

ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



FEBRUARY 1990

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, 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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GENERAL MEETING IMPORTANT NOTICE

If you want to learn how to tame those pesky Weber carbs of yours, or if you're thinking of converting, you'll not want to miss the February General Meeting at Alondra Park on the 23rd. Our guest speaker will be John Concialdi from Redline Co., distributors of Weber carburetors. Be there! It'll be a GAS!!!

JOKE ALERT !

This was published in *The Wall Street Journal* and later appeared in *Autoweek*.

"In heaven, the British are the police, the French are the cooks, the Italians are the lovers, and the entire affair is organized by the Germans. In hell, the French are the police, the British the cooks, the Germans the lovers, and the entire affair has been organized by the Italians."



PHOTOS

On the cover this month is another photo taken at the Alfa museum by Fabio Garbini. It is a 6C 2600 Super Sport Touring Coupe. Fabio took these pictures with an old Minox spy camera with 8 x 11 mm negatives!! The above shot of the much stylized Alfa logo of the Japanese club was taken by Louise Velazquez.

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

Here's a plea for 1990, to start the decade right that is to have it on record so as to show all the folks that we did give it some forethought, to unite together all the car freaks, all the Alfa crazies and those who are even slightly interested in cars. To ban together sounds like a great idea right? Let me tell you It's already been thought of. The Association Of California Car Clubs is just what we're talking about. You've heard of "Fight Back" well here's the proposal. Let's assess each AROSC member \$2.00 that's right a measly 2 bucks to join as a club. that is what it will take to become a part of ACCC. This organization goes beyond just providing tech tips or "how to's" it is solely dedicated to bringing about legislation and lobbying for legislation that relates to automobile hobbyists. I've been a member for about a year and my membership costs \$20.00 per year. I'm content to pay the twenty bucks but if you share the same interests why not pool our money together and make a significant contribution? I don't know about you but some of the thinking coming out of Sacramento is dead set against restoring old cars be it Alfa or what have you. This repugnant kind of action needs to be nipped in the bud if you don't mind me saying so. Who are these people you say? well they are regular folk doing just what we do but on a different scale. Many are AROSC members others like MG's and Model A's some are into motorcycles but they do give of their time and money for the greater good that is the Hobby. I'll be talking more about this at our next Gen. Mtg.

On Jan. 26th we had our annual awards meeting at El Camino College of which I counted over a Hundred members in attendance. The guest speaker was the indomitable Pat Braden who captivated the throng with his tales of woe and ecstasy. Here's a guy that has owned a 1750 Gran Sport, 2900, and countless other priceless Alfas and sold all of them at a fraction of what they are worth today. What is amazing is that Pat has retained his sense of humor! What an interesting account of Alfa History and candid commentary on what its really like to own prewar vintage Alfa Romeos. Our grateful thanks Pat for a taking the time out of your busy schedule to share with us those special times and your unique experiences with Alfa Romeos.

Congratulations to the AROSC Champions for 1990! The winners of the year-end points competition are as follows:

First Overall-----	Rex
Chalmers	
Time Trials: 1st and 2nd Places	
Class A-----	John
Cote	
Class B-----	No
Entries	
Class C-----	Jeff
Zimmerman	
	Dino Crescentini
Class D-----	Tor
McPartland	
	Harold Rich
Class E-----	Andy
Steben	
	Fred Schueddekopp
Class F-----	Rex
Chalmers	
	Ed Mangino
Class G-----	No
Entries	

ALFACIONADA

POINTS OF INTEREST

Feb. 23rd will find us at the familiar Alondra Park Clubhouse for our regular monthly meeting. Program Chair Garbini has scheduled the famous Mike Sperry to come in and update us on the latest on cylinder head preparation and a new fuel injection system he has been researching over the past year.

On March 30, 1990 the Guest speaker will be a representative from Redline Co. the distributor of Weber Carburetors! I understand that Weber is also working on a new fuel injection system. Hope to see you at these next two General Mtgs.

A Rivederla

CONCOURS

Phil Guiral

I would like to thank everyone who took part in the concours events in 1989. I have a list of shows in the area for 1990 and invite all of the club members to enter their cars and represent the club at these events. This is a tentative list and more will be added as time goes by. The underlined shows will be AROSC events and will count for year-end points. Anyone with ideas or other interesting events is welcome to call me anytime.

