

# AlFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



MAY 1989



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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, 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

Paul Dexler

We finally got delivery of the new monitor for the AlFacionada computer, so the eyestrain factor is down a lot this month. Now if any of you know someone who would be interested in a dandy full-page monitor that only works with the Xerox "Ventura Publisher" program, the club would let it go at a favorable price, I'm sure.

I am still adjusting the design of the publication, working towards ease of readability with a lighter, less-formal look. To that end, if anyone knows of someone or even a service bureau that has a laser printer and is available on Sundays, I would appreciate knowing. With "spare time" being what it is, the newsletter usually winds up being assembled on a Sunday. It would save printing on a dot matrix machine, with the resulting "jaggies."

I hope I'll see lots of you at the La Mirada concours, and also that enough of you will bring your daily drivers so that we can have a class of our own

Not much news from Alfa this month, except that the 164 will be on the market here in late Feb. or early March, 1990 as a 1991 model. We will get the Verde model. 'Till next time...

## 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 DI PRESIDENTE

DAN RITTER



To know her is to love her. "Mimi" is soon to be Dan Ritter's racer



As most of you know I had an unfortunate incident with my Giulia TI sedan last summer which has put me on the sidelines so far as participating in vintage racing and other club events. However I've at last found a new direction and a renewed purpose. After removing most of the parts from the TI I began

to look ahead and muster some enthusiasm for getting started all over again. Just looking at the battered hulk of the TI gave for a depressing feeling and seemed to sap any energy I had to get

started on another vintage race car project. Let's face it the expenses alone are enough to make you cry, not to mention the time involved when building a competitive car.

What was needed was a car that could stir one's soul, a machine of character.

Right, another Alfa-but what? I didn't have much money left and my efforts at finding another Giulia sedan

were all for naught.

I spent quite some time searching for a 1900 sedan but then again 1900's are at premium prices nowadays and very difficult to restore for vintage racing and time trialing. Yet it had to have four doors because of my allegiance to Scuderia Frigo and the fact that I like to take passengers around the racetrack.

About six weeks ago I happened to be speaking with Kenny Hudson and he told me about a '56 Guilietta Berlina that would be arriving in his shop and asked if I was interested. It caught me off guard, in fact I dismissed the idea right away. Why would anyone want such a homely, battered and neglected little car? But then it happened, the charming and diminutive Guilietta was sitting there like a timid wall flower at a school dance and when she removes her glasses is when one sees the beauty and grace that was looked over at first glance. As I began to inspect more closely I faintly heard a melody with which I'm very familiar. The words to this melody are "Mi chiamano Mimi, ma il mio nome e' Lucia. La storia mia e' breve."

I said to myself, "I will turn this squashed cabbage leaf into a duchess!

"Che gelida manina, se la lasci riscaldar!" When we consummated the deal I felt that the endearing qualities of this humblest of cars makes for a truly challenging and intriguing restoration project.

Now that Mimi and I are living together I hope to report to you over the next couple of months on how our relationship is progressing.

*continued on next page*



## RAFFLE WINNERS

The winners of the raffle at the April meeting were:

Stu Shaller	Alfa Romeo fender cover
Steve Gerow	Red Alfa emblem tee shirt
George Hess	Brabham F1 model kit
Mike Sperry	Green Alfa emblem tee shirt
Pete Valenzuela	Set of Sperry Big Valves

## CONCOURS NEWS

By Phil Gurial

The next concours at La Mirada Park on May 21 should be the biggest we've had in a while. I've gotten inquiries from Santa Barbara to San Diego! Bring a picnic and I'll see all of you there for a great afternoon. The event after that is a major concours June 11 to benefit the construction of the Orange County Children's Library in Huntington Beach. There will be live music, puppet shows and new cars and accessories on display. There are many classes including both trailered and driven cars. Call (714) 960-8836 for information and an application.

