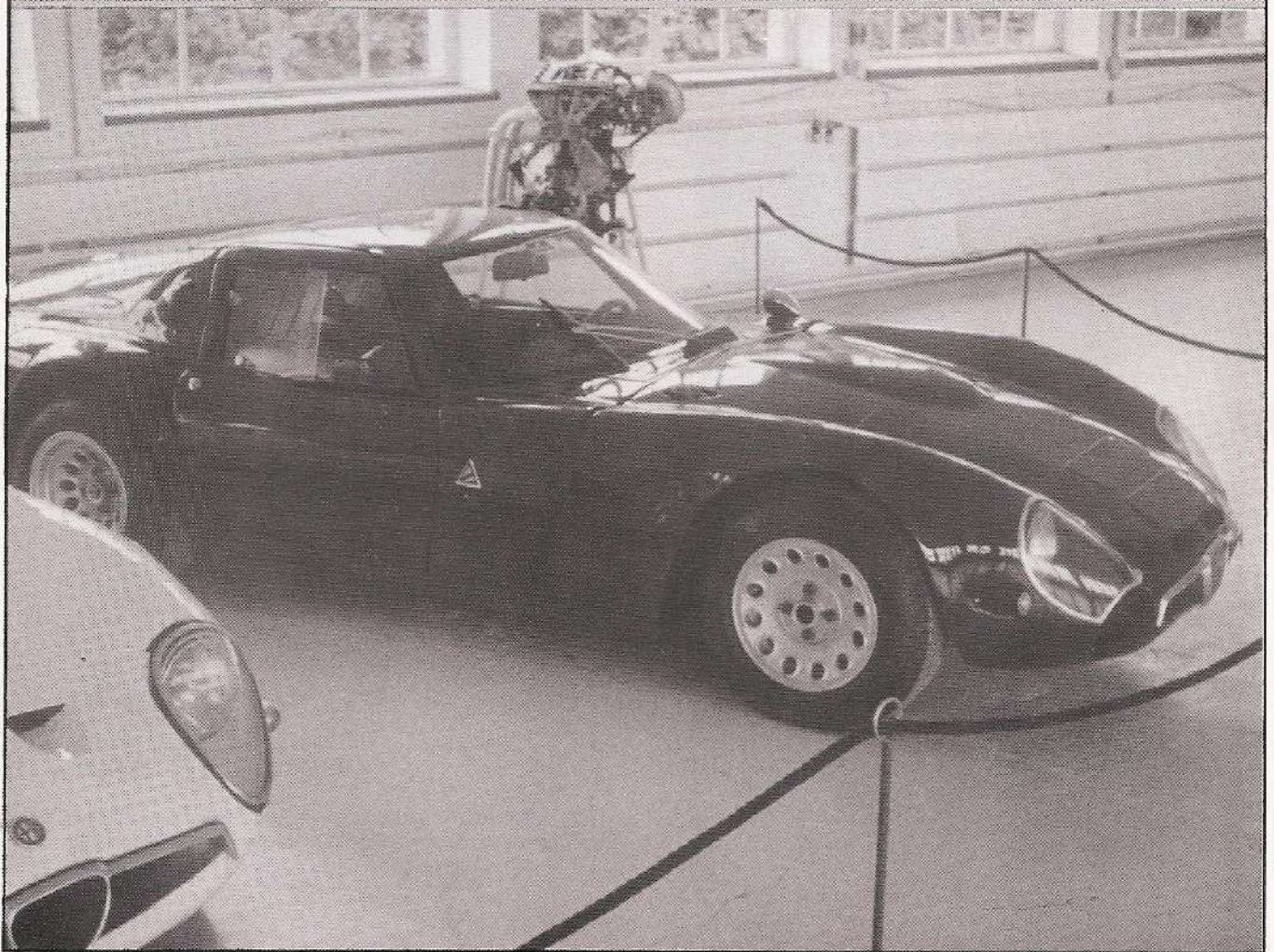


ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



JANUARY 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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ANNUAL JANUARY MEETING

IMPORTANT NOTICE

Mark your calendars for January 26th so you'll be sure to attend the annual awards presentation and January meeting. It's at El Camino College. The keynote speaker - NOT TO BE MISSED - is arch alfista Pat Braden who will hold forth on the joys of Alfa ownership and the like. There'll be a big time raffle and a chance to yak it up with the largest gathering of Alfa crazies of the year.



PHOTOS

In this issue are some pages from the 1929 Automobile Club Di Milano *Catalogo Dell'Automobile* that were submitted by Stu Schaller. We thought they were kind of interesting - can you read Italian?! Also featured are some photos taken at the Alfa museum by Fabio Garbini including the beautiful TZ 2 that graces our cover this month. Thanks Stu and Fabio!

