

APRIL 1991

# AlFacionada!

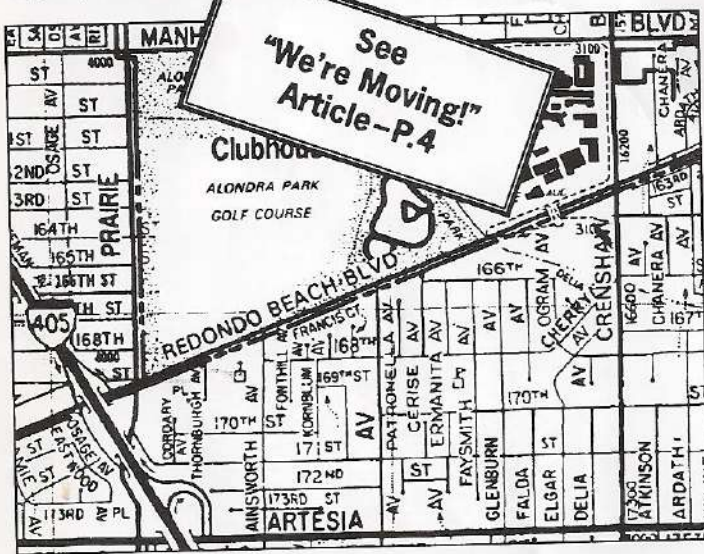


ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



**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 the Department of Water and Power Auditorium, located at 111 N. Hope St., Downtown Los Angeles, unless otherwise noted in the newsletter.



Please send articles, letters, ads and photographs to the newsletter editor by the tenth of the month for publication in the next 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.

### IMPORTANT DEADLINE:

All articles and classified ads are due by the 10th of the month to be featured in the following month's newsletter.

### MODIFICATIONS DISCLAIMER:

AROSC is not responsible for the safety or practicality of modifications performed by individual members and described in these pages. The Club suggests you check with your mechanic before modifying your car in any way.

**Cover:** Alfa 164 photographed in Italy by Dave Gooley

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## Newsletter

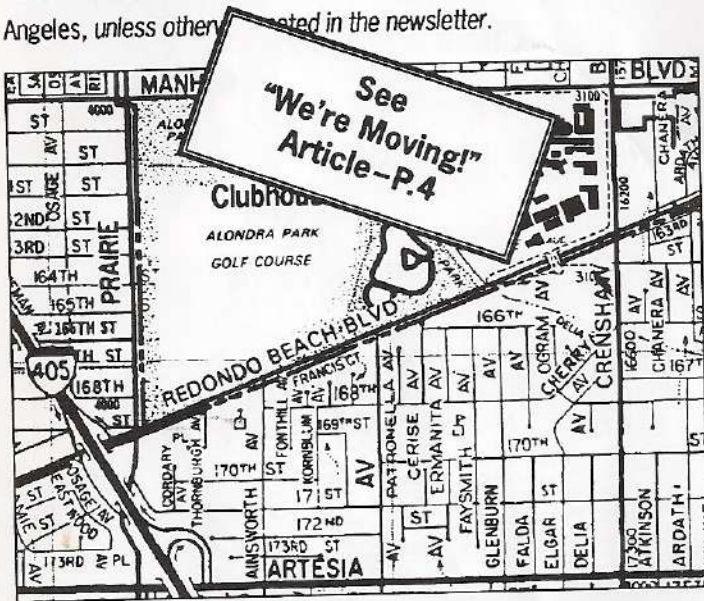
<b>Louise Velazquez</b> Editor	(213) 934-4508
<b>Steve Gerow</b> Art Director	Mailing Address: P.O. Box 48616 Los Angeles, CA 90048

## Commercial Ad Rates

1/8 Page	Half Year \$60.	Full Year \$100.
1/4 Page	120.	200.
1/2 Page	240.	400.

