

Alfacionada

The Journal of the Alfa Romeo Owners of Southern California

JUNE, 1993



Coming up:

General Meeting: June 25

Merle Norman Concours, tour: July 10

Monterey weekend: August 20 - 22

Drivers School: September 4, 5

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 \$55 membership fee paid to AROSC, Inc. Meetings are held monthly on the LAST FRIDAY of the month at 8:00 PM at the Department of Water and Power Auditorium, located at 111 N. Hope Street in downtown Los Angeles, unless noted in the newsletter.



IMPORTANT DEADLINE:

Please send articles, letters, classified ads and photographs to the editor by the tenth of the month for publication in the next month's edition. **Photos and manuscripts cannot be returned unless accompanied by a self-addressed envelope with sufficient postage.** Black and white or color prints only; no slides except if submitted by professional photographers. Send SASE to editor for copy of editorial guidelines, hints, etc.

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.

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.

CLUB MAILING ADDRESS:

P.O. Box 39554, Los Angeles, CA 90039-0554

EVENT ARTICLE DEADLINES:

| | |
|----------------------|--------------|
| August Events | June 10 |
| August Classified | July 10 |
| September Events | July 10 |
| September Classified | August 10 |
| October Classifieds | September 10 |

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| 1/8 Page | \$60 | \$100 |
| 1/4 Page | \$120 | \$200 |
| 1/2 Page | \$240 | \$400 |

Cover photo: Long Beach Concours by Randall Higa

ARA Weekend in Monterey

DEADLINE IS JULY 31ST!

CONCOURS ITALIANA

Friday August 20th, 10:00 AM to 4:00 PM
Quail Lodge Resort, Carmel Valley, CA



Exhibitor Fee: \$25 before 8/1; \$50 thereafter
Includes driver & passenger. Call for
application (415) 681-2160 or (415) 841-0512 _____

Spectator Fee: \$10 per person before 8/1; \$15
per person thereafter _____

Party for exhibitors, vendors and guests,
4pm to 7pm at Quail Meadows, includes Hors
d'oeuvres & soft drinks (no host bar), \$20 per
person, advanced tickets required. _____

Alfa Romeo parking, \$10 per car. This is for those
who wish to park in an area reserved for Alfa
Romeo's. _____

MONTEREY HISTORICS

Laguna Seca Raceway
August 20, 21 & 22

Friday 8/20 only, \$30 per person _____

2 Days, Sat & Sun, \$55 per person _____

Saturday 8/21 only, \$30 per person _____

3 days, Fri, Sat & Sun, \$75 per person _____

Sunday 8/22 only, \$30 per person _____

1 Corral Pass per car, free if buying
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Please check here if you made reservations
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DINNER PARTY

Rancho Canada Golf Club, August 21st
4860 Carmel Valley Road, Carmel Valley, CA

\$20 per person, includes tax and gratuity, select
main dish:

Beef _____

Fish _____

Poultry _____

6:30 PM to 7:30 PM, Cocktails Hosted by Alfa
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TOTAL

(this is the total for all the above events)

\$ _____

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Tear off this page or make a photocopy and mail it in ASAP

EVENTS AND ACTIVITIES

Randall Higa

GENERAL MEETING, June 25, 8:00PM

FEATURED SPEAKER:
Frank DeGiorgio, Wheelbase Corporation

Los Angeles Department of Water and Power Auditorium, 111 Hope Street.

How would you read like to read a magazine article and be able to ask questions or make corrections? How would you like to get race results and a race report just minutes after an event? How would you like

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free press passes to cover automobile and motorcycle events? How would you like to be in communication with automobile and motorcycle fanatics all over the world? This (and much, much more!) is available through the world of Wheelbase, the interactive, electronic magazine. While the system works with an IBM compatible personal computer, it is designed for and by people who hate computers. The inventors, Gordon Jennings and Steve Anderson, are long-time automotive and motorcycle enthusiasts, racers, writers and general good-guys. Be sure to come to the June General Meeting to see a live demonstration of the

Wheelbase! Call Tina Van Curen at (213) 666-4500 for more information.