YEAR END STANDINGS - 1989

1. R. Chalmers	720 points
2. P. Guiral	718
3. T. Stoner	689
4. A. Lassen	661
5. J. Levey	453
6. P. Dexler	381
7. D. Stoehr	338
8. F. Biba	209
9. M. Zagorin	207
10. Van Daalen Wetters	206

1990 EVENTS

- April 7 Long Beach Gran Prix Concours / Food and Wine Tasting (No info yet)
- April 28 Seal Beach Main St. Car Show (Pre 1975 only) (213) 869-3296
- May 19 Los Alamitos Race Track Infield Car Show (Pre 1975) (213) 869-3296
- June 10 Huntington Beach Library Concours (714) 960-2100
- July 29 Beverly Hills Concours (Entry by selection) (213) 657-4800
- Aug. 19 Pebble Beach Concours (408) 649-2722
- Sept. 9 3rd Barwinkles Concours (213) 439-5550
- Sept. 15 Santa Barbara Concours (Entry by selection) (805) 969-2667
- Sept. 23 Le Cercle Concours L.A. (Entry by selection) (818) 242-8600
- Oct. 7 Newport Beach Concours at U.C.I. (Entry by selection) (714) 756-0993

JANUARY MEETING ERRATA

RAFFLE WINNERS

John Bella - Fender cover
Vicki Dillman - Alfa jacket
Tom Stoner - Alfa jacket
Steve Fields - \$50 Gift certificate
Dave Corey - \$50 Gift certificate
Larry Muradian - Giulietta book
Dave Gooley - Factory toolkit
Cheryl Braden - Calendar

A big thanks to Alfa Ricambi for the donation of these wonderful raffle prizes!



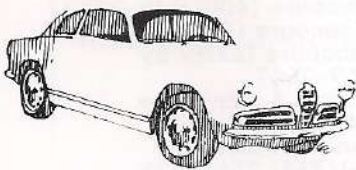
CAR DISPLAY

Thanks also to those who polished up their unique and beautiful Alfas for us all to enjoy.

101 Giulietta Sprint Veloce - Dave Gooley
2600 Spider - Stu Schaller
1900 C Pinninfarina - ? Kravchak
3 Liter Milano - Rex Chalmers
Duetto - Tom Stoner
GTV - Phil Guiral
Spider Veloce - Dirk Stoehr

REFRESHMENTS

Sincere thanks indeed to our social committee of Vicki Dillman, Jan Cline, Alana Ireland and Susan Zettle for providing, serving and cleaning up after!



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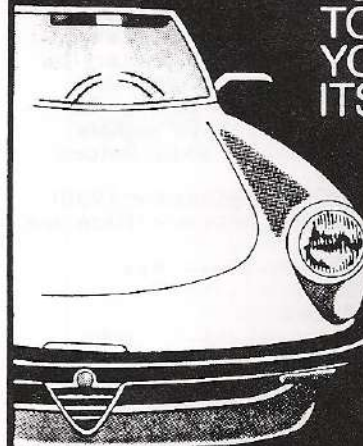


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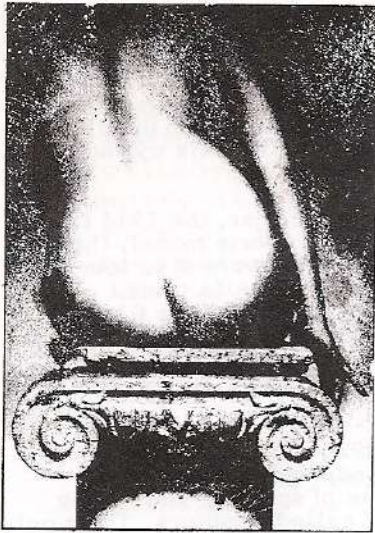
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EDITOR'S DESK

I'm quite pleased to say that there has been more feedback on the newsletter awards issue. This time in a cogent article written by Dave Hammond for *Alfa Giornale*. Dave is one of four members on AROC's newsletter awards committee. His article and mine from the October issue of *Alfacionada* were printed together as opposing viewpoints in *Alfa Giornale*. I am reprinting Dave's article here.

