.

The silver Alfa is now in my garage. I wrote to Briggs Cunningham asking if there might be any details I should know about it. He has since both called and written to assure it has never been raced or rallied but was rather his "puttering around" car. Now it's my "puttering around" car and I'm looking forward to the labors of love needed to get it ready for its first concours.



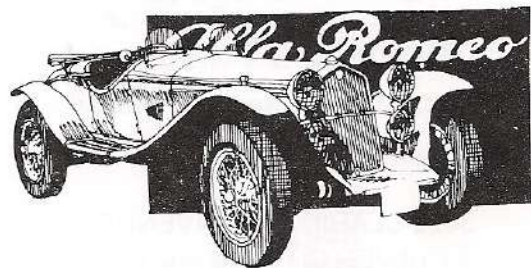
Silver paint gleaming, the ex-Briggs Cunningham GTV poses before the Queen Mary.



Both Dalmation and Alfa are ready to go.

dipped in nail polish. But I always wake up and realize that this is 1989 and all cars have big ugly bumpers and so much junk in the engine compartment that you need a PhD to do a tune-up.

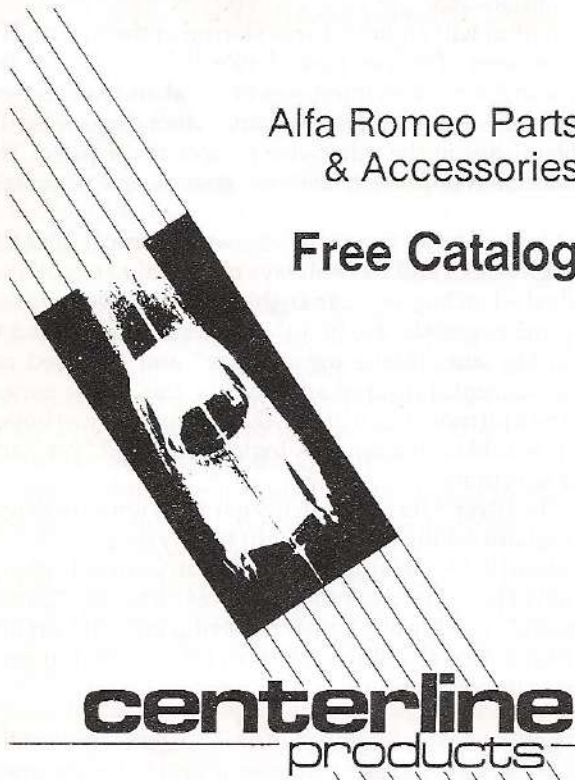
One day I received a phone call from a car enthusiast named Gary Baily who wanted to know how to join the Alfa Romeo Owners Club. I gave him the information and asked him what model he had. Bailey had managed to trade some automotive sculptures for the 1972 GTV that belonged to the Briggs Cunningham Automotive Museum. The car had 9000 miles on it and was now in his garage. I asked if I could come by and see it and found out he lived



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Good News, Bad News and Just News

By Stu Schaller

Good news for us Alfisti is that there will be an Indy car team running Alfa power for 1989. It is the Alex Morales team, with Roberto Gurrero driving. The chassis will be built by March in England and team management will be shared by the Morales people and the ex-Lancia rally team people. The Fiat/Lancia/Ferrari group is backing this effort, so it is not unreasonable to expect success fairly quickly. Plans for the Brabham/Alfa car to be built and run in the IMSA GTP and/or International Group C (closed sports cars) racing series have been put on hold, so we will probably not see an Alfa powered car in these series until 1990.

Some bad news for ARI and Alfa fans is that Alfa came up 3rd worst in the J.D.Power survey. One can only hope that the link with Chrysler will change things.

The U.S. release date for the 164 has been moved back again and, with Milano sales very slow, it appears that Alfa will be in a "holding pattern" for the next year. Wonderful news is that Alfa is going to link up again with Zagato, makers of the bodies for many historically important cars, and produce a 250 bhp 2 + 2, a real sports or GT car. Preliminary drawings show a car that looks something like a Ford Probe with an Alfa grille. Price was originally quoted "in the \$40,000 range," but my guess is that by the time the car actually comes out, it will be closer to \$60,000 if not more. Expensive, yes, but still, at half the price of a Ferrari,...