LITERATURE SWAP MEET, June 27

The Southern California Chapter of the Society of Automotive Historians presents their 11th Annual Automotive Literature Faire and Exchange on June 27, at the Pasadena City College parking lot on the Corner of Colorado and Hill in Pasadena. Need an owner's manual for your 1969 Berlina? Need a copy of the Road & Track with the article on the Calloway Turbo GTV-6? Need a a brochure for your Bultaco 175 Sherpa S? There is a good chance that you'll find these items (and lots, lots, more!) at the swap meet. Admission and parking is free! For vendor spaces, send \$15 to Jeff Minard, 2808 Oak, Manhattan Beach, CA 90266.

CONCOURS AND TOUR — MERLE NORMAN MUSEUM, July 10

The second Alfa club concours will be in conjunction with a tour of the Merle Norman Museum. Be sure to mark your calendars for this event! Don't miss this one! Saturday July 10 the lucky first 47 people to register will enjoy a private tour of the Merle Norman museum in Sylmar. The official name for this establishment is San Sylmar (could it be someone aspires to become the San Simeon of the San Fernando Valley?) The museum is on the grounds of the Merle Norman Cosmetics

factory and contains many wonderful cars plus a large and famous collection of music making machines.

AROSC will hold the second points Concours of the year at the museum site on July 10th. The Concours will start at 10:00 and our tour starts at 1:30. Come early so you will have time to see the cars and socialize. Bring a picnic to give you strength for the tour.

San Sylmar is a private collection and is housed in a very elegant facility. As such, they have a few VERY strict rules. **NO BLUE JEANS, NO SHORTS, NO FLASH OR VIDEO PHOTOGRAPHY, NO CHILDREN UNDER 12.**

Given that they won't let us in in our usual LA casual chic let's make this the **Black Tie Concours**. Think of this as an opportunity to demonstrate the natural class and dignity of all true Alfisti.

The tour is limited to 47 so make your reservation early. Call Sebastian and Tess at (310) 390-7337.

Since this is our first independent concours of 1993, this is your big chance to show off your Alfa. We have classes for novice and daily driver as well as all kinds and vintages of car. Concours is the least strenuous and most ego building form of automotive competition available in the Alfa club. Give it a try!

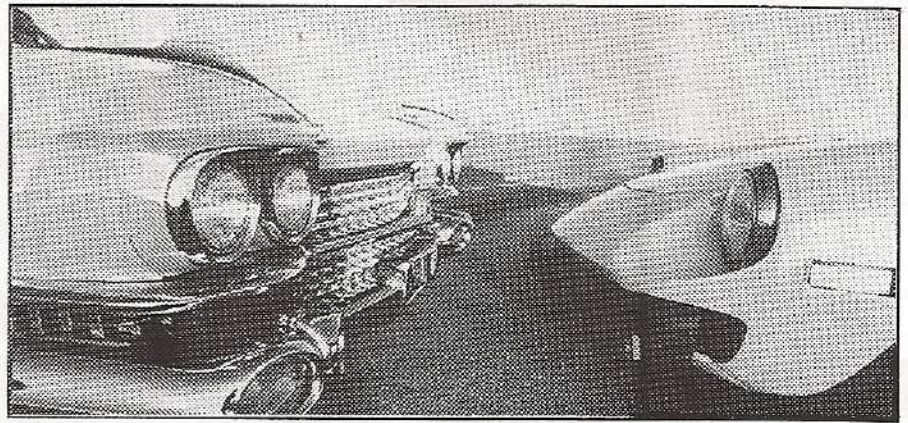
For concours entry call Phil Guiral (310) 439-5550 or Dirk Stoehr (213) 385-1203.

(Continued on page 12)

Chiasso!

Text and photos by

Randall Híga



Firstly, I'd like to apologize for the lateness of the last issue of *Alfacionada*. In part due to my pathetic whining about doing the newsletter on an antique Macintosh, I have moved up to a machine that is light years better and almost modern. Yup, I am now on an IBM compatible 286 machine with a massive 30 MB hard disk! Before you start to snicker, I'd like to thank Tina Van Curen and Charlie Thieriot for allowing this machine to run (in between the times it locks up for no reason) the latest version of Windows and Word for Windows. In any case, all files and formats had to be input into the new machine.

