

ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



MAY 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.

BOARD OF DIRECTORS

President:	Dan Ritter	936 Monterey Hermosa Beach, Ca. 90254 (213) 374-3153(H) (213) 625-5216(O)
Vice President:	Louise Velazquez	P.O. Box 11212 Beverly Hills, Ca. 90213 (213) 934-4508(O)
Secretary:	Stu Schaller	8821 Lindley Northridge, Ca. 91325 (818) 772-1647
Treasurer:	Pierre Valenzuela	8254 Manzanar Ave. Pico Rivera, Ca. 90060 (213) 923-5305 (213) 336-7498
Membership:	Dirk Stoehr	4539 Jubilo Dr. Tarzana, Ca. 91356 (818) 345-5988
Program:	Fabio Garbini	3786 Meier St. Los Angeles, Ca. 90066 (213) 398-1421(H) (213) 644-2933(O)
Concours:	Phil Guiral	248 Lindero Long Beach, Ca. 90803 (213) 439-5550
Competition:	Charlie Thieriot	2500 Roscomare Rd. Los Angeles, Ca. 90077 (213) 476-8812
Newsletter:	Gene Zettle	1415 Via Zurita Claremont, Ca. 91711 (714) 625-2876(H) (714) 625-6509(O)

GENERAL MEETING

IMPORTANT NOTICE

As we go to press (I've always wanted to say that...it sounds so important) the program for the June meeting at Alondra Park is still TBA. Go anyway, though; something crazy and fun is bound to happen!



PHOTOS

To find out who these little old ladies from Pasadena are and what they are doing here please read Parola Di Presidente within. Above is Roberto Guerrero at Long Beach, photo by Rex Chalmers.

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

COVER STORY:

Why are these ladies smiling and what is it about their automobiles of which they seem so proud? As you may have guessed already these two special Alfa owners are Rachelle Ponce de Leon and Ada Garza, two women who happened to be my Mom and Mom in-law. The one with the broken ankle is my mother [skiing accident]. The point of all this nepotism is that the 1979 Alfa Romeo Sports Sedan with automatic transmission is well suited to meet their driving needs. With four doors, adequate trunk space, automatic and air conditioning it provides ease of operation and creature comforts associated with the popular Japanese imports. The 78-79 auto sedan is also very affordable. My Moms Alfas are gifts which I had purchased both cars for less than \$2000.00! Yes I had to do some repairs but these cars can be had for a reasonable price and can be enjoyed by people who usually would look toward other automobiles. What I really get a big kick out of is that once over the shock of receiving the car as a gift that they start to enjoy the actual driving experience that only an Alfa can deliver. They are now taking the time to learn about the tradition and engineering that goes into their cars and both were delighted to learn that "Alfetta" is a diminutive name for the great Tipo 158 & 159 Grand Prix cars. Growing up before and after the War, both Moms have heard of the great name of Alfa Romeo but never dreamed of ever owning one. As a native of Mexico, my Mom in-law vividly remembers listening on the radio of the Alfa Romeos in the Carrera Pan America. The side benefit to all this is that I not only enjoy the family esteem bestowed upon me but the family tolerance when I tow home that little jewel that just needs a little TLC to get it running again!

POINTS OF INTEREST

I want to thank Paul Dexler for a very successful and informative presentation of

his slides and narrative of the Alfa Romeo Museum at the General Meeting last April 27th. About 75 of us were in attendance and as an added feature Paul brought a 164 sedan which one could count many heads nodding in favor. The car courtesy of ARI was the center of attention for the Alondra Park regulars. A multitude of comments and opinions and I think most were favorable. Certainly the Pinnfarina Body is quite attractive and well finished. Again, Thank You Paul. Thank yous also go to Susan Zettle and Vickie Dillman for the refreshments.

Our next General Meeting will be held on May 18 which is the Third Friday of the month rather than the traditional last Friday. This was scheduled so as to not conflict with the Memorial Day Holiday weekend. Our guest speaker will be a representative from Zymol car care products.

Friday June 29 will be the following General Meeting at Alondra Park program TBA.