One thing I would like to do is offer access to my automotive library to members of the club. I do ask, however that you do not just "drop over." Call me and make arrangements first.

There are a number of older Alfas being restored in the L.A. area, at Diro Alfa and Steve Tillack's in Harbor City and at Al Cortes'. I don't think any of these people would mind an Alfa nut coming over to look, but *please* have the courtesy to call first.

There are plans for all three Alfa 1900 Bertone "BAT" styling exercises to be at Pebble Beach this year, the club plans a full schedule of time trial, rally and concours programs and a few people have got off their backsides and volunteered to bring some lifeblood into AROSC. Things are looking up.

As mentioned in the last issue, I would like to put together a trip to the Mille Miglia, the Alfa factory and perhaps some museums in northern Italy for this April or May. (The Mille Miglia is at the end of April.) Something has to be done quickly. If you are interested, please contact me by the end of February.

AROSC YEAR END AWARDS

CONCOURS D'ELEGANCE

First Place	Tom Stoner
Second Place	Rex Chalmers
Third Place	Alfred Bodek
Fourth Place	Sten Lindgren
Fifth Place	Phil Guiral
Sixth Place	Dick Hughes

TIME TRIALS

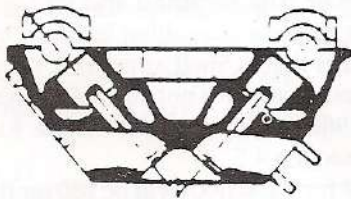
OVERALL POINTS AND CLASS CHAMPIONS

First Overall	Judy Illeman (First in Class F)
Second Overall	Andy Steben (First in Class E)
Third Overall	Tor McPartland (First in Class D)
Fourth Overall	Rex Chalmers
Fifth Overall	John Cote (First in Class A)
Sixth Overall	Harold Rich
Seventh Overall	Ed Mangino
Eighth Overall	Dale Farmer
Ninth Overall	David Herting
Tenth Overall	Phil Guiral/ Jeff Zimmerman

COMBINED OVERALL CHAMPIONS

First Place	Rex Chalmers
Second Place	Phil Guiral

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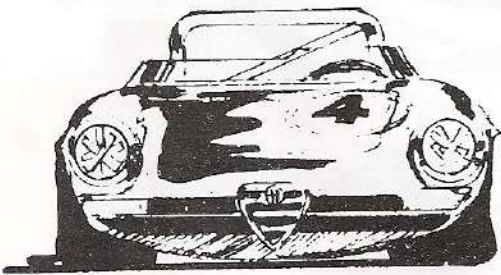
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SECOND ANNUAL AROSC DRIVER'S SCHOOL

By John Green,

Director of Instruction

Those of you who want good inexpensive driving instruction for your street Alfa, or those of you who want to compete in the Time Trial or Slalom program, (and a must if you're a novice time trialer), have we got a deal for you! The AROSC Time Trial Instruction Program in conjunction with Danny McKeever's The Driver's Connection will be putting on the second annual AROSC DRIVER'S SCHOOL at the Streets of Willow Springs on Easter weekend, March 25th and 26th.

The Streets of Willow Springs is considered to be the finest instruction track in the Western U.S. It's comprised of three sections; the skid pad, slalom track and a long "solo" course. Remember when no one was looking and you took Dad's car out to that big parking lot in the rain and cut cookies until you got dizzy? Well the skid pad gives you a place to do it safely and we give you an instructor to show you how. We will hold an intensive ground school session, work on the slalom track to practice braking and slow turns and finally driving on the "solo" course to see if you've put it all together. You don't have to be a Time Trialer or a Slalom driver to enter since we'll be teaching car control techniques that you can use in your everyday driving. If however, you are a novice competition driver what you learn here will make you a faster and safer driver. (Novice TT drivers - this school will count toward your license.) You will need to get your car tech'd at one of the three tech shops (Omega MotorSports, GTA SportsCars or Alfa Ricambi) and you won't need a five point racing harness or a rollbar for the school but you will need a helmet that is Snell approved, proper clothes, shoes and gloves. If you are not sure of the requirements look in your 1989/90 Competition Code for the Intro Group rules in section 4.5.