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

The December 9th Holiday Party at Charlie's house was the last official AROSC event for this decade and a good time was had by all. Plenty of good food and good yule tide cheer for about 40 of us. I'd like to think that 1989 was a great year for AROSC membership and it's Board of Directors. Reflections from this side of looking at things seem to verify it. We received many approvals for the fine programs we had at the monthly meetings and our Sept. dinner meeting at the San Antonio Winery was a super evening. I think kudos are deserved to Bill Pringle our program director and Gene Jacob the event coordinator for the dinner meeting. At these meetings the Raffle is coordinated by the Vice President, Louise Velazquez who also deserves a thank you. Phil Gurial the Concours Director had a fine year in planning some outstanding Concour events. The three events provided for some wonderfully prepared cars. Many Thanks Phil. The Time Trial Program was certainly a success and we wish to thank Charlie Thieriot and his TT crew for a great year. 1989 could not have gone smoothly without the behind-the-scenes types. These are the operations people and they are Treasurer Pete Valenzula, Secretary Joel Hoffman and Membership Director Dr. Dirk Stoehr. Lastly I'd like to thank our patient Newsletter Director Gene Zettle for coming in and ending our 1989 with his usual splendid display of sardonic humor and wit.

POINTS OF INTEREST

As we look ahead, Alfa Romeo seems finally ready to launch the new 164 sedan and I hear dealers are taking deposits. I personally think the Milano is a car of the 90's with just a little more refinement and I lament the discontinuance of this model. Actually we are witnessing the farewell of the Milano after only three years of importing these fine sport sedans. I've heard that the Milano was too expensive to build with Alfa Romeo taking a loss on each unit that was imported into this country. Presently, it's getting more and more difficult to find new 3 Liter Milanos and eventually I foresee the Milano especially the 3 Liter becoming a much sought after cult car somewhat like the ubiquitous Giulia Super.

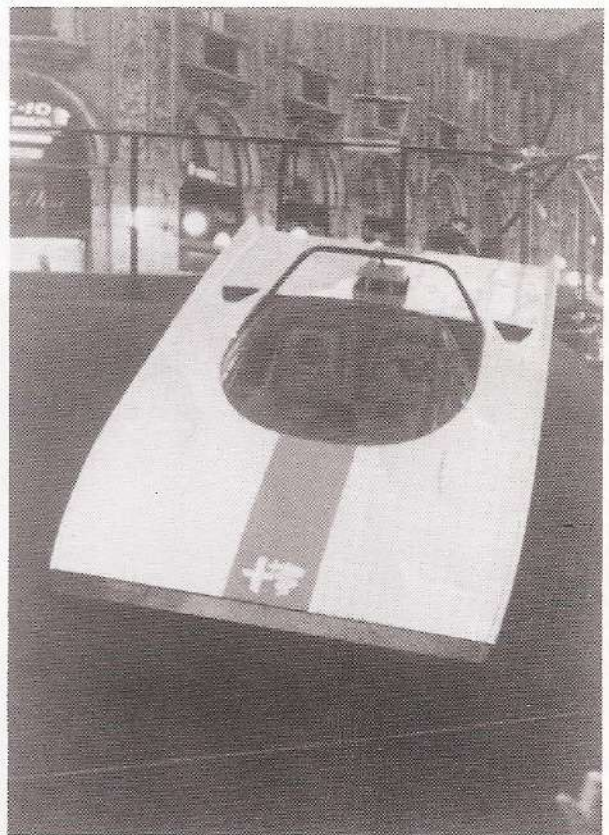
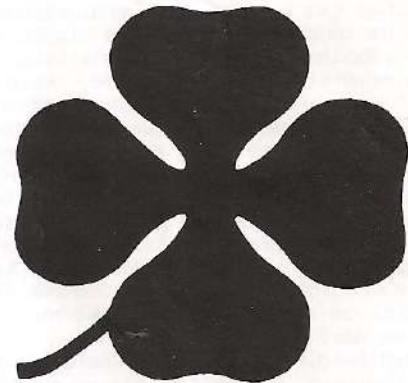
Please be sure to mark your calendars for the Annual Awards Meeting on the **26th of January**. This year we'll head back to **El Camino College** and our guest speaker will be none other than **Pat Braden**! Directions to EL Camino College are as follows: At the intersection of the San Diego Fwy. and Rosecrans East on Rosecrans to Crenshaw Bl. South to Redondo Beach Bl. entrance on Redondo Bch. Bl. Music Bldg. Lecture Room.

Our First event for 1990 will be the Drivers School at Willow Springs hosted by John Green instruction by Danny McKiver. See elsewhere in this issue for details.

For 1990 we start our regular monthly meetings at Alondra Park Clubhouse on February 23rd program TBA.

In April John Ireland will be coordinating a day at the races. This will allow AROSC members to purchase tickets to the Long Beach Race for Indy cars and attend a party near the race venue. Details for ordering tickets and party will appear next issue of Alfacionada. Many of you remember what a terrific time we had when we did this for the F1 we hope to do it again for 1990.