AROC's Newsletter Awards

Two points of view

Each summer AROC chooses to recognize a number of chapter newsletters and editors for their efforts. The practice has become somewhat controversial. An article by Gene Zettle (editor of *Alfacionada!*, the Southern California chapter newsletter) expresses views typical of those who oppose the certificates. We reprint that portion of his "Editor's Desk" column. It's followed by a viewpoint favoring the awards written by Dave Hammond, a regular contributor to *Alfa Giornale* and one of four members on AROC's newsletter awards committee.

Keep the awards (Dave Hammond)

The problems stated so well by Gene Zettle are inherent in all awards, from scholastic achievement to concours. Others have nited this negative effect of the "contest", as some call it, and it's a cause for concern because that certainly is not the intent.

Mr. Zettle and I view the awards from opposite perspectives: punishment for "losers" versus recognition for those who have chosen to go "beyond the call of duty." With the "no reward" standard we would not be allowed to recognize Einstein because his co-workers at the Swiss Patent Office also did their jobs. We could not say "great job" (which is all our certificates state—thanks "for your spirit and dedication") because "your peers have decided not to work to your level."

There already is a lowest-common denominator system: each chapter with a newsletter has determined that the editor's material is worth spending the money to publish it. That constitutes fulfillment of the basic task.

Who "inflicted Newsletter Madness on us and why?" Mr. Zettle did not. The newsletter committee consists of former long-time newsletter editors, and so did the original committee, as I recall. Today I received 15 newsletters from Linda Edinburg. There's roughly 40 chapters in AROC. Four chapter size categories exist, with three awards each, plus various categories for special recognition. That's *more awards than newsletters*—calling it a "contest" is stretching the definition.

It once was that maybe five newsletters produced all the material others copied, month after month after month. Even today, three chapter newsletters I received are virtual reprints of *Alfa Giornale*. No one is criticizing them for doing so, but does that mean we cannot recognize those who apply their talents or efforts at full throttle? Then why buy an Alfa?

Check the awards list again. It was never a "beauty contest." All editors get far more grumbles than accolades, if any. We have sought to correct that with a certificate which essentially says "we noticed, thanks!" Nobody gets rich, no free trips... only a piece of paper. Some of these folks spend 120 hours a year on their newsletters (I spent more before desktop publishing came along). Is it actually so horrible to say "Great job!" to anyone who cared enough to do a great job? The newsletter committee believes it isn't. Several people have told me which chapter newsletter they believe to be the best. It happens to be run on a desktop copy machine. It just might total more points from the judges than any other newsletter... but would certainly lose any "beauty contest." Production values are obviously a small part of the overall picture. Some of the committee members worked on newsletters with microscopic budgets. We all worked with constraints. That's why we can spot the difference between effort, talent and money at a glance, and perhaps why we were chosen for the newsletter committee.

Although the system is flawed, cancellation would be far worse. Thanks for your comments... maybe improvements can be made to the system.

If you refer to my comments in the January issue you will recall that I said it probably wouldn't take an overly tenacious debater to knock me off my stance on this issue. While Dave's article doesn't quite do that, I think I've discovered my sticking point. I fortuitously ran across a letter to the editor in the March 1988 issue of *Alfa Owner* written by George Meikrantz, at that time the president of the Wisconsin chapter. In his letter he says "As for chapter newsletters, I don't feel there should be a contest complete with "newsletter champs". ".....the concept is disturbing." "Unquestionably, there is need for recognition and there has been recognition for some time with "awards for excellence". These should be continued, and the recently instituted winner, runner-up and second runner-up awards should be eliminated." This suggestion by George make enormous sense to me. It provides for the recognition everyone feels is due to people who work hard to produce their newsletters, but removes the competitive aspect of the system. As I said in January, pride in one's accomplishments is a good motivator and as such there is really nothing wrong with the current system of recognizing those accomplishments except for its' unnecessary competitive nature.



ALFA ROMEO, THE MYTH & THE REALITY

Stu Schaller

When most people think of Alfa, they tend to think of small, fairly nimble, four cylinder sports cars. In modern times this perception holds to be reasonably true. But these types of cars are not what the Alfa legend was built upon.