On the other hand, I hope you faithful (but sometimes demanding) readers appreciate the new look of the newsletter. I'm sure you'll agree that Charlie Schwartz (Cover Cook on the May 1992 issue of *Alfacionada*) is doing a superb job as our new newsletter art director. Also, many thanks (again) to Charlie Thieriot for printing the newsletter on a xerox-type machine that is saving the club a pile of money.

The April General Meeting brought out Advanced Engine Management's John Concialdi. Many thanks to for demonstrating the new engine management system by Electromotive. While it is a seemingly high-tech affair, it does give the ability to adjust the engine's operating parameters in a way that no standard fuel injection and ignition system can offer. It was quite fascinating to see and hear a 12 cylinder Ferrari being adjusted by the keyboard of a laptop computer. John's presentations are always very technical but still down to earth; whether its explaining the jetting of a Weber carburetor or the three dimensional mapping of a sophisticated engine management system. Give John a call at (310) 537-2277 for more information on the Electromotive system or for any other performance tweaks on your Alfa Romeo.

Due to space constraints and oppressive deadlines, my coverage of being a co-driver in the Subaru Rim of the World Pro Rally will be in the next issue. However, I will say that the Alfetta that we were in finished the rally with flying colors, despite a few niggling problems. I am absolutely

amazed at the amount of punishment an Alfa can take and still keep going. There is no way to describe the experience of looking up from your route book and suddenly seeing the lights of Los Angeles thousands of feet below, as the car you're sitting in is pitched sideways into a blind rock-strewn corner at some perverse velocity. Gary English, the driver and owner of the Alfetta, did a fabulous job of piloting the 12 brutal stages. Would I do it again? Does an Alfetta have donuts?

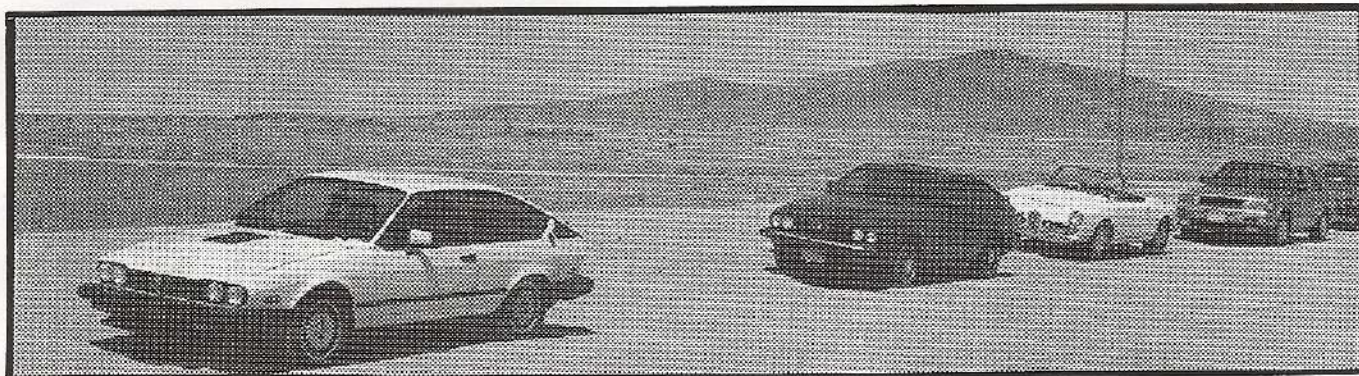
Take a look through this issue for two articles by Jay Negrin. Many thanks to Jay for providing his reports on the Wild Flower Tour and the Civil Obedience Day. Jay did a fantastic job of planning and mapping the Wild Flower Tour, even if it was a week or two late in the year for optimum flower viewing. Please, please, all of you other writers and photographers, follow Jay's example and submit your contributions to your club newsletter. Give me a call to discuss what you can do for *Alfacionada*!