A Rivederla



GOOD NEWS, BAD NEWS & JUST NEWS

Stu Schaller

I can't believe it's December already. Time to put the hardtop back on my 2600. With the help of Al Cortez the ignition problem was solved. The main problem was that when I rewired the distributor cap, I put the wires back in the wrong direction. Stupid mistake, especially because it took so long to figure out something so simple. I still plan to take the distributor out and have it converted to photo cell sometime this winter, as parts for this distributor are very hard to find, being made by Marelli. The car is now back at the body shop and it should be back in time for the big January meeting. By the way, thanks to all the members who elected me to the 1990 Board. At the moment the club has a bit of a cash flow problem, so if anyone out there has any ideas for the club to make some money, please let someone on the board know about it. December has been a good month for Alfa articles in magazines, the English magazine *SUPERCAR CLASSICS* having articles on both a Giulietta Sprint Speciale tour of a part of England and the 1900 series Bertone B.A.T. styling exercises at Pebble Beach. *CLASSIC & SPORTSCAR* has articles on an Italian Alfa club meet at Monza and a show on Michelotti coachwork, in which the quite beautiful Giulietta Sprint Veloce Goccia, tuned by Conrero, a one-off precursor to the TZ series of race cars was featured.

Alfa prices keep climbing. A '61 Giulietta Sprint Speciale actually sold for \$35,000 in condition 2, and a 2600 Zagato sold for \$70,000 in condition 3 at New York in October. At recent local auctions and old 2000 cast iron from the early '60's bid up to 27,500 and still a NO SALE at Palm Springs, and a Giulietta Sprint 101 Series sold for over \$13,000 in condition 2 1/2 at Newport Beach. At the Spectrum auction on Dec. 3rd a late Giulietta Spider Normale sold for \$13,000 plus with a late 5 speed gearbox and in need of paint and other attention.

The Palm Springs races were great with Tor McPartland winning class D and quite a few Alfas present. The swap meet at Alfa Ricambi also had a fairly good turnout and I actually found some things for my 2600 at reasonable prices.

Good news for the Alfa Patrick Racing Team in signing Miller Beer as a sponsor. At a recent tryout for Patrick Racing at Memphis, Guerrero actually was lapping faster than Fitipladi in last year's Chevy powered car, so, with plenty of money, last year's lading team, and a top level driver, Alfa should have a chance of winding up in the winner's circle this year. Our Paolo Gambini is working on organizing a club event in conjunction with the Long Beach Grand Prix so we can see the Indy car in action. News should be forthcoming soon. It also may be possible to make official team apparel available to club members, and I'll be working on that project. Hope to see you all at the year end meetings.

'till then

Stu

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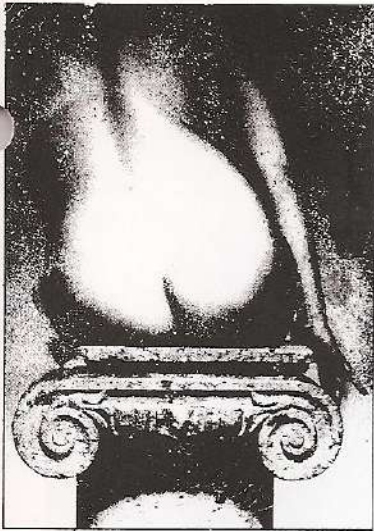
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EDITOR'S DESK

If you recall I devoted part of my October column to lambasting the newsletter contest organized by the national club for putting too much pressure on would-be newsletter editors. Cranking one of these out every month is a daunting enough *volunteer* task as it is. Somebody out there does care!! I got a response! A response from none other than national ex-prez Linda Edinburg. Here's what she had to say.....

Dear Gene,

I circled your page 4 article regarding the newsletter awards on the copies that went to the award judges. Several years ago proposed that Editors receive free membership rather than certificates, but the Directors thought it was too costly. I think I might propose it again next summer. I agree with your feelings about the competition. However, the original purpose - to spur folks on to making larger/better/more frequent newsletters - has worked. We do have larger/better/more frequent newsletters than we had four or five years ago. Maybe there's no right answer....

Sincerely,

XPrez

I replied:

Dear Linda,

If the newsletter competition has worked to the end you describe - that's great! However, in addition to putting undo pressure on volunteer labor it puts financial pressure on clubs - larger/better/more frequent newsletters are more expensive! Even our large and very successful chapter is quite often hard pressed and the cost of the newsletter is substantial. Pride in one's chapter, like a football rivalry, is the only other benefit and does the end justify the means? Perhaps you're right and there is no good answer..... but the purpose of the local

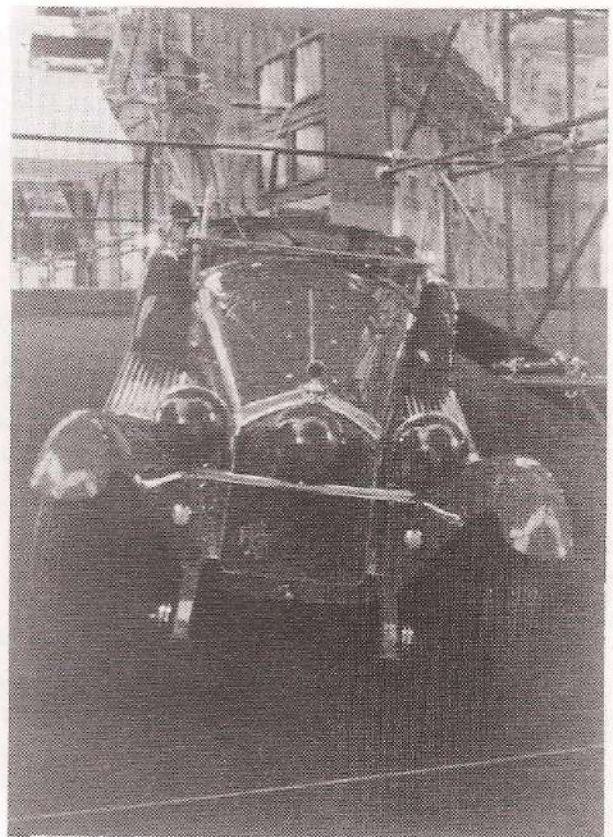
newsletters is to disseminate information - not aggrandize the editor or the chapter. Little did I know when Pat Braden gave me a "tip of the hat" to our restyled newsletter about 3 or 4 years ago that I would be saying these things now!