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## Editor's Desk

Louise Velazquez

Some of you have been reluctant to contribute to *Affacionada* because of a desire to put the best wheel forward and not being quite sure about writing for publication. Here are some helpful guidelines to keep in mind when submitting articles for publication:

1. Stories too long for the Editor to retype must be turned in on a disk (in addition, a printed copy is helpful along with the disk). Stories should be in a text format such as Ascii, or in Microsoft Word for either the IBM or Macintosh. Type paragraphs as one long line, without introducing tabs or hard returns at the end of each line. Do not indent paragraphs or separate them with an extra return—our software takes care or the indentation automatically. Disks are:
  - 3.5" Macintosh preferred
  - 3.5 or 5.25 IBM clone OK
2. Captions must be included for all photos with names, date, location, type of car(s) and any other useful information, securely attach caption to each photo. Do not write on photos with ballpoint pen, write on a postit and tape it to the back of the photo.
3. Photos - Black and white or color *prints* only—no slides except 8c-2900s in the Mille Miglia—unless it's *super* material, we're not able to have a BW print made. No xeroxes of photos or already screened photos
4. For those arranging meetings or special events please include complete directions for getting there and orient them for someone who HASN'T already been there. A map should be provided for all club meetings scheduled at locations other than the clubhouse.
5. Provide information on who, what when where, how much \$, who to call for more information etc.
6. Be sure that complete names are provided and spelling is correct.
7. Competition results should be in descending order listing the names and best times only—no raw data. Computer charts should be done with tabs, not space bar spaces.
8. Please byline all articles and identify contributor(s).
9. The deadline for submissions is the 10th of the month preceding publication. Please help the newsletter editor out and turn in your articles/submissions early if possible. It creates a tremendous amount of work if everyone waits until the last minute to turn everything in. Submissions received after that date risk not being included. ▶

## President's Column

William J. Pringle

Spring is here and boy do we have some great things cooked up for your enjoyment. Highlights are the Long Beach Grand Prix, of which details have been seen in past issues. It should be a gas. On April 27th Tony Krivanek at Vintage Racing Services will give us a tour of his shop and give us some tips on restoring vintage sports and racing cars. This is a must-see for all you car buffs out there. Mid May will see the legendary Dirk Stoehr Mangia Miglia make history in culinary delight. May 26-27 will have the Laguna Seca Raceway invaded by Alfas with the 3rd Time Trial of the year. Don't miss this one folks!

Disaster was narrowly averted at the March meeting...it seems the fellows at the Parks and Recreation Department took Good Friday off and forgot to unlock the clubhouse for us. After an emergency phone call and some sweet-talking to the local police patrol, we finally got underway at 8:30 pm. Those who came were treated to a very professional presentation by Mike Sperry of Sperry Valve Works on the inner workings of Alfa cylinder heads. He also showed us his new V-6 cam belt tensioner/detensioner fix which was most impressive. Thanks for the time you spent with us Mike.

For the April meeting, we will hear Mr. T. C. Browne deliver a talk and slide presentation on his experience at the Mille Miglia. I'm sure it will be most amusing as this guy has many years (not at liberty to discuss exactly how many) experience in automotive journalism. Additionally, he has personally owned some pretty weird cars over the years.

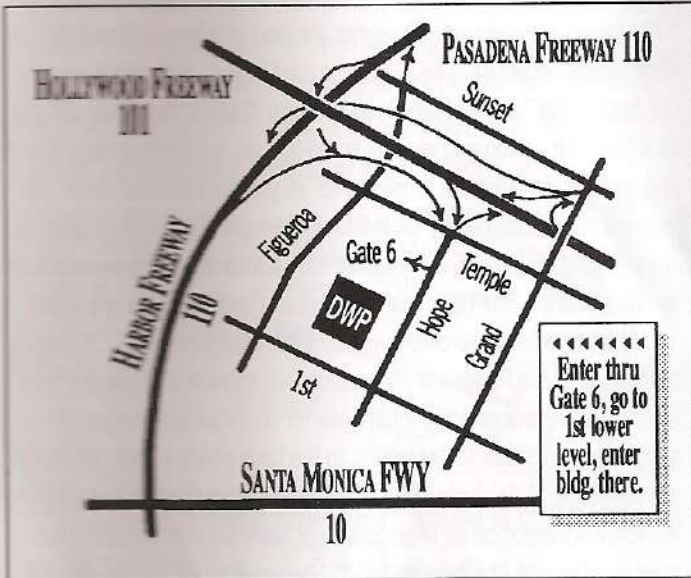
The May meeting is actually the San Antonio Winery meeting/tour/concours Saturday, June 1st at 1p.m. Call Gene Jacob at (818) 249-5056 for Reservations or Info. Be there or be square!