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The Wildflowers Tour

doing all these bits, a couple of curious things happened. One was an MGB stopped to see what was going. The MG driver said that it sounded like fun, what were doing, so he offered a spare set of instructions and map and asked if he would like to tag along with the rest of us

how the "other half" suffer in comfort. Parenthetically, there were an awful lot of "For Sale" signs showing. As we found our way out of town, we then turned into Soledad Canyon. This is a faster section of road than Little Tujunga/Sand Canyon. To some, myself included, this



Text and photos by

Jay Negrin

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We started at Reuhman Alfa Romeo in North Hollywood. "We" were seven cars and one motorcycle. I know, it was a car club tour, but the day was just perfect for a bike ride. Besides, it is an Italian motorcycle. From Reuhman's, we took a variety of freeways north through the San Fernando Valley. The route then exited the freeways for the rest of the day. Into and up through the hills we then climbed, up Little Tujunga Canyon. As this was probably the single most difficult section of road on the tour, we paused for a bit at the summit, Bear Divide, near the ranger station.

At Bear Divide, we rested a bit, and chatted a bit, and munched a bit. While we were

sports car types, they would be more than welcome. The other interesting thing that happened was the

emergence of Touring Teddy on the grille of "Mel" Blankeship's car. Whimsy is alive and well, and I LOVE IT!

After resting and chatting for a bit, we continued down into Santa Clarita via Sand Canyon. The amazing acreage and "country cottages" encountered through this section of road lets one see

means it is a more fun road. Speeds are more elevated, but the road's turns aren't nearly as

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sharp, and the turns don't come up one on top of the other. In short, there is bit more time to enjoy the scenery, especially from the cockpit of a motorcycle.

Speaking of scenery, the greens of winter and spring was already giving way to the golds and browns of summer. Except for a couple of spring and stream crossing coming down Sand Canyon there was little reminder of the excessive amount of rain we had earlier this year. But back to the tour. From Soledad Canyon, we forged our way through some nice horse estates, in what I think is suburban Acton, to Aliso Canyon. Aliso Canyon, with some blind turns and potentially treacherous bridge crossing, urges you to take it easy, but it makes for an interesting bit of road to get you to the top, at Angeles Forest Highway.

Angeles Forest Highway this time was only a transit over to Mount Emma Road. Mount Emma Road runs through the foothills on



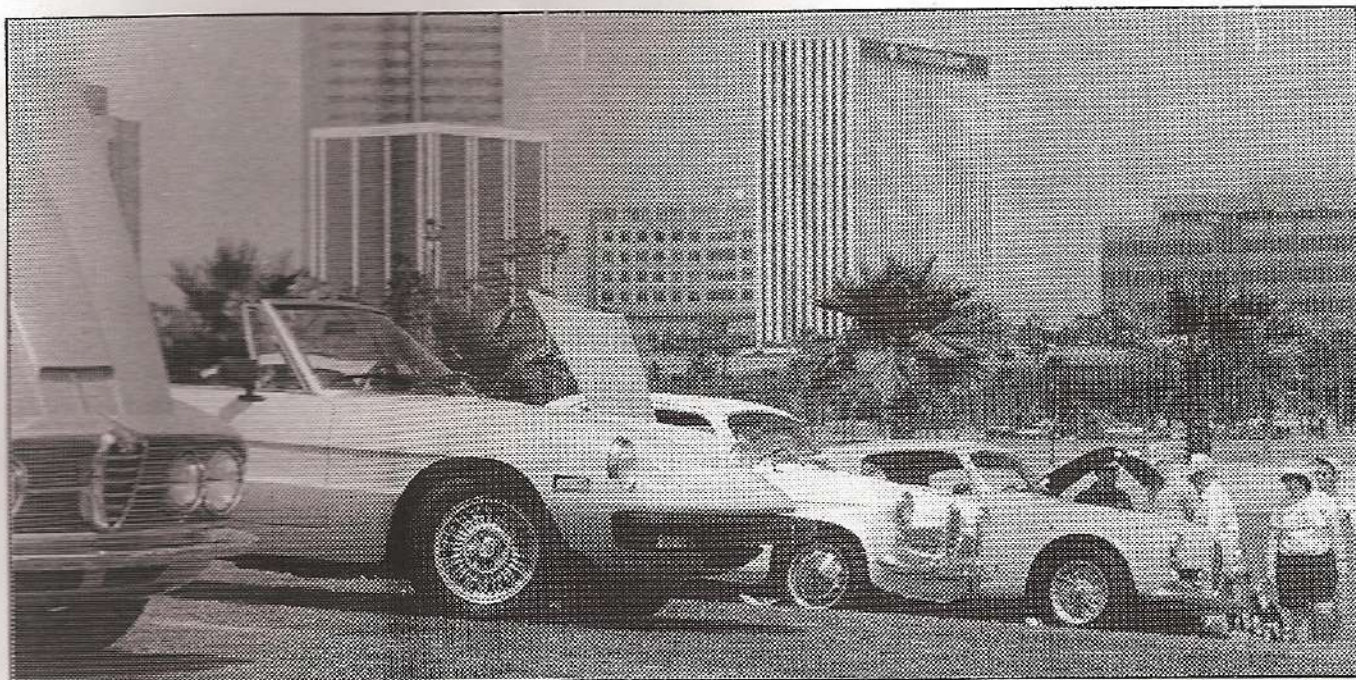
the Palmdale side of the hill. Don't let that fool you. While pre-running the course a bit earlier, I ran into snow, hail, thunder and lightening along this section. Enough is enough, and with that I figured that the Gods of the Tour were telling me to go home, so I did, and waited for fairer weather to finish writing the instructions. From the foothills, we dropped down toward town; this time the town was Palmdale. We all gathered before it became too difficult to stay together. I figured it would be easier to