Incidentally, I don't believe free membership for editors is sufficient incentive to justify the expense. You'll probably hear more on this subject via my column - thanks for your interest.

Sincerely,

Gene Zettle

There are always pros and cons to any debate and I must confess that it probably wouldn't take an overly tenacious debater to knock me off my stance on this issue. After all, pride in one's organization and in one's personal accomplishments are always a good motivator. The other side of the argument remains though.... larger/better/more frequent newsletters do cost more, and it seems damn difficult to find people willing to do this job consistently and reliably. Perhaps the final arbiter should be the membership itself by way of ballot; or maybe I'm just muddying the waters unnecessarily. I welcome comment from anyone out there somewhere..... I know you're out there.... somewhere.... I send these thing to over 500 of you every month.....





THE ALFA 2600'S

Stu Schaller

Apart from Alfa's supercar, the Montreal, the Alfa 2600 series which ran from 1962 through 1968 had been Alfa's only upmarket diversion using anything other than the evergreen Alfa four cylinder motor since the 6C 2500 was dropped in the early 1950s.

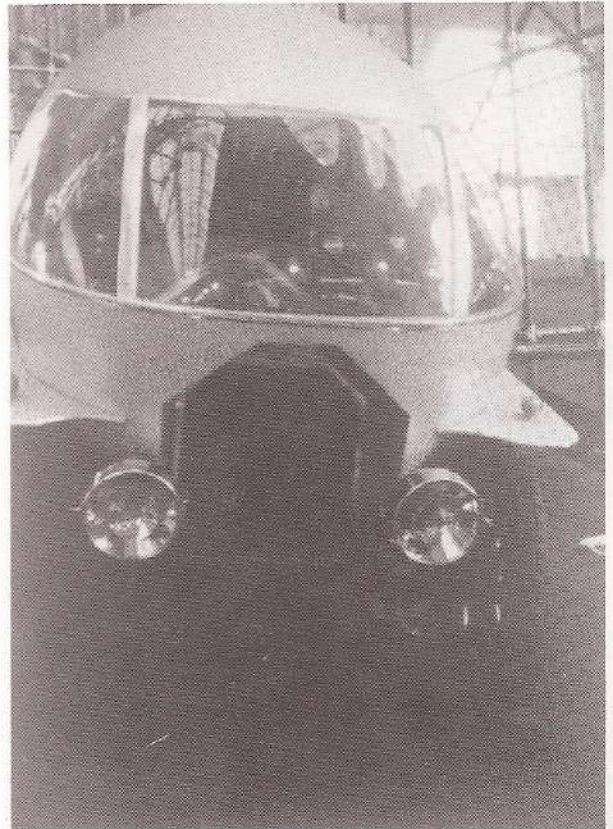
There were basically three forms of 2600, the Berlina, a 4-door sedan; the Spider, bodied by Touring; and the Coupe, bodied by Bertone which accounted for better than 50% of 2600 sales which totaled only 11,450 for all models.

There were special versions of the 2600, notably the Zagato 2 + 2 of which 105 were made, and the Iso Berlina, a luxury sedan of which only 54 were made.

The 2600 models, launched at the 1962 Geneva Show, were basically six cylinder 2000s largely the work of Orazio Satta whose name is associated with the Giulietta and the Disco Volantes.