The Alfa Romeo Owners of Oregon are organizing a three day "Mille Miglia" type rally on the roads of the great northwest. I've talked to Bob Hui of the Oregon club and it sounds like a fantastic event that already has many vintage Alfas and Ferraris entered. The rally on August 4, 5 and 6 is to benefit the March of Dimes and you can get more information by writing Bob Hui at 4324 SE Woodstock, Portland, OR 97206.

## POINTS OF INTEREST

Whenever there is an Alfa Romeo on the cover of *Road & Track* it seems that it's a premonition to an issue of greatness. The very first issue of *R & T* pictured Jean Pierre Wimille in a type 159 Alfetta rounding a corner in the St. Cloud Grand Prix.

The Zagato bodied ES 30 is certainly controversial and perhaps not the prettiest of Alfas but its importance is that it represents the continuing tradition of Alfa Romeo as a builder of high speed motorcars. The May issue of *R & T* also features a tour in an Alfa 75 and the fabulous 8C-2900 in the Salon section makes for a truly great month for *Road & Track*.

The March 31st general meeting at Alondra Park was well attended, for our guest speaker, Mr. Robert Gecco's expertise in auto body finishes is well known. Bob presented a very interesting program on modern paint finishes and the latest in products that prolong the luster and shine of these paint finishes. Many thanks to Mr. Gecco and to Pete Valenzuela who volunteered to bring the coffee and to Randy and Lisa Van Daalen Wetters for bringing the delicious hors d'oeuvres.

The April 28th General Meeting featured Mike Sperry who is without peer in the field of cylinder head preparation. After an audio-visual presentation of the materials and kind of workmanship Mike performs i.e. porting, valve face angle and airflow, Dr. Sperry answered questions from the floor. An outstanding evening for the 70 plus members in attendance. Our sincere gratitude to Mike

and to Kate Benson-Green for donating the snacks for the break. Jackie and Rex Chalmers are recent proud parents to a beautiful and healthy baby boy. Young Jourdan and his mother are doing fine and we certainly wish to send our congratulations to the Chalmers family. Past President John Green was recently laid up in the hospital for a serious intestinal disorder. I understand that John has returned home and is recuperating. At the April General Meeting a card was circulated and sent to his home from the members in attendance. If you wish to extend well wishes to John, his address is 14435 Valerio #6 Van Nuys Calif. 91405. We all wish John a speedy recovery.

Coming events include: May 21st, Concours at La Mirada Park, call Phil Gurial at (213) 439-5550. May 27 & 28, Time Trials at Riverside. July 22, Tour of Murietta Hot Springs and barbecued dinner. This event requires a deposit of \$75.00 per person for hotel room and \$25.00 per person for the dinner to be paid in full so that the Club can reserve the rooms at the discount price. Call Alana Ireland at (213) 851-3165 or Susan Zettle at (714) 625-2876. This will be a sell out event! Last year's tour was an outstanding success and this one day tour will be an extremely nice event. Until next time...  
A Rivedella



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## VINO DEL SUD

### Alana Ireland

A romantic tour (and more) of Southern California's wine country.

WHEN: Saturday and Sunday, July 22 and 23.