Then on July 21 which is a Saturday at 2 PM we will have a Dinner Meeting at the San Antonio Winery. A Concours de Elegance will be a part of this day of Italian cars and Italian food. Sounds great? Please mark your calendars for this wonderful afternoon. Details are elsewhere in this issue of Alfacionada. Or call me to reserve dinner and to enter the Concours.

There will be elections to the Board of Directors of this Chapter and I hope to be replaced as President. The elections will take place at the annual Swap Meet which will be held once again at Alfa Ricambi in November. Call me if you can donate some time to help run the club it takes just a few people but we need to rotate the responsibilities. If I call you its because I'm recruiting to get more members involved. Sure its time consuming but think of the reward of finally doing your bit for the club after all these years sitting on the sidelines. We need people to bring refreshments for two monthly meetings, someone to replace Terry Higashi of T-Shirt fame, a new Treasurer and Membership chair. Plus some people to work with the Competition Director. Give me a call if your interested. Until then.....

A Rivederla

GOOD NEWS, BAD NEWS & JUST NEWS

Stu Schaller

The Alfa Indy car effort started off in almost the same manner as last season ended. At both Phoenix and Long Beach, the car qualified in the middle of the field. At Phoenix, Guerrero was up to eighth before a minor incident put him out of the race. At Long Beach, the car finished fourteenth. The problem appears to be as much with the March chassis as with the Alfa powerplant, as at Long Beach the Lolas and Penskes seemed a lot quicker through the corners. The only other March (with Porsche power) was also a mid-field runner.

Alfa prices, along with those of most other collector cars, seem to have stabilized over the last two months. I still think Alfas are cheap in relation to other great marques.

Got to drive a new 164 the other day. The car is very impressive; the only thing I didn't like was the somewhat buslike driving position. The base and "L" models are out now, and the Sport will be available in the fall. Prices "out-the-door" will be \$28,000 to \$37,000 depending on model and options.

My 2600 Sprint is coming along. The brakes needed work, and the carbs need rebuilding, along with various and sundry other things. By the way, I can use a set of inside armrests if someone has them to spare.

There have been a number of Alfa articles in various magazines this month, one of the most interesting being on an Alfa six (a 6C, 2.5 liter Alfetta Sedan with carbs) owned by one of the staff of Classic and Sportscar.

Some advice for those of you with older cars: If you can find the parts for your cars now, buy them. There are not that many people remanufacturing Alfa parts that have become obsolete, and we can only count on our friends at Alfa Ricambi and others for so much. It is expensive to "tool up" for even the smallest parts, and for the obscure Alfas such as 6C2500s, 1900s, 2000s, 2600s and the like, there is not really enough demand to spend money for tooling when you can only sell a small number of a particular part. Some good

sources for Alfa parts outside the U.S. are 1.) A.F.R.A. Via Carraciola 24, Milan, Italy and 2.) E.B. Spares, West Wilts Trading Estate, Westbury, Wilts, England. Please provide part numbers with your orders.

We have another club dinner coming up in July at the San Antonio Winery, thanks to club member Gene Jacob. Contact Gene for further information regarding this gathering of Alfisti.

ALFAS RACING PLANS

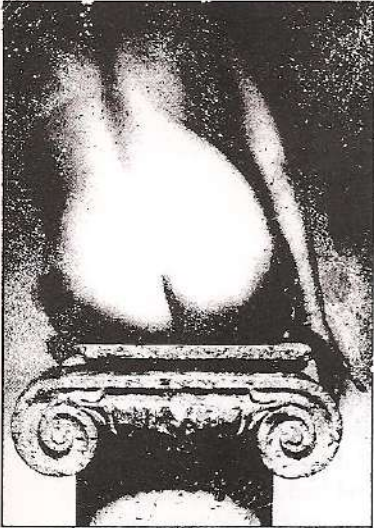
For this year Alfa plans to continue its Indy car effort through Patrick Racing, developing the motor currently in use (4 valves per cylinder) and, as soon as it is ready, using the new 5 valve per cylinder motor, which, by the way, has a larger bore and smaller stroke, producing a motor which can rev to higher rpm. By late 1991 Alfa wants to have this new motor developed to the point where they can sell it to various teams and move away from full-fledged involvement with a particular team. Alfa definitely does not intend to produce and develop a complete car for the Indy series.