Alfa started out in Milan, Italy in 1907 as nothing more than the Italian branch of the French auto maker Darracq, a company known at that time for building strong and reliable touring cars, rather than sporting automobiles. In 1909 Alfa separated from Darracq with the intention of building cars of a more sporting character. Production on the first model, the Type 24 HP, began in 1910 and continued through 1913. At that time some changes were made and the badge was changed from A.L.F.A. (Anonima Lombarda Fabbrica Automobili) to Alfa Romeo Milano. Alfa's first racing effort with the type 24HP lead to a 6th place in the 1911 Targa Florio. In the period of 1910-1920 Alfa continued with four cylinder cars, the

Type 20/30, the Types 12HP, 15HP and 15/20 HP, and their variations, but Alfa's first real sporting successes, a 1st and 2nd in the Parma-Berleto hillclimb in 1913, and a 3rd and 4th in the 1914 Targa Florio were achieved with a six cylinder car, the Type 40/60.

Alfa's first purpose built race car, the 1914 Grand Prix car, and their first true sports model, the Type 20/30 E.S. of the early 1920's were also four cylinder cars, but around 1922, Alfa turned exclusively to six cylinders. The Type G1 was a big, heavy touring car, the RL was a true sporting model, the P1 and P2 were Grand Prix racers, and the 6C 1500, 6C1750, 6C1900 were Alfa's first full fledged sports cars.

Alfa continued in the 1920's and thru the 1930's with cars with six cylinder motors, and also developed a second line of sporting and racing automobiles with eight cylinder motors. Their only journey back to a four cylinder car before WWII was the Type RM, of which only 538 cars were made.

As you can see, Alfa's reputation was never made with four cylinder cars! The great successes, Alfa's incredible record in the Mille Miglia, and in sports car and Gran Prix races were all made with six or eight cylinder cars. Perhaps this is the reason, or at least part of it, why Alfa has chosen to go "up tempo" in recent years. The Milano (Type 75) and the new Type 164 are both moderate displacement, rather large cars, directed at the upper-middle and upper economic classes. I wish Alfa only success with this attempt to go back to their roots.



Modificazioni

Allow me to introduce myself, my name is Lorenzo Gigliotti. I bought my 1981 Spider Veloce new and have driven and enjoyed it almost everyday since I got it. This leads to the following question. If I enjoyed it so much then why did I modify it? A more pertinent question is why didn't I simply trade it in for something faster or more "state of the art?" The reason is simple -- I have never driven anything that even remotely felt as enjoyable as an Alfa, but nothing is perfect to everyone -- hence, Autodelta, Shankle... I would venture to say that other Alfa-owners would have a similar reply.

This brings me to my proposal. I would like to write articles that are specifically aimed at Alfa enthusiasts who are in the process of deciding whether or not to make modifications to their cars to enhance performance or aesthetics.

I do not purport to be a mechanic or a technician however from my own experience I have found that Alfa Romeo components are designed for much higher performance than is found in their stock form (yes, you really can beat a Chevy pick-up truck from a stop-light to the speed limit). I know that others have found the same. Therefore I would like fellow Alfa owners to send me any information -- both technical or "seat of the pants" that they may have concerning modifications, so that I can enlighten other enthusiasts. It would be really helpful if the following items (if available) are included with your submissions:

- (1) name of modification and manufacturer,
- (2) pros and cons,
- (3) street legal or track use only,
- (4) cost of mod. and labor cost, if professional installation is required,
- (5) how to install it yourself if possible,
- (6) who sells the item,
- (7) prerequisites or other modifications that are necessary to use the item if any,
- (8) spec sheet if available,
- (9) manufacturer's literature,
- (10) who can give technical assistance concerning the modification,

Here are some items that we could possibly begin with:

cams	timing	big valves
carbs(40/45)	port/polish	exhaust sys
jetting	prom-chips	tires/wheels
suspensions	differentials	trans. gearing
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GOOD NEWS, BAD NEWS & JUST NEWS

Stu Schaller

It's the new year, and that means it's time for the L.A. Auto Show. This year L.A. has been chosen for the introduction of the 164 sedan and the new spider. The 164 will be available in three versions; base, beginning at about \$25,000; luxury, at about \$27,000; and sport, at close to \$30,000. The sport is the top of the line and includes ABS, electronic suspension, ground effects, color keyed mirrors, rear spoiler, alloy wheels, leather seats, and a 200 hp 3.0 litre V-6 (rather than the 183 hp version in the other models). The spider has a new nose and tail, a new dash, and the motor is now rated at 120 hp. There are two versions, a normale and a veloce, the difference being the veloce has 15" rather than 14" wheels, 195 instead of 185 tires, leather seats, and air conditioning. (Too bad veloce doesn't mean what it used to!) ed. Prices are in the \$20 - \$25,000 range.