The cost for the school will be \$80 for the weekend per student, with a 75 student limit. This is a price that's impossible to beat for 10 times the price anywhere in Southern California as most schools charge upwards of \$500 a day! For those of you wishing to stay overnight in Lancaster we have arranged a super-duper rate at the Antelope Valley Inn of \$30/sgl and \$35/dbl. Give them a call at (805) 948-4651 and tell them you're with AROSC. Add to all that a Saturday night dinner and a weekend with friends and color it outstanding. So fill out the entry form fast since we have to limit the class to 75 students.

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

DRIVERS SCHOOL ENTRY

Event Location: _____ Event Dates: March 25, 26, 1989

DRIVER #1, _____

DRIVER #2, _____

Name: _____

Address: _____

Phone: _____

License #: CA- _____ AROSC- _____ CA- _____ AROSC- _____

Drug Allergies: _____

Emergency contact: _____

I understand that my entry fee is NOT REFUNDABLE. I understand that this event is governed by the AROSC Competition Code and that in a matter of dispute, the decision of the Time Trial Director is final. I further understand that any falsification of the Classification form or FAILURE TO UPDATE said form will lead to suspension of my Time Trial License and forfeiture of all points accumulated for the year.

I, the undersigned, hereby release the Alfa Romeo Owner's Club, its officers, the Alfa Romeo Owner's Club of Southern California, its officers, the sponsor(s) of the event, the management and owners of the event facility, and anyone working at the event from any liability for damage to my car or equipment, theft of the same, and from any liability relating to injury to me or anyone accompanying me, whether adult or minor, which may result from my presence at this event as a spectator, worker, or participant. I understand the above and of free will and without duress sign below:

Driver #1 _____ Date _____

Driver #2 _____ Date _____

Car Information

Status & Fees

Make: _____

Model: _____

Color: _____

Driver Driver
#1 #2

Check Box(es)

Entry Fee \$80 [] []

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Late Tech Insp. \$10 [] []

Dinner(s) _____ \$16 []

MAIL ENTRY FORM TO:

John Green
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Print Surname - Driver #2

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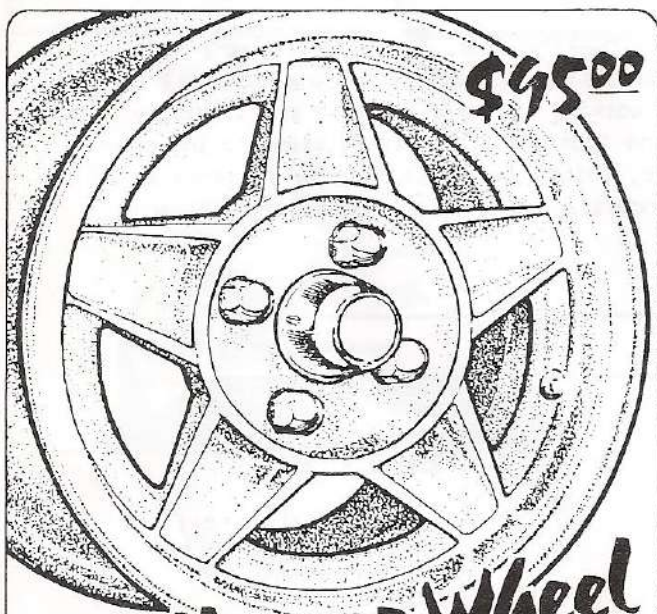
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Vintage race car, (old enough to drink) AROSC Class C, Concours and V.A.R.A. E/mp winner 87/88. Lap record holder Palm Springs. Fresh Vegher 1600 engine, Autodelta 10.6 Cams, Venolia pistons, Sperry Stg. V, Van der Linden Comp Headers, GTA Close Ratio gearbox, Tilton, 512 w/ fresh limited slip, two sets Panasports, cage, much, much more. Specs and pictures available. Truly turn key. GTA performance at less than 1/3 the price! Best offer over \$22,500. John Green: (818) 994-2318.

1967 GTV 1820 TURBO

Just got 3.0 Verde and no more garage space!! Partial list of equipment includes: 1) Jafco deluxe Turbo Kit with TRW forged pistons, alcohol injection, dual-point distributor, capacitive discharge. 2) Fuel and oil coolers, 3) Siamesed and baffled 16 gal. factory fuel tank, 4) fresh Jet Black lacquer, fresh Konis, fresh suspension, fresh engine, 5) new Michelin XWX 205 super tires! 6) Real magnesium alloy Chromodora Daytonas, 7) boost, oil temp, fuel press., additional gauges in factory bezels, 8) factory trick seats have leather. All this plus much, much more. I've owned this car for 17 years so I have complete records on everything. Have invested over \$20,000 in it. Sacrifice for \$5,800. (That's the payoff loan against the car.) Call Debbie at (714) 891-6744.