#### SATURDAY ITINERARY:

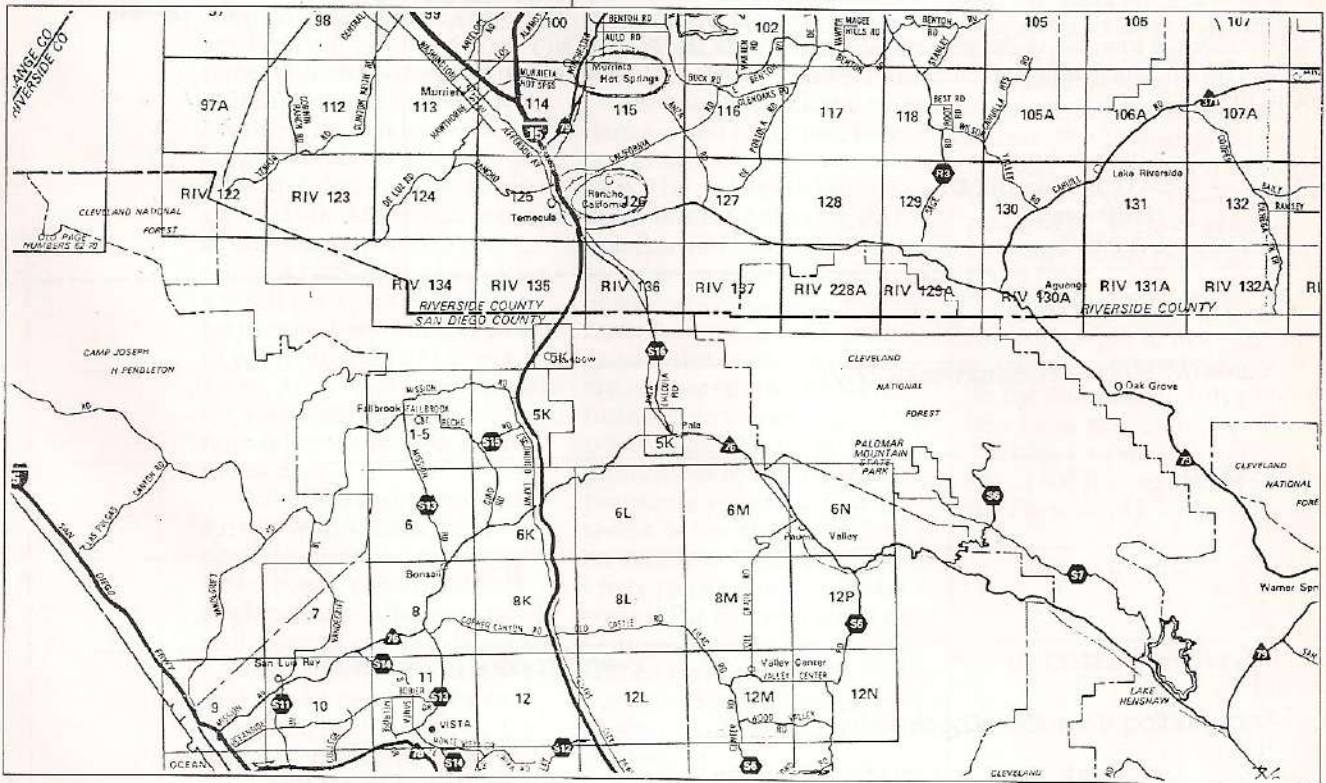
Departure: Saturday, July 22, 7:30 a.m. from Alondra Park Clubhouse.

**Tour:** From Alondra Park to Murrieta Hot Springs Resort. The tour will be approximately four hours long, exploring great roads...both inland and coastal.

**Lunch:** Along the way, we will stop at a winery, have a tasting and picnic lunch under the grape arbors. Each couple will be responsible for bringing their own picnic lunch. There is a \$1.50 charge per person for the lecture and wine tasting that follows a tour of the winery.

**Afternoon:** Following lunch...you may go directly to the Hot Springs and check in and swim, take mud baths, nap, play, etc. Or, you may want to tour more of the many wineries in the area. A wine map will be provided.

**Evening:** There will be a barbecue dinner outside by the fountains at Murrieta Hot Springs in the evening. The cost of the dinner is included in the tour fee, but the bar will be no-host.





**SUNDAY ITINERARY:**

There is none. Some of you may like to get together for brunch at Murrieta, some of you may want to try some more wineries, some of you may want to take off and do some more driving in the mountains or take a long drive home via the coast or go to Mount Palomar or the San Diego Zoo or San Juan Capistrano or the little town of Julian or...etc.etc.

Or some of you may want to enjoy more of the features at Murrieta...such as tennis or golf or swimming or, for the more adventurous, the Mineral Baths and the Mud Bath and Body Wrap and the Deluxe Clay Treatment and the Energy Massage or a Face and Scalp Massage or a European Facial or...the list goes on and on and prices range from free all the way up to \$75. It all depends on what you want.