The factory is currently working on a car with a twelve cylinder, 3.5 litre motor for the International Sports Car Championship. This car will not be completed quickly, and will go through gradual development, both this year and in 1991. In 1992 the Sports Car Championship will be exclusively for 3.5 litre normally aspirated cars (eliminating turbos which are allowed through 1991). All components are being done "in house". It was decided that the V-10 3.5 litre motor, developed for the stillborn Touring Prototype series, would not develop more than a reliable 580 bhp at 12,000 rpm, so the decision to make a new motor with 12 cylinders was recently made. Alfa thinks they can get 650 reliable horsepower at 15,000 rpm. by the time the car is ready to race, sometime in late 1991 or early 1992. Alfa does not plan to go into the Formula One wars, as Ferrari represents the Fiat group in that arena.

For those of you with a few extra dollars, the V-10 motors and the 4 cylinder 1.5 litre turbo motor (which was actually at Alfa Ricambi for some time and which was designed for the 1987 Ligier Formula One car) are available!!

"Til next time

Stu



EDITOR'S DESK

For me, fate is an iffy proposition. Is there such a thing, or do we like to believe so and thereby provide a convenient scapegoat for all the doo doo we get ourselves into? Was I fated to meet my wife, fall in love and get married that day a hundred or two years ago when I first cast an eye on the fair Susan? (What imagery! Where do you suppose that strange expression derived from? What fish could be so tempting that one would consider casting ones' natural born eye?! What part in what play could be so bizarre as to cause the director to cast said slippery ocular orb?!) At the time, it sure seemed like it, so transfixed was I by her presence and so single-minded was I in pursuit of our union. Was it destiny that provided my parents with the wonderful gift of me, or caused them to move around the country at various times so that I would end up in just the right places to meet just the right people so that I would be in just the right career at just this very moment?! Was I preordained (I think not. I have never been nor am I now, a man of the cloth.) to become irrational, foolish and fiscally irresponsible each and every time someone wiser than I offers to sell me an Alfa Romeo?! Naaaaaaaaahhhhhhhh!!! Like I said, I have a rough time with the concept. I know there are a lot of folks out there who believe in predestination; I think there are some religions around that teach predestination. There are also a lot of folks who put a lot of store in astrology. If there's a difference, I can't see it. Different strokes, right?

The point of all this blathering is that, in spite of what I may or may not choose to put faith in, the fates have conspired this month to make the newsletter late. No, really!! (Remember the part about the scapegoat?)

ALFACIONADA

It seems my assistant was at his desk pretending to work as usual. A strange impulse (fate again!) caused him to lift his head from his nap. Water was fairly gushing from a ceiling soffit directly over our computer equipment, which was on at the time. The innocent looking soffit is actually a planter when viewed from the outside of the building and a sprinkler pipe therein had burst and was doing its best to fulfill its destiny by flooding my office, computer and all. Fearful of crashing hard disks, said erstwhile assistant slogged through the rising damp to rescue the machinery from the deluge. It has spent the last week and a half at the repair shop.

Oh Darn!! Now I won't be able to do the newsletter! (An honor every young lad born to Alfa should aspire to and achieve) Done in by destiny again!!

Time to trot out plan B. Charlie Theiriot called on a completely different subject and the conversation worked its way around to soggy software. "Ah HA!" said Charlie, "You can use the club computer that John Green has." (There's that fickle finger again!) He wouldn't give it to me unless Susan and I would come to his house for dinner and bridge, however, but that's another story..... If your newsletter is late, though, it is definitely not-my-fault....it was fate!!

CONCOURS

Phil Guiral

The first Concours of the year will be held June 10th in conjunction with the Huntington Beach Concours d'Elegance benefitting the children's library. Last year, all the Alfas entered came away with trophies or door prizes and there was plenty to see and do throughout the afternoon. There are dozens of classes for both cars and motorcycles (I'll be entering my Norton Commando). The Alfas will be judged by both their judges for their trophies, and our judges for our ribbons and year-end points. Entry forms can be obtained by calling (714) 960-8836 or (714) 842-2277. Once you have entered, please call me, (213) 439-5550, so that I may organize our club judging and ribbons. Treat this event as two separate concours and mail their application and \$25 fee to them, and the club entry form and \$7 fee to me at 248 Lindero, Long Beach, Ca. 90803.