As an added incentive to attend the April meeting be aware that it will be held in a new location: The auditorium of the Department of Water and Power building in downtown Los Angeles. The building is freeway close on Hope Street, between Temple and 1st and the auditorium is 1 floor down from ground level. It is molto elegante, has an enormous facility, secured underground parking and I must thank Mr. Jeff Peltola for making it all possible. See new map in this issue for details. □

10. Send SASE along with all Photos and Disks to increase reliability of your getting them back. Without it these things will get lost from time to time. Label all Disks and each and every Photo with your name!
11. Please call the editor if you have any questions or need help. Louise's number during the day is (213) 934-4508 and eve. is (818) 797-8897. □

## We're Moving!

Tina Van Curen



The Alfa Club is moving "uptown"! Beginning April 26 the General Meetings will be held at the Department of Water and Power in downtown Los Angeles, at the intersection of the 101 and 110 Freeways.

Thanks to Jeff Peltola we have the use of their large and well equipped auditorium as well as the attached parking structure.

There is even a funky pizza place right down the block called the Itchy Foot (don't ask!).

The DWP is at 111 N. Hope Street, between First and Temple. The parking entrance is just north of the building on Hope Street.

From the 101 (North or South) exit Temple Street and go South on Hope and Right into the parking lot. Once in the parking structure (lower level) go down the ramps, past the control booth (you can't miss this) and into the auditorium. It is on A level.

## The Treasurer's Report

of the Alfa Romeo Owner's Club of Southern California  
for the year ending December 31, 1990

### Income

Membership dues Total.....	\$10478.00
Transfer from Comp Account .....	500.00
Newsletter Advertising .....	..
Miscellaneous .....	40.00
<b>Total Income .....</b>	<b>\$11018.00</b>

### Expenses

Newsletter Printing .....	\$3554.15
Newsletter Mailing .....	1446.52
Miscellaneous Expenses .....	2034.12
Dues Split to AROC .....	1175.00
Computer Repairs .....	..
Yearly Trophies and Awards .....	1247.56
Club's Fee for Hall Rental .....	189.76
Social Director's Expenses .....	51.70
Rental of Video Equipment .....	..
T-Shirt Printing and Design .....	..
K & K Insurance .....	84.00
Club Donation to M.D. ....	..
Concours Expenses .....	..
Christmas Party Expenses .....	300.00
Bank Account Charges .....	80.00
P.O. Box Fees .....	28.00
Dynamometer Fees .....	..
<b>Total Expenses .....</b>	<b>\$10150.55</b>

**Bank Balance- December 31, 1990.....\$2136.83**

## March Raffle Winners--

<b>Russ Martin</b>	Set of oversize intake valves Sperry Valve Works
<b>Steve Gerow</b>	\$25 gift certificate Alfa Ricambi
<b>Julio Ramirez</b>	\$25 gift certificate Alfa Ricambi
<b>Bill Dillman</b>	oil and filter AROSC purchase
<b>Paul Blankenship</b>	<u>Alfa Romeo Buyers Guide</u> AROSC purchase
<b>Neil Saaty</b>	oil and filter AROSC purchase
<b>Charlie Schwartz</b>	Novus plastic polish AROSC purchase
<b>Vicki Dillman</b>	<u>Glenn's Alfa Romeo Guide</u> AROSC purchase
<b>Dick Hughes</b>	Key case AROSC purchase

## Good News, Bad News & Just News

Stu Schaller

The third issue of **Alfa Romeo World** has hit the newsstands. I am a little surprised by the number of factual errors it contains, especially considering it is originally done in Italy before being sent to England for translation. In spite of this, I can still highly recommend Alfa World; it's the best thing we have available to us. Issue number three contains articles on the new Type 33 wagons, an interview with Maglione, Alfa's marketing director, a history on Nicola Romeo, an article on the TZ racing cars by Carlo Chiti, the former director of Autodelta, and a story on the famous Nuvolari win at the 1935 German Grand Prix.

I have been appointed **U.S. Representative of the Alfa old cast iron 2000/2600 Register**, so if you have one of these cars, I would appreciate if you would send me information on your car's serial number, condition, and a list of any spares you have for sale, or parts you may be looking for, as the register can be of great service.

Sullivan has had some initial trails with the 1991 Lola/Alfa, and times look to be very encouraging.