**WHAT DOES THIS SWELL WEEKEND COST AND HOW DO I SIGN UP?**

The two day tour and your room at the hot springs Saturday night and the tasty barbecue dinner...all this...FOR TWO PEOPLE...is only \$125.00!!!

The mud baths and other extras cost...extra, and You must call the Murrieta Hot Springs and book these items separately and early. Be sure to tell them you are with the special Alfa Romeo Club Group staying that Saturday evening.

To sign up for the tour, fill in the registration form below and mail it, along with your check for the full amount, to:

Alana Ireland  
3411 Bonnie Hill Dr.,  
Hollywood,  
CA 90068

Make your check payable to A.R.O.S.C. and also enclose a self-addressed and stamped envelope so we may send you your confirmation, wine maps and information on all the special pleasures and prices of Murrieta Hot Springs Resort.

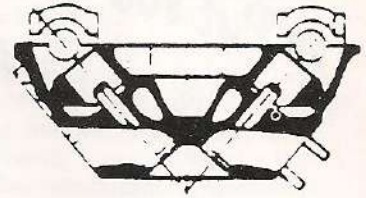
If you have any questions, call Alana or John Ireland, (213) 851-3165, between 7:30 pm and 10:00 pm. If there is no answer, leave a message and they will get back to you.

**SPECIAL NOTE**

In order to get the special room rates, we need a minimum of 10 couples and for the special barbecue dinner, twenty couples. And, because of the time of year and the time it takes to organize this event, once you make your reservation and send in your check, there can be no refunds if you later decide to cancel.

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Please indicate number of beds desired

**BE SURE TO ENCLOSE YOUR CHECK AND RETURN ENVELOPE!**



## CHASSIS CLEAN-UP

Dan Ritter

This is the last in this series of articles about preparing your car for concours competition. My intent was first, to stir enthusiasm for the concours events AROSC has planned this year and second, maybe some of you might be able to use the tips and techniques I've picked up over the years. By no means should you construe this information to be the "proper" method but rather an alternative way of restoration if you're on a tight budget.

Chassis cleaning is probably the messiest job you'll encounter during this period of preparing your Alfa for concours. Work your way underneath from front to the rear of the chassis. If the car is an everyday driver, it could benefit from a trip to the local dollar (It's a buck-and-a-half now, here, at least. Ed.) car wash. However, before you drop your quarters in the machine it may help if you remove the heaviest crud buildup by scraping and wire brushing the fender wells, suspension arms and springs. Blow this dirt away with compressed air. Along with a can of Gunk and lots of rags I found it convenient to include a small floor jack in my prep-kit to raise the front end so as to wash out the hard to get areas. After returning from the car wash, blow out any remaining water with compressed air.

When all is dry you can survey which items need painting or, in the case of brake hoses, need replacing. High mileage Alfas may need replacement parts such as ball joints or springs. If this is the case, it's an opportunity to give extra detailing while the major suspension components

are off the car. It's a fairly easy task to remove the front anti-sway bar and shocks which should be carefully prepared because they're visible to judges. Be sure to inspect the brake system closely. Replace cracked hoses and you might as well rebuild the calipers while you're at it. Beware of washing the brake area, let the rotors cool before you start washing.

Moving towards the rear, the exhaust system presents a problem due to rust when the engine heats up. That is, the paint burns away and the bare metal exhaust system is prone to rust. I once knew a competitor that had two complete systems for his car and would change them when entering an event which seems an excessive amount of time to gain an exhaust system free of rust. What I've done in the past is to have a new system sand blasted and then painted it with VHT. When installed and heated the VHT paint bakes on the system to protect against rust.