I hope to see you all June 10th at Huntington Beach!

Four Days In A 164

By Paul Dexler

Automotive writers have one perk in an otherwise totally normal job. The auto manufacturers know that if the writers experience their latest products, they're going to "get some ink." Some words, hopefully good ones, about their cars will appear in print.

So, when Fabio Garbini called and asked if I would show my slides of the Alfa museum and the Turin museum at the April meeting, I thought it would be nice if I could bring along a real, live 164, not on a show stand but on its wheels where everyone could see it, feel it and hear it in the flesh. I called Craig Morningstar at ARDNA in Orlando, and he said "No problem." The car would

be delivered to me on Tuesday morning and picked up from my office the following Tuesday.

Just to be sure that everything was operating according to plan, on Monday the 23rd, I called the company that handles the press vehicle fleet for Alfa and many other companies. "No problem," said the owner of the company, "We'll have the car to you by 10:30 tomorrow morning." Later in the day, the phone rang again. "Slight problem," said the manager of the company. "We can't find the car you're supposed to have." It turns out that there are three 164s in Alfa's Los Angeles press fleet. One is a base model, one an "L" type and one an "S" model. They knew exactly where the S model was. *Road & Truck* was doing a road test on it when someone slammed into the rear of it in a parking lot. It was languishing in a body shop waiting for parts. The base model was out of state on an extended test and the L type was nowhere to be found.

"We'll call you in a day or so," I was told, "Meanwhile, how would you like to drive a nifty Peugeot 405 GTI 16v?"

The Peugeot was nice enough, but not what I had really wanted. The week drew on. Thursday, I got a call.

"I think we've found the Alfa. Call you back later." Thursday late, just before quitting time: "Do you know where Motor Trend's garage is?" I did. "Take the Peugeot there tomorrow and leave it and pick up the Alfa." The good people at Motor Trend had finished their test

of the 164 two weeks earlier and had neglected to tell anyone. They were still enjoying the car.

So came Friday morning and I was heading down the Hollywood Freeway to Highland, then west on Sunset to La-Clenega and the Petersen Publishing building. The garage attendant took me to the lower level where, sure enough, there sat the red 164L, between a BMW M5 and a Geo



The 164 L. It was worth the wait.

Metro convertible. I turned the keys to the Peugeot over to the attendant, transferred briefcase and tape cassettes to the Alfa and shortly was motoring down Sunset towards the 405. The week had started badly but it was looking good now.

On The Road At Last

Now that I was finally in the car, I started to assemble my impressions. The first were that it sounded, felt and smelled like an Alfa. The next came after I passed the Strip and was cruising through Beverly Hills. There seemed to be no torque steer. Here was a front drive vehicle with a large and powerful engine mounted transversely, and yet except for a tiny twitch when moving off from rest, it felt like a rear drive car. Arrival at my office left no more time for impressions.

Came evening, I drove home, picked up the projector, slides and screen, and headed for Alondra park. Some thoughtful motoring writer had lifted the owners manual, so I had called Alfa and found out about little details like the tilt and telescope steering column and how one or two other little items worked. I also found out that there was no trunk key, but the trunk could be opened by

a button on the dash.

The drive down the 405 to Lawndale was uneventful, the fairly decent Chrysler radio providing good sound and one annoyance. I happen to believe that the dial of a radio should show the tuned frequency, and some other dial should provide me with the time of day. I seemed to recall that the 164 I sat in in Turin had a clock, even though no radio was installed.

After the meeting, where all who wished got "hands on" with the car, and the Pizza Show, where more of the same, I cruised the 35 miles home, fine tuning the seat adjustments and getting more "into" the car. The more I got into it, the more I liked it.