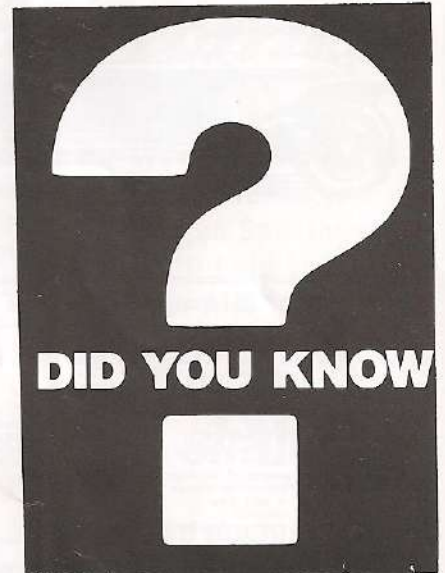
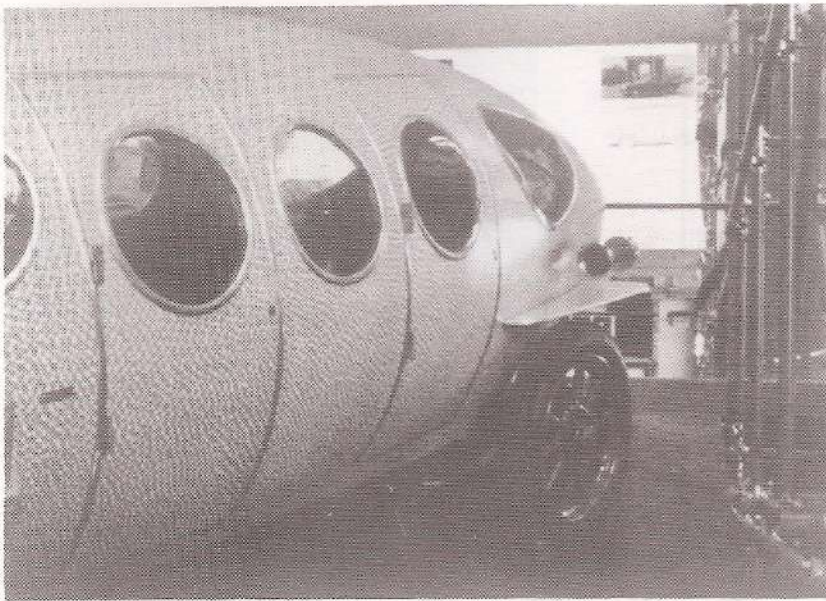
It is an over simplification to state that the 2600s were nothing more than 2000s with two more cylinders, even though the styling on all models is almost identical. The 2600 motor is typical Alfa, an alloy block cast with wet liners and chain driven twin overhead cams. In specific detail, the 2600 is closer to the 1300 than the 2000, having oversquare bore and stroke, 80 degree valves and domed pistons. Both the Sprint and Spider are rated at 145 HP and the Berlina with less carburetion at 130 HP. The engines, with 7 main bearings, were designed to run up to 7,000 rpm. These sixes are known for their torque and flexibility, as well as their power, as there is no problem accelerating in third gear from as low as 1500 rpm. Top speed was rated at 125 mph and 0-100 at 30 seconds, quite fast in the early '60's. As with the 2000, one of the weak points was the early 5-speed gearbox having difficulty putting up with the torque put out by the engine. The 2600 was also the first street Alfa to use disc brakes, initially only at the front, but later all around. Suspension was typical for the time with coil spring rear and coil wishbone front, with an anti-roll bar. Steering is heavy at best, being unassisted worm and roller.

Driving a 2600 is a little different than with most Alfas, 1st and 2nd gears are both very tall (short? ed.) and first gear is almost useless for anything other than taking off from a dead stop. The car gets lighter at speed wanting to settle in at around 90. 2600s are truly high speed touring cars rather than nimble little sports cars, not the greatest around town but wonderful on the open road.

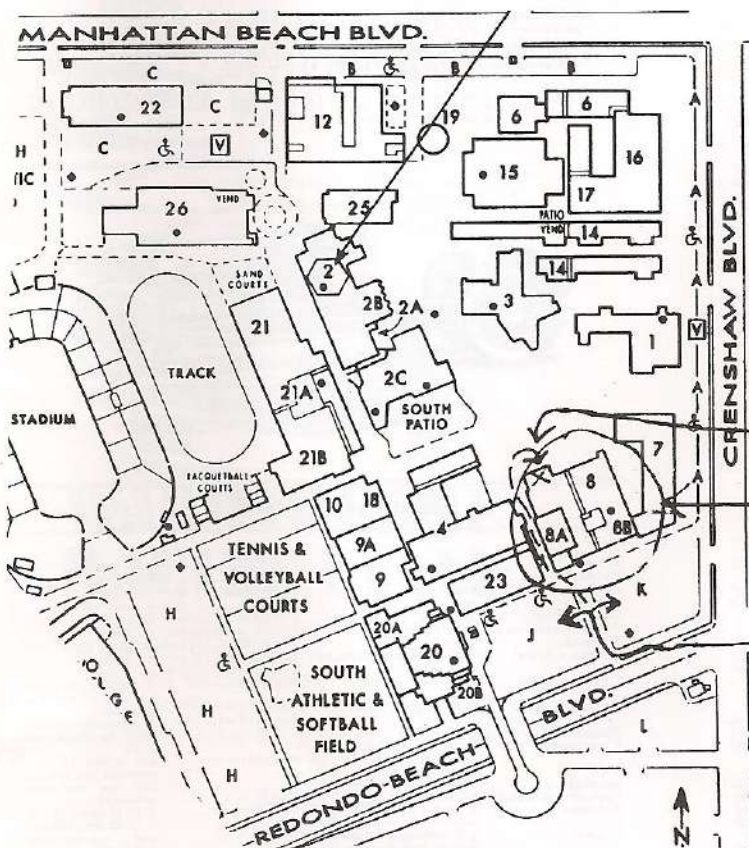


EXERCISE IN AERODYNAMIC DESIGN

Reconstruction of 4060HP, body by Castagna. Originally built in 1914 and reputed to travel at 139 kph. Shown at an exhibit in Milano in 1983. Photos and info courtesy of Fabio Garbini.