Be sure to check the rubber hangers and mounting brackets that attach to the transmission. The differential unit is notorious for collecting dirt and debris. Hopefully the trip to the car wash removed most of this grime buildup. Finally, make sure the wheels are in good order and when you arrive clean the brake dust from inside the wheels. At this point I should refer you to a publication by Pat Hayes on preparing your Alfa two weeks before the event. This is an excellent article and I think I may have a couple of extra copies. Pat is President of the Orange County Chapter and will be inviting AROSC members to their events. In closing, as always,  
ARivedella

## GOOD NEWS, BAD NEWS AND JUST NEWS

Stu Shaller

Not a lot to report this month. Alfa has decided to delay the debut of the Indy car until Detroit on June 18, rather than jumping in feet first at Indy.

Rumors say a spider version of the Zagato coupe exists and a decision has been made to produce 500 rather than 1000 coupes.

Prices keep going up on old Alfas in England. An old cast iron 2000 is being advertised at some £18,000 (\$35,000). The same car would only command \$12,000 - \$15,000 here.

*Classic and Sports Car*, my favorite magazine, has an article on the Zeta 6 in its may issue. Peter Marshall (head of the 1900 register) has just sent out the latest edition of his superb newsletter, which also covers the old 6C2500s.

Dave Yeager, a long-time Alfa nut, is establishing a U.S. register for all vintage Alfas (1950s 1900 series and earlier). If you have one of these cars, please contact Dave at 94 Cheshire Road, Wallingford, CT 06492.

Charlie's GTA looks great but you've got to have guts to run an aluminum-bodied car on the streets of L.A. It's got to be a lot of fun, though, with 180 bhp. in a car that weighs only 1800 lbs...as you fly by the Porsche 944 Turbos and 911s.

'till next month...

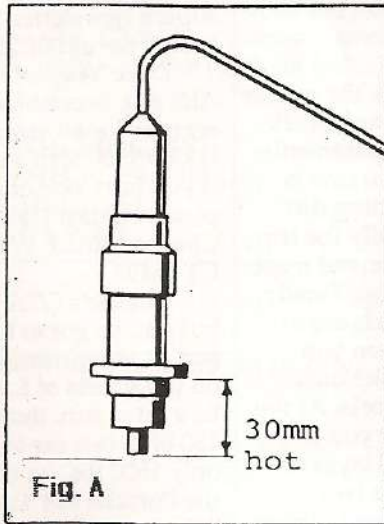


# IL TECNICO FRIGO

Rex Chalmers

This month's subject, suggested by Neil Saaty, is Thermostatic Actuators. All of you with Spica injected Alfas are probably all too familiar with these pesky little brass devices that are very nearly worth their weight in gold. The actuator's function is to lean out the mixture as the engine warms up, much like a water temperature actuated choke on most non-Alfa carburated engines. Hydraulic fluid in the actuator expands as the water in the engine warms up. As the fluid in the bulb expands, it pushes the steel pin in the bottom of the actuator out against a lever in the Spica pump and thereby leans out the mixture.

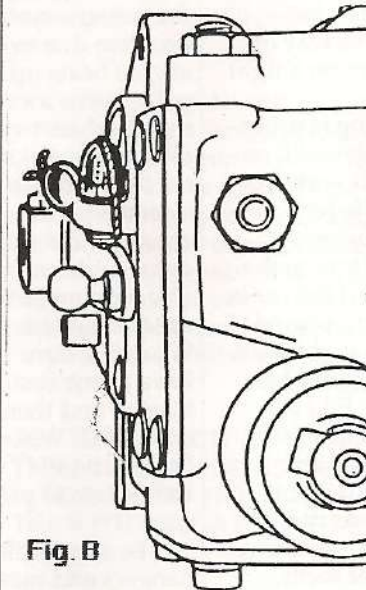
To check your actuator setup, first check the length from the tip of the steel pin to the bottom of the mounting flange. (See Fig. A.)