The structure was extremely well thought out, so that the body felt as if it were carved from a solid block of steel. The shifter was precise and light, the clutch light. Three thousand miles of magazine editor testing had caused the usual problem with test cars, slightly softened motor mounts from hundreds, maybe thousands, of jackrabbit starts.

The seats got more comfortable as the next day passed. Electric adjustments for fore-and-aft, height and back rake, coupled with an adjustable lumbar support and the tilt/telescope wheel provided an enormous range of choices of driving position. The instruments were clearly visible through the wheel, and the "Christmas tree" effect of all the warning lights coming on when the key is first turned has to be seen to be believed.

When I had first seen photos of the 164, I wasn't too sure about the nose treatment. Seen in person, my reservations dissolved away. The whole car looks "right." Strangely, or perhaps not so strangely, although the floor pan and internal structure of the body are the same as the Fiat Croma, Lancia Thema and SAAB 9000, those three cars share a similar look but the Alfa does not. In fact, nothing gives any indication that the car is based on anything but itself. Thank you, Pininfarina.

The weekend, with its opportunities for driving, passed all too quickly. Monday was over, then it was Tuesday morning. I got a phone call, "We'll be there at 10:30 to pick up the Alfa." And soon enough, they were. I turned over the keys and watched the car disappear down the alley.

As an automotive editor, I get two types of cars. There are "drivers" and "keepers." A driver? Well, it's interesting enough while you have it, but when it's time to send it back, off it goes without a qualm. A keeper? I had already been on the phone with Alfa, "How about I keep it until Wednesday, maybe Thursday?" No dice. I got the promise of more time in a 164 later in the year, though. I can hardly wait.

THE LITTLE ALFA THAT COULD

Lorenzo Gigliotti

Last year, when I heard that Alfa Romeo would enter the CART/PPG racing series I was extremely pleased especially with the thought that once again Alfa would have a chance to shine at the Long Beach Grand Prix. However, I soon found out that the car would not appear at Long Beach until the following season (1990). So I contented myself with following the car's progress through the 89 season via television. It was quite a season "a learning experience" and let's leave it at that. At least they had a more modest attitude than Porsche and didn't eat any crow.

This season when I found out, that not only had they acquired a major sponsor but they had also become part of the Patrick Racing Team, my imagination ran wild. Here's the line up-- Roberto Guerrero driving and well overdue for a great season-- Miller Draft Beer, a truly big league sponsor and the Patrick Racing Team last year's championship team... what else could you want? How about a second car driven by one of the winningest drivers in Indy car history? The announcement came out that Al Unser Sr. would drive the second entry at the two big oval races -- The Indianapolis 500 and the Michigan 500.

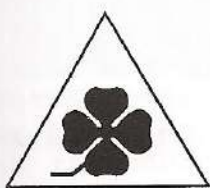
Needless to say the Long Beach Grand Prix should have been an exciting premier of things to come and I was ready. The Phoenix race preceded Long Beach by a couple of weeks but the new engine wasn't ready yet. Guerrero spun out and crashed mid-race... so much for Phoenix. Then the news came out that the new five-valve Alfa engine would debut at Indy and not before. Well I went to the time-trials Friday and Guerrero pushed that car hard but there wasn't enough

continued page 8

there to qualify close to the top ten. I told myself tomorrow would be better "maybe they can get a little more out of that engine over-night." Saturday came and went with no improvement. I consoled myself in the fact that other veteran CART entries had qualified behind this relative newcomer.

Sunday the main excitement concerning the Miller-Alfa Romeo would be: when it would be lapped and whether it would finish and if it did, how would it finish? The race started on time. The car ran strong but was obviously out-muscled and was lapped fairly early on. One consolation -- it was about to be lapped by the leaders again when the checkered flag came out so at least it was in the photo.

continued page 11



SUPER PRODUCTIONS

670 W 17th Street, Unit F-3
Costa Mesa CA 92627

Bill Stevens & York Kielnecker

*Exclusively Alfa Romeo
Repair and Service
By Appointment Only
(714) 642-3177
9:00 - 6:00
Monday - Friday*

There's no trick to making an Alfa fast and reliable.

You just have to know what you're doing.