For you Giulietta fans (are you sitting down?) there is a '56 spider veloce, one of the first eighteen cars, being advertised (in *AUTOWEEK*) at \$100,000! I personally think this person must have just flown in from some other planet, but a similar car (albeit 1 of 24 monopostos) did sell for \$47,000 last August. Montreals seem to be the hot ticket, as prices are going up very quickly. A year ago you could find a nice one for less than \$20,000. Now you can expect to pay \$30,000 or more for the same quality car.

For those of you into books, the new Alfa book on the 6C1500, 6C1750 and 6C1900 cars of the 1920's and 30's is excellent, with many previously unpublished photos. *The Legend Revived*, by David Styles is to be released soon, which covers the postwar models. Griff Borgesen, perhaps the world's foremost automotive historian, is to do an Alfa book to be released late this summer. The Patrick Alfa Indy team has officially picked up Miller Genuine Draft Beer as its main sponsor, but it hasn't been decided as yet if the car will run in the gold and white livery of Miller or the red of Alfa. As you may know, the Alfa Indy car uses a chassis made by March Engineering of England. For 1990, all cars with March chassis may have a slight advantage as only March is building totally carbon-fiber tubs. All the other chassis makers are using composite tubs of part aluminum honeycomb construction. Alfa is already at work on its' stage 3 engine for the Indy effort; a 5-valve V-8 scheduled to be ready in May.

My 2600 is finally running right. I still have the hardtop off the car even though it is mid-January, as the weather has been great. I've been trying different spark plugs in the car; Bosch platinum, Lodge, and NGK. Personally, I've had the best luck with NGKs as they seem to last longer and are less prone to fouling. I've also found that Easy-Off spray oven cleaner works wonders for cleaning off years of caked on grime from the bottom of your car. Be careful not to leave it on too long, and rinse it off completely, as it will etch aluminum components.

LATE NEWS

It's no wonder that few European teams have tried to invade the American Indy car scene what with the constant rules changes. In 1989, C.A.R.T., the organization which runs the Indy car series, had a rule against using all carbon-fiber chassis, feeling that ones constructed of carbon-fiber composite and aluminum honeycomb were stronger. As this rule expired for 1990, March, the English company that builds chassis for both Alfa and Porsche, decided to go ahead with its' plans to build an all carbon-fiber chassis. March even checked with C.A.R.T.'s technical director, Kirk Russell, before going ahead. During a C.A.R.T. board meeting on Jan. 10th at Indian Wells, Ca. it was decided that carbon-fiber would not be allowed for 1990. Quite typical of the politics which constantly take place in C.A.R.T. racing. In fact, in a fictitious story by Jonathan Ingram in the Feb. 8th issue of *AUTOWEEK*, a scenario is presented in which all the various C.A.R.T. teams join together to overcome the dominance of Penske Racing. After this finally happens, Roger Penske forms a new league to better assure his Penske/Marlboro/Chevys will win every race. Of course this new league is called C.A.R.T.!! Personally, I feel that Alfa's money would be better spent trying to make an impression in America by running a racing coupe version of their 164 (a car similar to the Zagato ES30) in S.C.C.A. Trans Am, or I.M.S.A. GTO or GTU or even GTP classes.

"Til next time

Stu

LONG BEACH GRAN PRIX

I have been trying to organize an Alfa club area at the Long Beach Gran Prix. Unfortunately, the club does not have the funds at this time to purchase tickets in a block so the Alfa people can sit together in the same grandstand. It is therefore suggested that you purchase your tickets individually in grandstand 31 so that members can plan to rendezvous on Sunday at that location.

It is also possible that we can get a speaker from the Patrick Racing/Miller Beer/Alfa Team for our meeting in April; I am working on that at this very moment. For further updates please call me at (818) 772-1647. I am also trying to make it possible for club members to obtain official Alfa/Miller Beer racewear, as used by the Patrick Racing Indy team. I will keep you advised as this progresses.

The Checkered Flag, a sports car dealership on La Cienega Ave. in Los Angeles, has purchased a collection of rare Alfas. These cars are currently undergoing restoration and include a 2600 Zagato, a 2600 Spider, a 1900 1st series Touring bodied Sprint, a Ghia bodied 1900 coupe, a right hand drive Giulia GTC, and a number of Giulia and Giulietta spiders. For further information contact Murray Marks at Checkered Flag. Even if you're not interested in buying, it would be worth a trip to see all these cars, which at the moment are undergoing cosmetic restoration at Rich & Rare, 14747 Bessemer St. Van Nuys, Ca. 91401. Phone (818) 782-6311 - Greg Tyree.