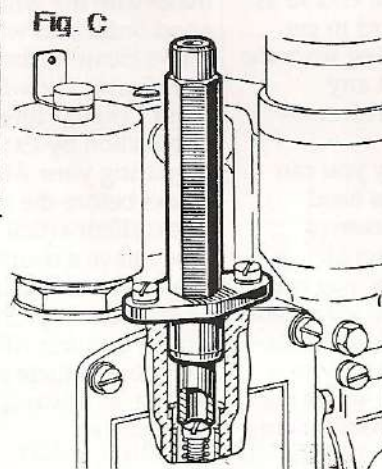
At 20°C (68°F) the measurement should be 23 mm ±1 mm. If it is too short, the actuator must be replaced. If it is too long, up to 26 mm, the length may be adjusted by shimming under the mounting

flange. Shimming up to 2 mm is allowable.

To check the setup for the actuator in the Spica FI pump, remove the actuator at the pump. Install the proper dummy actuator (see table 1). The clearance between the Spica pump lever and the reference screw (see Fig. B)



should be 0.5 mm (.020 in.). If it is not, insert a small screwdriver into the dummy actuator and turn the calibration screw (see Fig. C) to obtain the proper clearance.



Next, re-install the actuator in the pump. Now warm up the engine. At a normal operating temperature of 80°C (176°F) or above, the specified length (see Fig. A) should be 30 mm ±1 mm. If it is too short, the actuator must be replaced. If it is too long, shimming may be added under the actuator up to 2 mm unless you have already shimmed the actuator cold. Total shimming may only be 2 mm unless the actuator is too long hot and cold by the same amount.

Do not under any circumstances grind off any of the actuating pin as the heat or vibration generated will damage the delicate seal around the pin.

Now, assuming the throttle bell crank is properly set up, the clearance between the reference screw and the control unit lever should be 0.3-0.6 mm (.012 in.-.024 in.). The closer to 0.5 mm (.019 in.) the better. If not, small adjustments may be made to the long rod (see Fig. D). The rod should initially push straight on to the bell crank without pushing up or pulling down.

Now that I've explained how the factory manuals, put together by the factory engineers, dictate setting up the calibration screw, I'm going to let you all in on the best way to obtain the 0.5 mm (.019 in.) clearance. First take your dummy actuator, put it in a shadow box and mount it on your favorite wall. Next, with the engine hot (176°F or above), check the clearance. If it is not 0.5 mm, remove the actuator, screw in for more clearance, out for less. Reinstall the actuator. Check the clearance. If it's not correct,



remove the actuator and adjust the screw either up or down accordingly. This procedure can be laborious but it really is the best way to set the screw because all actuators are not created equal. To paraphrase Huey Lewis, we're not living in a perfect world.

Your actuator should now be properly set. Now it's time to check mixture and ignition timing and several other related items, but not at this time. If anyone is interested in further discussion of the complexities of Spica fuel injection, let me know and I'll try to get it in some future column.

Now I'd like to put in a little plug for Alfa Ricambi and their resident "il Duce"

Brad Bunch. Bunch has spent a lot of time and money developing a bulletproof rebuilt actuator. Our hero has priced these little jewels at less than half of Alfa's \$299.00 retail price for a new actuator. It's only \$138.95 for a rebuilt Ricambi unit.

Two more items before I sign off; Neil, regarding your question about your fan belt, the answer is no, the screeching can't be caused by the actuator.

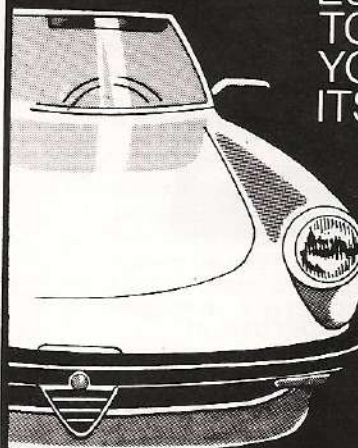
If any of you are in the market for a rebuilt injection pump, I would strongly suggest you give Jon Norman a call at (415) 525-9435.

Till next time,  
Ciao.