We have over 15 years experience repairing, maintaining, modifying, racing and caring for Alfa Romeo motorcars.

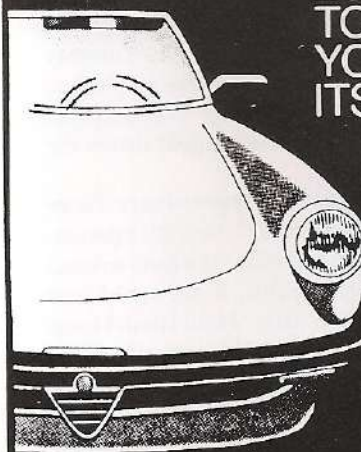
Please call for an appointment or to discuss your needs.



omega motorsports

3872 Clarington Avenue, Culver City
(213) 836-3160

Alfa Ricambi
NORTH AMERICA'S LARGEST INDEPENDENT
INVENTORY OF ALFA ROMEO PARTS



ESTABLISHED TO MAINTAIN YOUR ALFA AT ITS VERY BEST

Your one-stop
source for
stock, high-
performance,
competition
parts, from
Alfetta to
Zagato.



**PROMPT
WORLDWIDE
SHIPPING**

**FAX (818) 956-5160
1-800-225-ALFA
(818) 956-7933**

6644 SAN FERNANDO RD., GLENDALE, CA. 91201



MAR VISTA MOBILE

3822 W. 139TH ST., HAWTHORNE, CA 90250
(213)644-2933

SPECIALIZING IN RESTORATIONS OF 750 & 101 SERIES CARS

RECONDITIONED 750 & EARLY 101
GUAGES WITH NEW PLASTIC INSERTS,
EMBOSSSED, NOT PRINTED, GUARANTEED
NOT TO YELLOW. RECHROMED BEAUTY
RING, LUBED, CLEANED & PAINTED.
LOOKS LIKE NEW \$1,200.

TRANSMISSION REPAIR
\$150 LABOR (benchwork only)
GUARANTEED 6 MONTHS (with all
bearings replaced)

ATTENTION RACERS:
NEW 5:12 RING & PINION SETUP IN
YOUR HOUSING WITH ALL NEW
BEARINGS & LOCKED SPIDERS \$1,350.
POSI. AVAILABLE.

The Right Stuff to Put You Out Front

Alfa Romeo

MORE POWER!

- Headers • Camshafts •
- Carb Conversions •
- Induction Systems •

BETTER HANDLING!

- Springs • Torsion Bars •
- Sway Bars • Shocks •
- Alloy Wheels •

GOOD LOOKS!

- Spoilers • Side Skirts •
- Air Dams • Alloy Wheels •

We are Automotive
Performance and
Design Specialists.
We'll help you get
your Alfa to run and
look the way
you want.



shankle

.....the unfair advantage



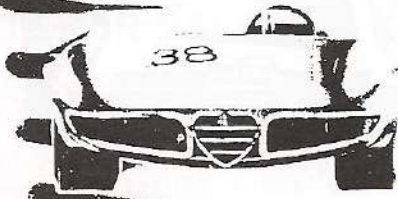
automotive engineering

9135-F4 Alabama Ave, Chatsworth, CA 91311
Phone 818-709-6155 FAX 818-709-8169

15% AROSC DISCOUNT CATALOG \$5.00

EXPERT GENERAL SERVICE AND MAINTENANCE

A complete line of chassis and drive
train components for racing and high
performance street use are also
available.