meet on the other end of town, with everyone free to do what they would and pick up any forgotten tidbits in the meanwhile.

Well, we did meet at the other end of town, although we lost two of our tour members. Had to get back to civilization early, I guess. And, no, I don't know what happened to the MG couple either. But, the remaining tourers continued ahead, on Lake Elizabeth Road. This passes, you guessed, Lake Elizabeth. Gently rolling curves and the pretty countryside that is Green Valley was ours to enjoy with our eyes only as we blitzed through behind a motorhome. Slow moving vehicles must be someone's way of saying that scenery is just too good to ignore. From Lake Elizabeth it is a short hop over the hill via Munz Ranch Road, to the Palmdale desert, and the area where the wildflowers bloom.

Usually, that is. Seems that this year it was too wet or something. There were some poppies left for us to amuse ourselves with. (Continued on Page 12)





8 Long Beach Charities Concours

Text and photos by

Randall Híga

A beautiful Southern California Day greeted the Alfa club for the its first points concours of 1993. It was held in conjunction with the annual Long Beach Charities Car Show and Wine & Dine and Jazzy Blues & Comedy Fest. The venue was again Shoreline Park in Long Beach, by the water and in the heart of downtown Long Beach.

Due to the lack of organization of the Long Beach Charities, our very own Phil Guiral stepped in at the 11th hour and

gave some them badly needed assistance. This made it a bit easier for the Alfa club members (like this writer) to enter their cars at the last minute for the discounted entry fee.

One of the better benefits to entering this car show were the tickets to the Wine and Dine. Many of Long Beach's best restaurants served food and poured some great wines. This writer has much appreciation for Dan Ritter for, not only for being a great guy and owning some interesting Berlinas, but for scouting out the best red wines that the Wine and Dine had to offer.

The Alfa club had a terrific showing by showing up with 13 cars to fill out three classes of Alfas; Closed Cars, Pre-1968 Open Cars and Post 1968 Open Cars. By a long shot, there were more Alfa Romeos than any other marque at the show. Atta boy, AROSC!

While this writer got last place for the 1979 Spider in its class (and probably the honors of overall last place), it was the car's maiden voyage into the world of concours. It turned out to be surprisingly fun and it was a great way to be guaranteed a good parking space. It is hoped that more of the membership will come out for the next concours at the Merle Norman Museum on July 10 as there will be a separate class for everyday drivers.

Congratulations to all of the winners for showing their beautiful Alfa Romeos; it was indeed one class act! Also, thanks to Phil Guiral and our excellent team of judges who did a *fine* job of judging.