I recently found a copy of **Evans Wilson's old Giulietta book** for my personal library, and I would say it is an absolute must for any Giulietta fan/owner. I believe there is a copy of it in our library, so contact Larry Meyer if you need it to help you in getting your car up to snuff.

**Auto Capital**, an excellent Italian car magazine says the hot Alfas to buy are anything with a Zagato body, IC 2500's, 1900's, 750 Giulietta's (especially sprints), Giulia T.I. Super's, G.T.A.'s, 1750 "Replicas", Montreal's, and the 2600's. Prices seem to be about 30% higher over there than over here, for comparable cars.

I am seriously considering **selling my 2600 Sprint**, so if you are interested, please give me a call; I might consider an Alfa (only if in excellent shape) plus cash in trade.

**Peter Zobian** is considering selling his one-of-a-kind Ghia bodied 1900 Super Sprint, so if something like this appeals to you, call Peter at (213) 425-7505.

The Orange County Chapter is organizing a **wine tour** in September and has agreed to let us go along, but only if we give them reasonable advance notice. If you are interested, call Terry Dooley at (714) 962-1636 or Stewart Sandeman at (714) 499-5767.

**Phyllis Gaylord** is going to be running for a full National Board position in 1991-92; she has done an excellent job in the competition chair for the last few years, so let's give her some support. Ballots should be sent to you from National in May or June.

Pick up a copy of the latest issue of **Classic & Sportscar**. It has an article on the 10 all time greats, as selected by John Miles (ex-Lotus F1 driver), Karl Ludvigsen, Peter Riley, Frank Costin, Simon Taylor, and various members of the C & S staff. I won't tell you how the Alfa Spider comes out, except to tell you it is on the list.

## AROSC Book Service

The following books may be ordered from the Alfa Club by contacting Stu Schaller, 8821 Lindley, Northridge, CA 91325 (818) 772-2761

**The Alfa Romeo Tradition**, by Griffith Borgeson

A brand new book covering the complete Alfa history, with emphasis on the people involved, rather than on the cars.

Retail	Club Price
\$69.95	\$52.95

**Alfa Romeo: The Legend Revived**, by David Styles

A fairly new book covering all Alfas up to 1989, including Europe only versions: an excellent replacement for the out of print Hull & Slater history.

Retail	Club Price
\$84.95	\$75.95

**Alfa Romeo Duetto**, by Giancenzo Madaro

A brand new book on the Duetto spider, in Italian only.

Retail	Club Price
\$32.95	\$29.95

**Alfa Romeo Giulia G.T.**, by Brizio Pignacca

A new book on the 105 series Giulias, in Italian only.

Retail	Club Price
\$29.95	\$25.95

## AROSC Raffles

At each and every general meeting our club has a raffle, with prizes both purchased with club funds and others graciously donated by local Alfa shops. To those suppliers who have not contributed, let me say that this is a very inexpensive way to promote your firm. It gets people into your shop who normally may not do business with you, and from now on, a list of prize winners and contributors will be published in *Alfacionada*. We often have individual gifts worth well over \$50, and we always have more than \$100 in prizes given out each month. For members, at three tickets for only one dollar, the raffle is not only fun, but a way to get something very nice almost free. But you must come to the meetings to participate. If you have any ideas as to what would make a good prize, or wish to contribute to our raffles, please call Stu Schaller at (818) 772-2761.

## The 164: A Winner From Every Viewpoint

Harry Newton Copyright 1991

Dave Gooley Photographs



Frankfurt office, produced the desired result, a V6 powered, five speed 164 was immediately available. In a way, this was an added blessing, as we were obliged to spend an entire day viewing the German countryside from a rail vantage, something I had never experienced.

Early the following morning, three of us arrived at Alfa Romeo's suburban Frankfurt headquarters where we were introduced to the dark green 164 that was to provide us with a most thorough test drive... 10,000 kilometers in less than five weeks!