WARD AND DEANE RACING

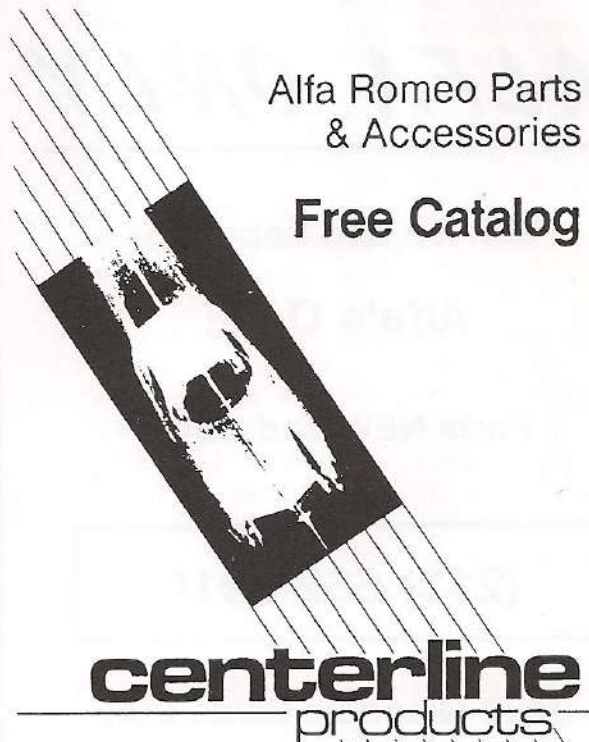
Shop Location: 1317 W El Segundo Blvd
Gardena, Ca
Telephone: (213) 754-6008

Mailing Address 115 N. Oak St. No.15 Inglewood, CA90301

OPEN DAYS
EVENINGS
WEEKENDS

Alfa Romeo Parts
& Accessories

Free Catalog

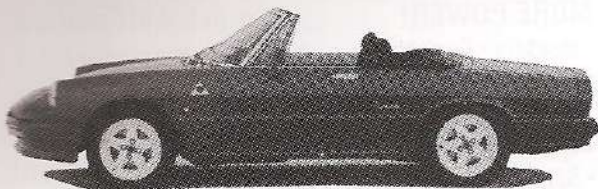


centerline products

P.O. Box 1466, Boulder, Colorado 80306
(303) 447-0239

ALFA ROMEO PARTS

Original and Aftermarket Parts
DISCOUNT PRICES
Catalog - \$300 T-Shirts - \$1100



EUROPARTS CONNECTION

1425 Gardena Ave., Unit 7 • Glendale, California 91204
Toll Free USA: 1-800-228-EURO
Calif: 818-242-1122 • Fax: 818-242-1471



WORLDWIDE
SHIPPING



GTA

*Sports
Car*



Alfa Romeo

AND OTHER
FINE ITALIAN MOTOR CARS
service & parts

18734 Ventura Blvd. Tarzana, Calif.
(rear-building)

(818) 996-6787

JOSEPH CANNONE Prop.

ALFA ONLY

Service and Repair for
Alfa's Only!

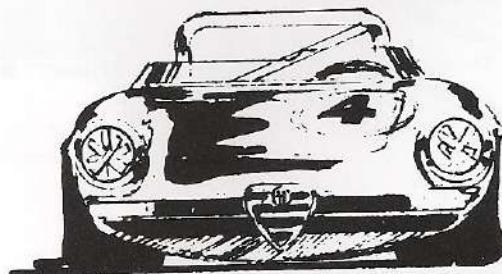
Parts NEW and USED

(213) 662-3916

3422 Glendale Blvd., L.A.

½ Mi. So. of Glendale
in Atwater Village

Alfa Milano, Inc.



We offer you the expertise of
Mr. Aquiles Gemba

formerly with Autodelta and
Alfa Romeo factory.

NEW ADDRESS!

1652 S. La Cienega Blvd.
Los Angeles, CA 90035
(213) 652-2404

CARS FOR SALE

* 1974 Montreal Black with new black leather interior. The best Montreal in the country. Completely rebuilt by Autodelta mechanic. This car is 100% complete and has only 500 miles on rebuilt engine. \$39,000 firm or trade plus cash. Franco Simplicio, (213) 656-8400 days or (213) 276-5110 eves.

* 1974 GTV Strong engine, good trans., factory air, new red paint, good black interior, new clutch and exhaust system, P-6 tires, alloy wheels, excellent cond. \$6,500. (818) 242-1122 Kenny Hudson.

* 1988 Milano Verde 3.0L 10K miles, extended 7yr./75K warranty. Red, black interior. \$16.5 K. John, (213) 544-0286.