JANUARY GENERAL MEETING AT EL CAMINO COLLEGE



**SPECIAL GUEST
PAT BRADEN**

ENTER MUSIC #7 HERE

MUSIC #7 IS IN THIS BUILDING

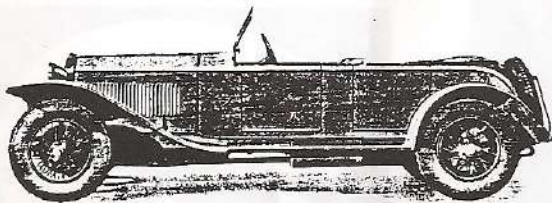
ENTER PARKING LOT HERE AND FOLLOW BROKEN LINE TO MUSIC #7 ENTRANCE

6. C. 1750 Sport.

Chassis con 5 ruote R. W. sgommate	L. 42.000
Torpedo sport 4/5 posti (rivestimento in finta pelle) ..	53.400
Spider aperto 3/4 posti (rivestimento in finta pelle) ..	53.400
Spider aperto 3/4 posti rigido	52.400
Spider coupé "Victoria" 3/4 posti (rivestimento finta pelle) ..	56.500
Guida inter. Weymann 4/5 posti	58.500



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Torpedo Sport 4 posti

Caratteristiche Tecniche

MOTORE	6 cilindri in linea
ALLESAGGIO	mm. 65
CORSA	mm. 88
CILINDRATA	1750 cmc.
GIRI MOTORE	4400
POTENZA TASSABILE ..	21 HP
VALVOLE	in testa
ALBERO A CAMES	2 alberi a cames in testa
LUBRIFICAZIONE	pompa ad ingranaggi
RAFFREDDAMENTO	pompa centrifuga
RADIATORE	a nido d'api
CARBURATORE	verticale
ACCENSIONE	a mezzo distributore
IMPIANTO ELETTRICO ..	12 volts
FRIZIONE	a secco, a dischi multipli
CAMBIO	a 4 velocità e retro-marcia, leva centrale
TRASMISSIONE	un solo cardano, tubo centrale per la spinta e reazione

FRENI	alle 4 ruote
PASSO	m. 2,920
CARREGGIATA	m. 1,880
RUOTE	a raggi tangenti
PNEUMATICI	28 x 5,25
LARGH. MASS. TELAIO ..	m. 3,820
LARGH. MIN. TELAIO ..	m. 0,960
LARGH. MIN. TELAIO ..	m. 0,650
SPAZIO CARROZZABILE ..	m. 2,440
SERRATOIO	uno situato posteriormente sotto il telaio, un altro serbatoio è fissato al cruscotto
CAPACITÀ SERRATOIO ..	posteriore l. 44 anteriore l. 15
ALIMENTAZIONE	per caduta
CONSUMO	l. 12-14 ogni 100 km.
VELOCITÀ MASSIMA	120 km. all'ora con carrozzeria Torpedo
IN PIANO	4 posti

I prezzi per vetture carrozzate s'intendono completi di 6 ruote R. W. S.S. non gommate.

6. C. R. L. T. 3000

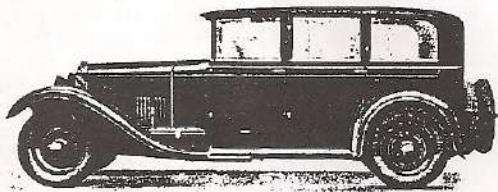
Chassis con 5 ruote gommate	L. 34.000
Torpedo 6/7 posti con 6 ruote gommate	50.000
Limousine 6/7 posti	60.000
Guida interna 6/7 posti	80.000

6. C. R. L. S. S. 3000

Chassis con 5 ruote gommate	L. 39.000
Torpedo 4/5 posti con 6 ruote gommate	55.000



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C. Inter. Weymann 6 posti

Caratteristiche Tecniche

MOTORE	6 cilindri in linea
ALLESAGGIO	mm. 76
CORSA	mm. 110
CILINDRATA	cmc. 2994
GIRI MOTORE	3000 (3400 nel tipo R. L. Supersport)
POTENZA TASSABILE ..	30 HP
VALVOLE	in testa
ALBERO A CAMES	nel carter motore
LUBRIFICAZIONE	con pompa ad ingranaggi (due pompe nel tipo R. L. S. S.)
RAFFREDDAMENTO	a nido d'api
RADIATORE	con pompa centrifuga
CARBURATORE	verticale Zenith o Solex (2 verticali Zenith nel tipo R. L. S. S.)
ACCENSIONE	a mezzo magnete.
IMPIANTO ELETTRICO ..	12 volts
FRIZIONE	a secco a dischi multipli
CAMBIO	4 velocità e retro-marcia, leva centrale
TRASMISSIONE	2 cardani, spinta a mezzo balestre (reazione con gamma di forza)