First impressions are the most meaningful ones. Mine was that this Alfa Romeo was almost all trunk, for it devoured all our luggage and Dave's camera gear, leaving the passenger compartment available for passengers, quite a novelty. The amenities proved extensive, with leather seating, a three position sunroof, air conditioning and power "everything". We would come to appreciate certain of these standard features tremendously during the ensuing weeks. The dash mounted

fuel door and trunk release buttons were particularly helpful devices. The storage pockets in each of the four doors were equally welcome. And, Gooley slept better at night, knowing the radio control head was safe with his luggage in the hotel room, rather than in the car, where it might serve as temptation to potential thieves. In this same vein, the standard central locking system served us well. The rear seat was found to be so comfortable that the anticipated battle for the electrically adjustable front seats never materialized... knee room in back is remarkable.

OK, we know what you are waiting for. Just how has front wheel drive affected Alfa Romeo's legendary handling? Should everybody make a mad rush to buy one of the few remaining rear wheel drive Milano sedans? Has the concession to front wheel drive's packaging advantages taken the sportiness out of this new sedan? Take our word for it... take Gooley's word... and take Martin Swig's word. The 164 is all Alfa Romeo, undiluted road holding on Alpine autobahns, high crowned two lane, back country roads, even in Italy's notorious Futa Pass during a surprise hail storm.

The run south from Frankfurt to Milan was a great demonstration and familiarization drive. Visibility was excellent, with virtually no blind spots (electric adjustment of the side mirrors was logical and the control ergonomically well considered). The ride, adjustable for either boulevard smoothness

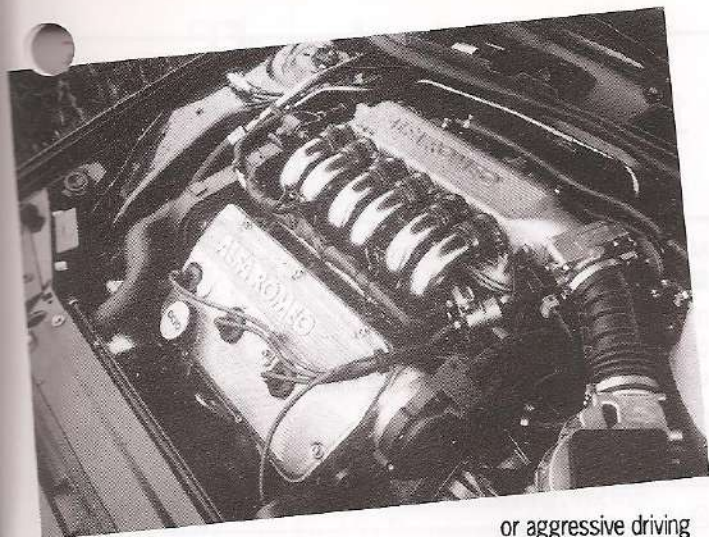
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**W**ith a selection of more than five hundred cars from which to choose", remarked San Francisco mega-dealer Martin Swig in a recent interview, "I drive an Alfa Romeo 164". Swig's name is familiar among Alfisti for his role as America's ambassador with portfolio to the Mille Miglia. As a retail dealer, representing more than a dozen Japanese, European and domestic franchises, Martin has more latitude than most of us when it comes to selecting his personal transportation.

In my case, I had been a salesman more than thirty years ago at an east coast dealership that handled the Alfa Romeo line. At the time, I wasn't as impressed as I perhaps should have been. As I recall, my Giulietta Sprint was evicted from my garage after one miserable week, due primarily to sundry electrical gremlins.

Then, there is Dave Gooley, with whom I am fortunate to collaborate on a variety of articles, mostly dealing with the archeology of auto sport and the industry. The well known photographer has a fleet of Giuliettas and Giulias, at least five at last count... and that pretty well defines where he stands.

In 1990, Dave and YT found ourselves in a hotel outside Munich four days before the Mille Miglia was due to start from Brescia, with no transportation laid on. A phone call to Franz Danner, PR guru at Alfa Romeo's



or aggressive driving conditions, was ideal for either mode, and, in neither case was it objectionably harsh nor 'mal de mer' soft. Wind noise was unobtrusive to the point that we were more conscious of the hum of tires in contact with the road surface than otherwise would have been the case. The five speed gearbox conjures up all the wonderful euphemisms that characterized the automotive journalists' vocabulary in our youth. The gear lever truly does "fall readily to hand"... the transition between gears indeed is "like cutting warm butter"... and the ratios are "perfectly matched" to the 3.0 liter V6's torque and torque bands. Beyond these most pleasant characteristics, we found that the 164 engineers had supplied an exhaust note that encouraged using a thousand revs more than needed in the intermediate gears, as the engine puts out plenty of torque at low speeds.