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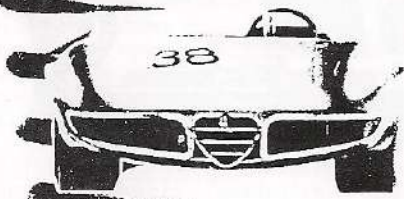
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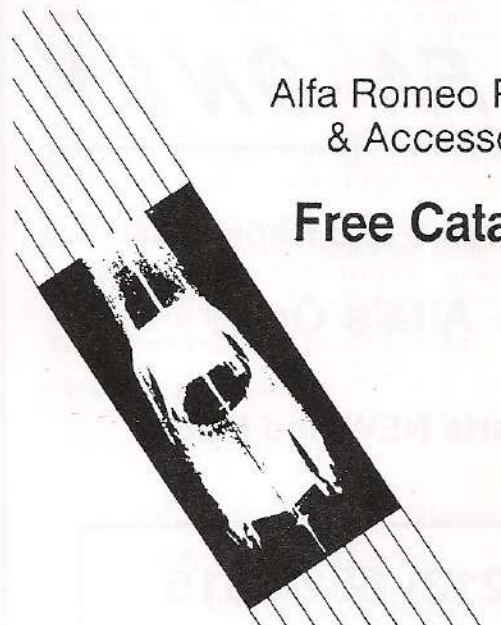
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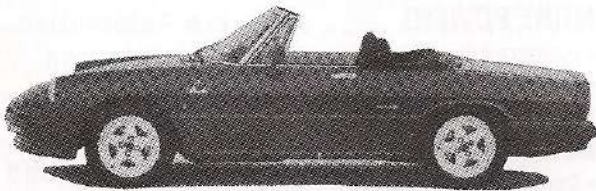
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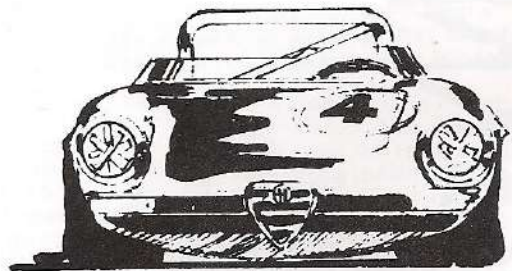
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CARS FOR SALE

* 1987 Spider Quadrifoglio Red with grey leather interior. 33,000 mi., removable stereo. Meticulously maintained by dealer. Still under warranty. Must sell for family sedan. Asking \$13,500 OBO. Ernie, evenings only. (818) 772-9561.

* 1962 Giulietta Sprint AR350213. Roller complete, needs restoration, no major dents, 2 spare doors, 1 spare hood, 2 engines; 1750, 1 101 1300cc, 2 splitcase trans., many extra goodies, owners manual, copy spare parts manual, copy repair manual. \$8,500 OBO. Also looking for Giulia Super running. Call Vic. Days (805) 983-4121 Eves. (805) 969-9087 FAX (805) 485-5678.

* 1974 Spider Veloce 132 hp Dave Vegher built, balanced and dynoed engine, Sperry stage 3 head with big valves and 11mm cams, Vegher rebuilt trans., Ward and Deane suspension, adjustable upper arms, Konis, 205/60-14 Yokohama A008's on Campagnolo 14 x 5 1/2 mags. New: Alfa red paint, black top and boot, brakes, exhaust system, radiator, water pump, alternator, starter motor, gas tank, dash cover. Built to but never raced. 8,500 mi. on engine, 2,000 on A008's. Asking \$9,000. Jim Morse (213) 214-3551.

* 1974 Spider Immaculate, one owner, California car. 40,000 original miles. Red acrylic enamel, color sanded to mirror finish. New black top. Completely stock, never raced. \$7,800 OBO. Dave (714) 536-6767.

* 1979 Alfetta Sedan
Silver. Recently reworked head, high compression pistons, Marelli Plex. Major Omega Motorsports service in Dec. New rear discs and brake pads all around. Sunroof, prefect dash. Recent exhaust system. Car is straight but needs a good dose of TLC. \$1,750.
John Green. (818) 994-2318.