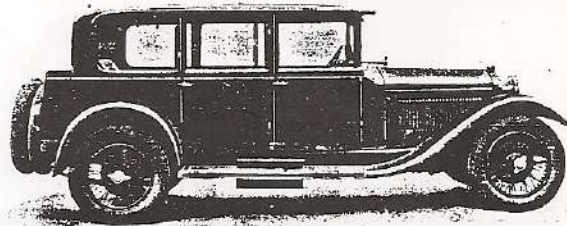
FRENI	alle 4 ruote e sulla trasmissione
PASSO	m. 3,440 (m. 3,140 nel tipo R. L. S. S.)
CARREGGIATA	m. 1,450
RUOTE	a raggi tangenti
PNEUMATICI	860 x 160 (820 x 120 nel tipo R. L. S. S.)
LARGH. MASS. TELAIO ..	m. 4,580 (m. 4,280 nel tipo R. L. S. S.)
LARGH. MASS. TELAIO ..	m. 1
LARGH. MIN. TELAIO ..	m. 0,700
SPAZIO CARROZZABILE ..	m. 2,760 (m. 2,460 nel tipo R. L. S. S.)
SERRATOIO	posteriormente sotto il telaio
CAPACITÀ SERRATOIO ..	l. 75
ALIMENTAZIONE	per caduta alimentatore (sotto pressione a mezzo pulsometro nel tipo R. L. S. S.)
CONSUMO	l. 15 ogni 100 km. l. 25 ogni 100 km. nel tipo R. L. S. S. km. 110 ora (km. 130 ora nel tipo R. L. S. S.)
VELOCITÀ MASSIMA	IN PIANO

6. C. 1500 Normale

Chassis con 5 ruote R. W. sgommate	L. 35.000
Torpedo lungo 4/5 posti ..	46.400
" " 6/7 " " ..	47.400
Guida inter. Weymann 4/5 posti	52.500
Guida inter. Weymann 6/7 " " ..	54.500
Guida interna rigida 4/5 p. ..	54.500



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Guida interna Weymann 6 posti

Caratteristiche Tecniche

MOTORE	6 cilindri in linea
ALLESAGGIO	mm. 62
CORSA	mm. 82
CILINDRATA	cmc. 1487
GIRI MOTORE	4000
POTENZA TASSABILE ..	19 HP
VALVOLE	in testa
ALBERO A CAMES	in testa
LUBRIFICAZIONE	con pompa ad ingranaggi
RAFFREDDAMENTO	con pompa centrifuga
RADIATORE	a nido d'api
CARBURATORE	verticale, doppio corpo
ACCENSIONE	a mezzo distributore
IMPIANTO ELETTRICO ..	12 volts
FRIZIONE	a secco, a dischi multipli
CAMBIO	4 velocità e retro-marcia, leva centrale

TRASMISSIONE	un solo cardano, tubo centrale per spinta e reazione
FRENI	alle 4 ruote
PASSO	m. 3,100
CARREGGIATA	m. 1,880
RUOTE	a raggi tangenti
PNEUMATICI	29 x 5,25
LARGH. MASS. TELAIO ..	m. 4,050
LARGH. MASS. TELAIO ..	m. 0,96
SPAZIO CARROZZABILE ..	m. 2,700
SERRATOIO	fissato al cruscotto
CAPACITÀ SERRATOIO ..	l. 40
ALIMENTAZIONE	per caduta
CONSUMO	l. 12-13 (4 posti), l. 18-15 (6 posti) ogni 100 km.
VELOCITÀ MASSIMA	130 km. all'ora
IN PIANO	4 posti oltre 100 km. all'ora, 6 posti oltre 95 km. all'ora

I prezzi per vetture carrozzate s'intendono completi di 6 ruote R. W. S.S. non gommate.

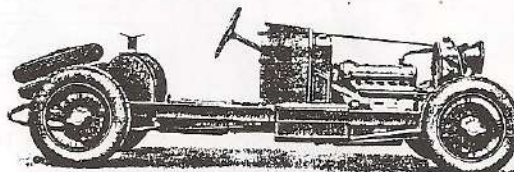
6. C. 1750 Super Sport

con e senza compressore

Spider 2 posti con 6 ruote gommate	L. 58.000
senza compressore	L. 58.000
con compressore	L. 75.000



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Chassis 6 c. 1750 Super Sport

Caratteristiche Tecniche

MOTORE	6 cilindri in linea
ALLESAGGIO	mm. 63
CORSA	mm. 88
CILINDRATA	cmc. 1750
GIRI MOTORE	4400
POTENZA TASSABILE ..	21 HP
VALVOLE	in testa
ALBERO A CAMES	2 alberi a cames in testa
LUBRIFICAZIONE	con pompa ad ingranaggi
RAFFREDDAMENTO	con pompa centrifuga
RADIATORE	a nido d'api
CARBURATORE	verticale (orizzontale nel tipo con compressore)
ACCENSIONE	a mezzo distributore
IMPIANTO ELETTRICO ..	12 volts
FRIZIONE	a secco a dischi multipli
CAMBIO	a 4 velocità e retro-marcia, leva centrale
TRASMISSIONE	1 solo cardano, tubo centrale per spinta e reazione