* 1979 Sprint Veloce 50,000 miles; air cond; sunroof; Webers; recent motor, brakes, donuts, complete Shankle suspension, Sachs gas shocks; Ansa; Alpine; Campagnolos; new tires; body and paint excellent (rust free California car); new upholstery - creme w/blue and grey suede cloth. Trade for Giulia Super or \$4,000. Mike, (805) 498-0271.

* 1967 GTV Body damage left rear. \$5,500. (818) 996-6787.

1977 Alfetta Sedan Interior and exterior good. Make offer. Paul DeRosier. (714) 892-0658.

1972 GTV Rebuilt engine, Ward & Deane suspension, Shankle headers, new red 514 paint on straight body, new radiator, starter, coil and brake master cylinder. You'll want this one, I guarantee. \$6,499. Call John. (213) 544-0286.

PARTS FOR SALE

1750 block with crank, and head with cams. Make me an offer.

'71 Spider steel wheels (repainted) with hub caps. Original black seats in good condition. Make me an offer.

Both above, Tina Van Curen (213) 666-4500.

For Alfa Berlina All four doors with windows and interior panels, cowling sheet metal, rear window with metal and seal, front and rear bumper, no rust. Cheap, I need the room -- make offer. Barbara Willburn (714) 828-3127.

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.

WANTED

Heatshield for 1979 Spider and rear springs and shocks for a later model Spider. Call Bruce at (213) 826-9865.

1979 Sports Sedan Clean body, mechanical not so important. Pete Valenzuela. (213) 923-5305 H. (213) 336-7498 O.

* Indicates new ad

It seems that Alfa's recent racing history in really-fast-open-wheel-racers (Formula 1 and now Indy) is a series of mis-matches. In the late 70's Formula 1 ventures they managed to attract some heavy duty driving talent such as Nikki Lauda and Mario Andretti but the cars were not quite up to snuff. When they finally developed some really competitive machinery in the early 80's most notably the 182T and the 183T they put them in the hands of rockies who made a habit of destroying these masterpieces (point of interest - some of these guys still haven't won a race and they aren't rockies anymore). This time I hope history doesn't repeat itself. Guerrero is no rookie and Patrick Racing is not too shabby. March has been building competitive Indy cars for a long time. The wild card in this formula is Alfa and timing is the most important ingredient...lets hope that the competitive engine that Alfa will inevitably build, is made available to what is perhaps the most competitive combination Alfa will ever acquire in CART. Hopefully the "little Alfa that could" will become "the little Alfa that will."

CALENDAR

- June 29 General Meeting - Alondra Park
July 20 General Meeting - Alondra Park
28,29 Time Trial - Willow Springs
September 2 Time Trial - Carlsbad
September 29,30 Driver's School at the
Streets of Willow Springs
November 17,18 Time Trial - Laguna Seca

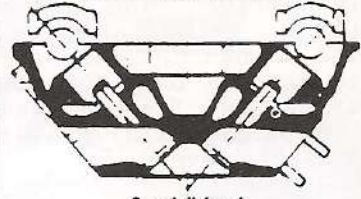
DREW KELLEY

(213) 529-2721

ITALIAN MOTORS *Ltd.*
Personal Care for **FERRARI** and other Fine European Motorcars

8860-F ROSECRANS AVE. DOWNEY, CA 90242

SPERRY VALVE WORKS



Specializing in

ALFA ROMEO HEAD WORK

The complete Alfa head shop that offers:

- High performance valve jobs
- Porting and polishing
- Big valves
- Street cams

Contact us directly or insist that your mechanic sends your Alfa head out for a Sperry Valve Job

Call or write for a Free Brochure

Sperry Valve Works
1645 West Sepulveda #10
Torrance, California 90501
(213) 325-7549

U.S. POSTAGE PAID
FIRST CLASS

Permit No. 656
Claremont, Ca. 91711

The Alfa Romeo logo, featuring a red cross on a white background and a green serpent on a blue background, is positioned at the top left. Below it, the letters 'A.R.O.S.C.' are written in a large, stylized, green font with red outlines. A green four-leaf clover is placed at the end of the 'C'.

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA P.O. BOX 947 LAWDALE, CALIFORNIA 90260-0947