1973 SPIDER Very fast, new 501 red paint, new top, recovered seats, new dash, new Campagnolo rims and tires, rebuilt engine. \$7,499. Call John (213) 544-0286.

1966 GIULIA SUPER Prepared for vintage racing D/Prod. 2L engine; high comp. pistons, prepared rods, Sperry stage 5 head, 11mm cams, Webers, GTA headers, completely balanced. Chassis setup; Ward & Deane, Shankle, Konis, locked 5:12 diff., 2L brakes. Rebuilt trans. Turn Key vintage racer, \$10K. Dan Ritter (213) 374-3153.

1969 BOATTAIL SPIDER Excellent condition. Chromadora wheels, fresh tires, leather interior. \$6,700. Ask for Debbie. (714) 891-6744.

1979 ALFETTA SEDAN Silver, recently reworked head, high comp. pistons, Marelliplex, major Omega Motorsports service in Dec., new rear discs and pads all around, sunroof, perfect dash, recent exhaust system. Car is straight but needs a good dose of TLC. \$1,750. John Green (818) 994-2318.

1967 DUETTO Restored, rust free California car. Rebuilt 2 liter engine and trans., new red paint, seats, dash, carpet, top & front end. Much more. Looks and runs great. \$10,500. Phil (213) 439-5550.

1974 SPIDER Six coats of original color Pimento red paint, Ward & Dean suspension, rebuilt engine with 7L cams, rebuilt trans., Ronal wheels - web type, Nitto 205's, top in good condition, black leather inside. Fast and fun. \$7,000. Mark (805) 987-0907. Leave message.

1979 SPORT SEDAN Sun roof, leather, some rust, used daily as transportation car. Good running. \$850 OBO. Pete Valenzuela (213) 923-5305 H or (213) 336-7498 O.

WANTED

VENT WINDOW SEALS One pair needed for Duetto. Paul DeRosier (714) 892-0658.

WHEEL EMBLEMS Red plastic with silver cross and serpent. These are the ones that came with the original 5-star wheels. Will pay reasonable asking price for ones in good condition (not yellowed). Gene (714) 65-6509 days, (714) 625-2876 eves.

2600 SPIDER Owner's Manual. Murray Cogan (818) 368-7775.

PARTS FOR SALE

WHEELS Five genuine Minilite wheels, 14 x 7, all nicely refinished and painted, silver. \$1,500. Gene (714) 625-6509 days, (714) 625-2876 eves.

MILANO WHEELS AND TIRES Set of factory Campagnolo 15 x 6 magnesium wheels out of early GTV-6, wheels are in better than new condition after being stripped and resprayed with silver imron and clear coated. Tires not mounted. (Just holding hands? ed.) 195/50VR15 Goodyear NCT with about half tread left. \$600 all. Pete Valenzuela (213) 923-5305 H (213) 336-7498 O.

RECARO SEATS Cloth, Model LN, brand new, will install in any Alfa. \$650 pair. Pete Valenzuela (213) 923-5305 H (213) 336-7498 O.

ALFETTA WHEELS "75 - "76 set of 5 w/caps, \$50. "77 - "79 set of 5 w/ one cap, \$50. '79 Sport Sedan Campagnolo #116.5828.010.00, new \$100. Campagnolo '78 - '79 concave style, good cond. \$50. Pirelli P-6 205/60 HR14 set of 5, 50% tread, \$225. Ray Beggs (714) 792-0144.

* Indicates new ad

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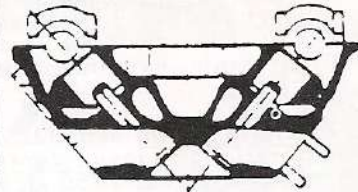
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CALENDAR

February 23	General Meeting - Alondra Park
March 25	Time Trial - Carlsbad
March 30	General Meeting - Alondra Park
April 21,22	Long Beach Grand Prix
27	General Meeting - Alondra Park
May 12,13	Time Trial - Las Vegas
May 18	General Meeting - Alondra Park
June 29	General Meeting - Alondra Park
July 20	General Meeting - Alondra Park
28,29	Time Trial - Willow Springs
September 2	Time Trial - Carlsbad
November 17,18	Time Trial - Laguna Seca

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