On the negative side, while perfectly content to cruise all day at speeds in excess of 160 km/h, this spirited motoring exacts a penalty felt quite distinctly in the wallet. At about \$4.00 per gallon, the difference between about 30mpg at 130km/h and 10 mpg less at 160km/h is significant. However, when one is motoring through Italy in the company of more than 300 vintage sports cars there is no choice... you keep your foot in the firewall and give the gearbox plenty of use. Each kilometer gave cause for greater admiration... gave further evidence that this front wheel drive car is not the result of compromise, not a case of watered down, badge engineering, a true thoroughbred, deserving in every way of its Milanese logo, complete with wreath.

Usually, the assessment of a new automobile begins with the styling. In this case, we hardly had a chance for the first week to give this aspect of the 164 more than a cursory glance. But, after the Mille Miglia workout, the pace slowed enough for an inspection of this new car, one that has found an excellent reception on both sides of the Atlantic. The overall theme is 'late 1980s generic, a seamless, rounded wedge shape like many others currently on the market. This isn't meant as criticism, but rather to place the Alfa Romeo as a contender among look-alikes. Flush side glass contributes to a contemporary modular, three box appearance, as does the forward sloping hood and the raised rear deck line. Flush door handles are in keeping with the car's lines, as are the linear contours below the rub

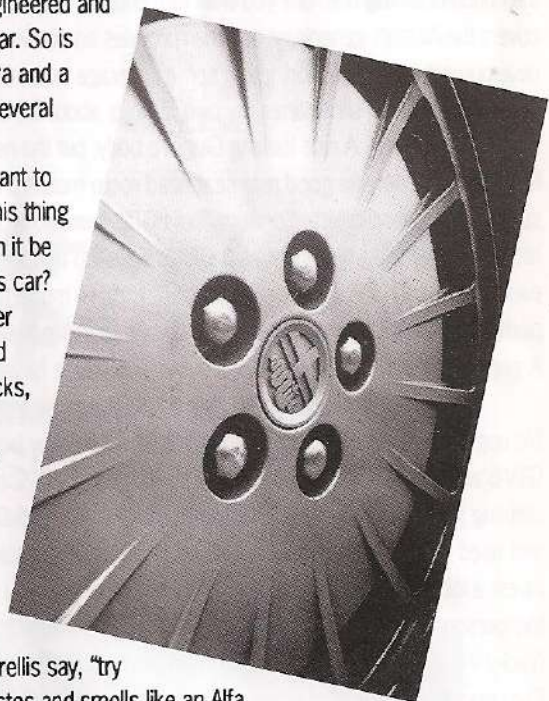
strip. The designers are to be applauded for their restrained use of bright metal accents and for the way the traditional Alfa Romeo triangular grill has been blended into the sedan's frontal styling. We also like the monotone color scheme, wherein the body color bumpers blend into the overall bodywork. On the interior, even under the engine hood, we found evidence of careful thought as to making this a car one can live with. The fluid levels are accessible for quick checking, something we recommend strongly, as the 164's V6 seems to take a long time to break in, using rather more oil during the process than we would have expected. There is, however, a 'not-to-be-ignored' warning light on the instrument panel that makes it unlikely that anyone will destroy this wonderful powerplant by allowing it to run dry.

Both the air conditioner and heater/defroster systems saw plenty of use during our dash through four countries (five if you count two hours spent traversing Luxembourg) (six if fifteen minutes in San Marino matters). American drivers, accustomed to the best, will find nothing to complain about in either system, and the wipers also met every challenge without becoming discommoded in any way.

We hear you! We can read your minds. "Granted", you are saying to yourselves, "the new, front wheel drive Alfa Romeo sedan is a modern, attractive, well engineered and well constructed car. So is a Cadillac, an Acura and a BMW, along with several others".

What you want to know is whether this thing is fun to drive? Can it be driven like a sports car? Is it, above all other considerations and evaluation yardsticks, an Alfa Romeo?