FRENI	alle 4 ruote
PASSO	m. 2,750
CARREGGIATA	m. 1,380
RUOTE	a raggi tangenti
PNEUMATICI	27 x 4,25
LARGH. MASS. TELAIO ..	m. 3,650
LARGH. MASS. TELAIO ..	m. 0,960
LARGH. MIN. TELAIO ..	m. 0,650
SPAZIO CARROZZABILE ..	m. 2,065
SERRATOIO	2 serbatoi: uno posteriore ed uno sul cruscotto
CAPACITÀ SERRATOIO ..	il serbatoio posteriore l. 83, l'anteriore l. 15
ALIMENTAZIONE	per caduta (al carburatore per gravità nel tipo con compressore)
CONSUMO	l. 18-15 ogni 100 km. l. 20-22 ogni 100 km. per il tipo con compressore
VELOCITÀ MASSIMA	130 km. ora (145 per il tipo con compressore)
IN PIANO	

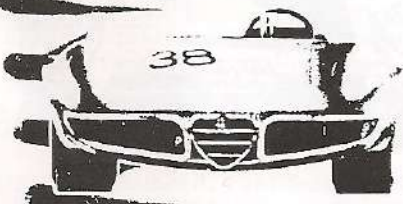
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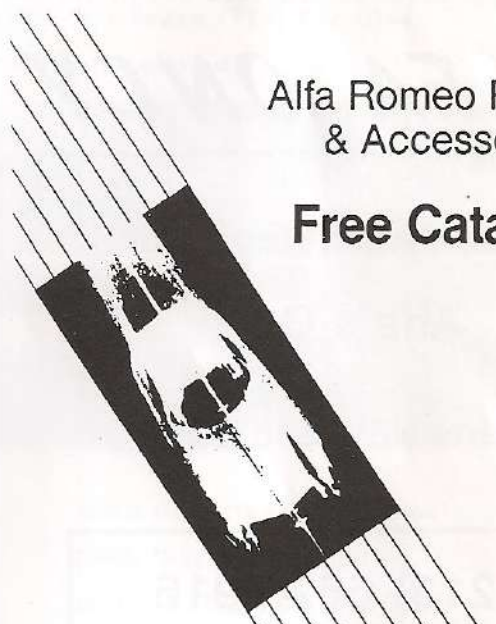
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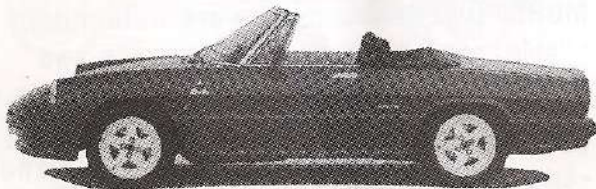
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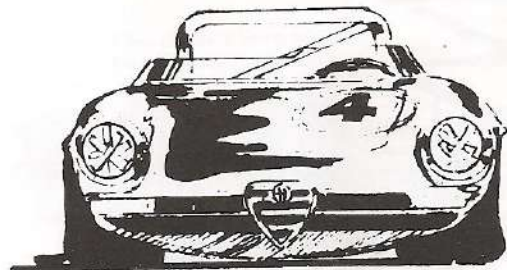
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1987 MILANO GOLD Red with grey interior. Sunroof, Air, power windows, AM/FM cassette stereo. \$9,800 OBO. Ask for Al or Paul, (213) 264-8747, 8AM to 4PM Monday - Friday.

1987 MILANO VERDE Black, Euro body upgrade, Euro springs, Bilstein shocks, Shankle sway bars, custom AM/FM cassette stereo, Revolution wheels, meticulously maintained. \$14,000. Jeff Zimmerman. (213) 463-7081.

1974 GTV Excellent condition. 69K original miles, have all maintenance history, new paint, tan interior. Must see. \$7,400. (818) 967-9419 after 5 PM.

1976 ALFETTA SEDAN Cobalt blue/tan. Nice interior, AM/FM, air & alloys. Repainted after minor rear ender. Two owner car, 112K, oil changed regularly. Garaged last 2 1/2 years. Just can't fund and drive 4 cars (two Alfas). This one needs a good home. \$1,200. Lou or Sue. (805) 642-6867 eve. (805) 658-7786 days.

* 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.

1973 GTV Good mechanically. Good redorange paint. Needs interior work. Nothing missing. \$2,500. Gordy. (714) 947-9515.

1976 ALFETTA GT Rear wing, Ansa exhaust, needs minor mechanical. Red/black. Good interior. \$1,000. Gordy. (714) 947-9515.

* 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.

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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.

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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 iron 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.

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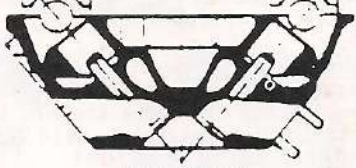
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January 26	Year-end Awards Meeting at El Camino College
February 23	General Meeting - Alondra Park
March 30	General Meeting - Alondra Park
April 21,22	Long Beach Grand Prix
27	General Meeting - Alondra Park
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June 29	General Meeting - Alondra Park
July 20	General Meeting - Alondra Park
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