Table A

Jimmy Actuator	Application
27 mm	Up to and incl. 1974
27.8 mm	1975, 1976 43 state
29 mm	1976 Calif, 1977, 1978 on, all

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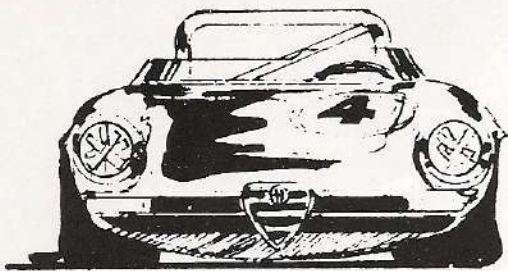
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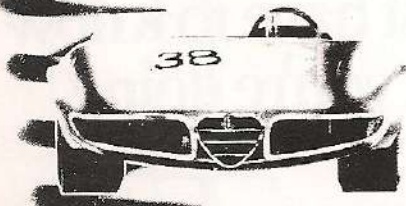
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## CARS FOR SALE

### 1958 Giulietta Spider Veloce

750 series. Set up for vintage racing or time trials. Roll bar, fuel cell, front disc brakes, 4:56 rear end and very strong motor. Also is an easy conversion back to a street car. With all original parts and a complete rewiring per original specs. So good you must see, and once you drive you will want to buy. Call John Ireland (213) 851-3165. (May)

### 1965 Guilietta TI

Webers, Recaros, Panasperts, Fulda Y2000s, rebuild engine and transmission. Multo rapido. Carpe Diem! \$4,995. Call Dirk, (213) 385-1203, (818) 345-5988. (May)

### 1968 GTV Jr. 1300.

Just rebuilt, stock engine, Webers, roll-bar, fire ext., 5 pt. harness. Excellent interior, small amount of rocker rust. Perfect for time trials and vintage eligible. \$3,700. Call Gene Zettle, (714) 625-2876 (H), (714) 625-6509 (O) (Apr.)

### 1982 GTV-6.

Metallic black, blue leather. A/C, cassette, external oiler. 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 Seiditz, (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 \$8,000. Call Debbie, (714) 891-6744. (Apr.)s

### 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 Ilona, (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.)

### 1971 GTV.

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.)

### 1976 Alfetta Sedan.

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

## PARTS AND SERVICE FOR SALE

### Race Motor.

165 bhp 2-liter motor. Sperry big valve Stage V, full competition rods, balanced and blueprinted, 10.5 : 1 compression. Only 6 time trials on the motor. Must sell to build new 1750 vintage motor. \$2,800 exchange, \$3,400 outright. Call Rex Chalmers, Omega Motorsports, (213) 836-3160. (May)

### Berlina Bits.

Excellent **uncracked** dashboard for '69-'71 Berlina. \$150. One 7" Carello H-4 headlight. \$15. Two GE original equipment fog lights for '72-'74 GTV. \$30. Call Joel Hoffman, (818) 994-4730. (May)

### Oil cooler

(Alfa) for 6 cyl. Complete, \$150.00. Call Nicky, (818) 366-1420. (Apr.)

### Recaro seats

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 Ilona, (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.)

### Factory A/C unit

From '79 Sprint Veloce, complete beige cloth interior and other parts. Offers accepted. Pete Valenzuela, (213) 923-5305 (H), (213) 336-7498 (O) (Apr.)

### 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.

## WANTED

One or two Hella, Marchal or Cibie high beam headlights, 5 1/4 in. diameter. Call Joel Hoffman, (818) 994-4730.



## CALENDAR

June 23	7:00 pm	Dinner at San Antonio Winery
June 30	7:30 pm	General Meeting at Alondra Park Speaker from Yokohama Tire
July 6	7:00 pm	Board Meeting at Savoy Restaurant
July 22/23	All Day	Wine Tour to Muretta Hot Springs
July 28	7:30 pm	General Meeting at Alondra Park Speaker - John Green Video
August		No AROSC meeting this month, but..
August 19/20	All Day	Monterey Historic Races at Laguna Seca
August 20	All Day	Pebble Beach Concours featuring Italian Coachwork
September 17	All Day	Concours at Barwinkles, Long Beach
September 30	7:30 pm	General Meeting at Alondra Park

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



**A.R.O.S.C.**

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