The engine says, "yes!" The lovely gearbox says, "definitely!" The all independent suspension and aggressive Pirellis say, "try me!" If it looks, tastes and smells like an Alfa Romeo... then, as far as we are concerned, it must be an Alfa Romeo... and that is high praise indeed. And remember, Martin Swig, the man with hundreds of cars under one roof... he drives a 164. □





## AROSC Library Feature

Reviewed by Larry Meyer

**Alfa Romeo Alfetta GT: All 4-Cylinder and V-6 Coupes**

by David Owen (1985) [Donated by Stu Schaller]

As a long term owner of one of Alfa's more misunderstood cars, it is nice to find someone knowledgeable, namely British journalist David Owen, who has a lot of positive feelings about the Alfetta. He speaks from experience, having run an Alfetta GTV for 80,000 miles over four years. While a stock Alfetta is certainly less sporting than a 105 series GTV, and the GTV-6 can be seen as Alfa's answer for the critics who complained about the original 4-cylinder Alfettas, it is also true that a few cheap upgrades transform the car's personality, making it a very attractive everyday GT. I would say, though, that if you dream of the way things were before governments began to interfere, you are better off with the earlier car, and if you want the fastest possible machine with the transaxle configuration, it is cheaper and easier to start out with a GTV-6.

Owen provides a good introduction to these cars, if you are toying with the notion of buying one, or if you want to round out your "Alfa education". He covers the Alfetta's genealogy, and then provides an overview of the car's development and production, giving some coverage to the GTV-6 as well.

How would I summarize my own feelings about the car? It is clearly a compromise Alfa. A nice looking Giugiaro body, but the need the high roof line needed to provide good rear seat head room means it is not as pure or successful as the Giulietta Sprint or Giulia GTV. It is also a car which did not receive as much development as it should have, so that it looks better on paper than in real life. On the other hand, it is more modern than a GTV and perhaps better suited to the harsh realities of contemporary every driving. A good one will also tend to be less of a maintenance hassle than a V-6.

A conscientious owner can clearly help things by making a few sensible upgrades. You can achieve something about halfway between a stock GTV-6 and a stock Alfetta by dropping the front end 1 1/2 to 2 inches, substituting gas shocks, and replacing the 185-70's with 205-60's. Considering that used GTV-6's are not that expensive, I'm not sure it makes sense to invest a lot in making the engine breathe better, unless you prefer the mellow personality and bullet-proof nature of the 2-liter motor to the sometimes finicky V-6. For your off-road driving, the Euro F.I. cams are worth it, and the Euro front section muffler in place of the catalyst. With those changes, a Sprint Veloce or Alfetta GTV should pull red line in fifth, which is about 120. Head work and an exhaust manifold which won't let you fit the air pump will give you more. It is a heavy car, so unless you pull high revs all the time, around town performance is mild mannered at best. Get the engine above 4000 RPM in 4th or 5th, though, and it should bring a smile to your face. Actually, most Europeans are quite content with the 4-cylinder versions of the Alfetta. Slow, heavy traffic in narrow urban streets means the lack of low end performance isn't a problem. Admittedly, a twin-spark Alfetta would

## Join the Club that Appreciates Aluminum.

Alfa Romeo Owners of Southern California

### Membership Application

Dues for 12 months to AROSC and National (AROC) .....\$47.00  
 Current AROC member with no chapter affiliation .....\$12.00  
 Member of another chapter wishing to add affiliation .....\$22.00

New Member       Renewal

Name \_\_\_\_\_ AROC Member # \_\_\_\_\_

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Phone Numbers: Home: (      ) \_\_\_\_\_

Work: (      ) \_\_\_\_\_

Please Mail To: Dirk Stoehr, AROSC Membership Chairman  
 4539 Jubilo Drive, Tarzana, CA 91356

hit 60 in 8.5 sec, which compares to Road & Track's 10.0 sec for the stock 1978 Sprint Veloce, or up to 14 sec for a 1976 model.