1969 GTV

4,000 miles on rebuilt engine, new brakes, shocks, battery, clutch. Looks great. \$5800. Call John: (213) 544-0286

1974 SPIDER

Fresh paint, new bumpers and hardware. Mechanically sound. Soft top in good condition, 5,000 miles on new tires and suspension rebuild. \$6500 obo. Call Chuck at Omega Motorsports: (213) 836-3160.

1974 BERLINA

New paint, good condition. \$1700
Ken Hudson: (213) 663-9043.

1981 GTV6

"President's Day Sale." New concours quality paint (Auto FLM-501 Red), must-see interior. Koni Gas shocks, 3 Litre Clutch, Re-built Engine and trans (30,000 miles), 195/60 008 Yokohamas, lots more. Immaculately maintained by Rex Chalmers. Would consider partial trade for nice Berlina. John: (818) 994-2318.

1986 SPIDER VELOCE

Black with black leather, Ming finish. Custom wheels and tires. AC, power windows. ANSA exhaust. Dealer maintained with all records. \$13,000 obo. John Ruttenberg: (619) 295-2026.

1985 GTV6

Red, black velour interior. 20,000 miles, mint condition. Kenwood AM/FM/Cassette. Always garaged and covered, must see. \$10,000. Bill Peltola: (805) 254-6730

1987 MILANO

Metallic blue/grey interior, A/C, removeable Alfa/Clarion stereo cassette, still under Alfa extended warranty, well maintained. \$10,950. Nick Avery: (818) 789-1074.

1960 MG MIDGET

Has Arkley fiberglass body. Project car with many extra pieces. \$2,000. Call Al Cortes: (213) 536-8956 or (213) 970-0127.

PARTS FOR SALE

750/101 GIULIETTA SPRINT PARTS

Bumpers, doors, grills, trunk lids, brake drums, misc. @ \$5-\$65. Call Paul, 6-10 pm: (805) 962-1629.

ALLOY WHEELS

put your ALFETTA, GTV on railroad tracks for the next TIME TRIAL or SLALOM, 4 RONAL 13" Rims, Lugs and Spacers. Put 7" of 60 profile tire on the track with used Goodyear BR60 shaved GT Radials. \$400. Call George: (805) 969-0567.

TIME TRIAL INSTRUCTOR FOR RENT

Noted So. Cal SCCA Showroom Stock winning driver, Journalist and Instructor wishes to rent his private instruction services for a shared Time Trial ride. One-on-one instruction. Call LEN FRANK: (213) 438-0285.

LOST

Toddler's jacket with Alfa logo patch sewn on—gift from Teri Wood to Al Cortes—jacket left at Unitarian Church on 28 Jan. Please contact Al Cortes: (213) 536-8956 or bring to next meeting. Thank you.

CALENDAR

FEBRUARY	24	8:00 P.M.	AROSC GENERAL MEETING - ALONDRA PARK VIDEO PRESENTATION THE HIGHLIGHTS OF 1988 SPECIAL EVENTS - HOSTED BY JOHN GREEN
	28	7:30 P.M.	AROSC BOARD OF DIRECTOR'S MEETING THE RED LION
MARCH	25 & 26	ALL DAY	SECOND ANNUAL AROSC DRIVER'S SCHOOL WILLOW SPRINGS RACEWAY - LANCASTER
	31	8:00 P.M.	AROSC GENERAL MEETING - ALONDRA PARK SPEAKER: ROBERT GECCO ON "CURRENT TRENDS IN MODERN AUTO FINISHING"
APRIL	4	7:30 P.M.	AROSC BOARD OF DIRECTOR'S MEETING LOCATION TBA
	8	ALL DAY	ALFA ROMEO CONCOURS D'ELEGANCE LONG BEACH GRAND PRIX
	16	ALL DAY	AROSC SLALOM EVENT SITE TBA
	28	8:00 P.M.	AROSC GENERAL MEETING - ALONDRA PARK MIKE SPERRY ON COMP. CYLINDER HEAD PREP.

Note: for directions to the Alondra Park Clubhouse please see the inside of the front cover.



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