Driving around Los Angeles, almost all the hot Japanese coupes are now faster to you-name-the-speed than an Alfetta, and a 116 Alfa is not cheap to run. On the other hand, the Giugiaro shape, which was introduced way back in 1974, still gets a lot of admiring looks, at least if your Alfetta is a nice color and well kept. More often than I like, some juvenile will try to provoke you to into street racing. While they can probably take you off the line, unless they have been through AROSC's driver school, they won't on twisty roads. As a practical matter, an Alfetta is less of a theft target than most other nice cars, and because of its age and stated performance will be cheaper to insure. That doesn't mean the vandals will leave it alone, though, since mine has been "keyed" about every other year, on average. Regards the flimsy driveline, you can actually live with it if you make allowances, the way a good athlete with bad knees can still have a long career. The donuts will last much longer if you shift smoothly and wait until you are in a higher gear to really get on it, and learning to double clutch will turn a balky, unpleasant transmission into one which is actually quite pleasant to use. The rest of the car gives about the same service as a 105 or 115 series car, unless it has wintered in the Midwest. Like other Alfas, if you respect them, they will treat you well. As proof, the highest mileage Alfa I am aware of is a customer of Bill Werner's, who at last reading had 284,000 miles on his Sprint Veloce. □

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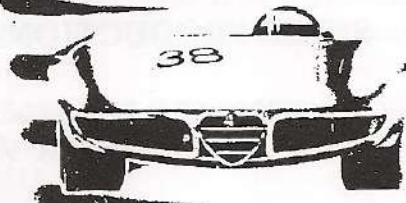


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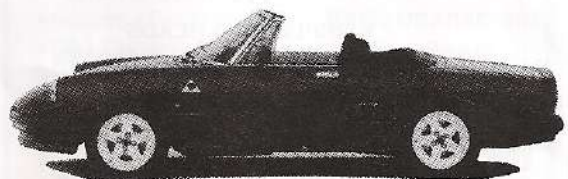
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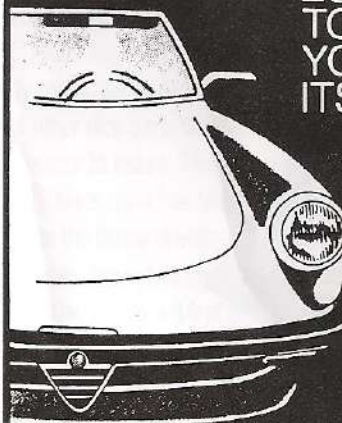
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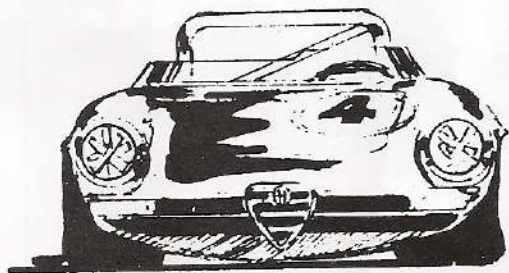
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'67 **GTV** Red w/tan interior. 5,000 mi. on rebuilt engine & gearbox. Runs very well, exterior good, interior worn. A good daily driver. Lic. 6T7 GTV. \$6,000 obo. Call Lee (805) 965-1610 or (805) 962-4324 eves & weekends.

'67 **GTV** Solid, rust-free, original. 22 yrs. of documentation. Sperry Stage 5 equipped 1600. Freshened by Omega Motorsports. \$7700. (818) 718-0740.

'79 **Afetta Sedan** 5 spd, 6X14 Campagnolos with Yokohama 008's, Sperry head, runs excellent. Needs paint and interior. Call Tom (714) 272-0613.

**Misc. Parts for sale:** '74 Spider: Factory hard top w/ black canvas covering \$750., blue vinyl tonneau (new) \$100, Set of 4 Campagnolo wheels (5 1/2 X 14) w/185/70 R-14 Pirellis \$325 '73 Berlina: Windshield, bumpers, ext. & interior parts (no seats). Good to excellent condition - cheap! Call Bob days: (213) 534-6396 or eves: (213) 320-9949

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## *Wanted*

For '60 **Giulietta Sprint coupe**—need steering wheel and various trim pieces. Must be in excellent condition. (818) 797-8897.

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# CALENDAR

- April 26:** Meeting - T. C. Browne  
DWP Auditorium (P.4)
- April 27:** Tech Seminar / Concours  
Vintage Racing Services (P. 3)
- May 25-26** Time Trial - Laguna Seca
- June 1** May Mtg. / Concours / Tour / Lunch  
San Antonio Winery, 1p.m. (P. 3)
- June 28** Meeting - Yokohama Tire Rep.

DREW KELLEY

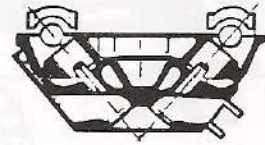
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