Closed Car Class:

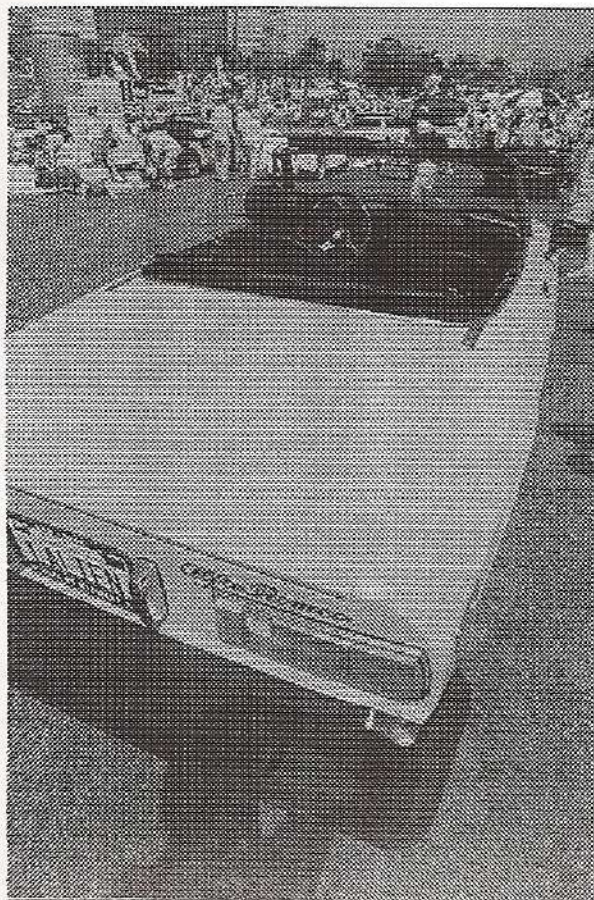
| | | |
|---------------|--------------------------|------------------------|
| First Place: | Rex Chalmers | 1974 GTV |
| Second Place: | Warren & Edyie Braverman | 1963 2600 Sprint |
| Third Place: | Dan Ritter | 1955 Giulietta TI |
| Fourth Place: | Chris Mayring | 1961 Giulietta Sprint |
| Show Only: | John Kravchak | 1953 Pinin Farina 1900 |

Pre-1968 Open Car Class:

| | | |
|---------------|--------------------------|-----------------------|
| First Place: | Don & Barbara O'Sullivan | 1961 Giulietta Spider |
| Second Place: | Warren & Edyie Braverman | 1967 Duetto |
| Third Place: | Randy Harris | 1963 Giulia Spider |
| Fourth Place: | Phil Guiral | 1967 Duetto |

Post-1968 Open Car Class:

| | | |
|---------------|-----------------------|------------------|
| First Place: | Walter Meyer | 1969 1750 Spider |
| Second Place: | Carl Tronco | 1978 Spider |
| Third Place: | Dirk Stoehr | 1981 Spider |
| Fourth Place: | Randall & Janice Higa | 1979 Spider |



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CIVIL OBEDIENCE DAY, 1993

Jay Negrin

It was a lovely day for a ride, even if it was a legal, but slow ride to protest the 55 mile per hour, federally-mandated speed limit. "Slow" and legal meant 55 on the San Diego Freeway, south from Mission Hills, in the north San Fernando Valley, to Carson.

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We had about 20 cars, mostly AROSC members, but some other concerned drivers dropped in as well to give support.

In addition to us intrepid stalwarts, willing to brave the 405 on a weekend, there was news media in abundance. The LA Times and the Daily News both had reporters and photographers on hand. KNX-AM radio 1070 and KFWB had reporters as well. KCBS (Channel 2) had one of their go-anywhere Suburbans that kept pace with us (an easy task at the speed limit), taking pictures while en route. KCBS had a piece on the 6 o'clock Sunday news that was quite favorable. KTLA (Channel 5) featured the event on their ten o'clock

evening news that evening. And, yes, there were some familiar faces that appeared, and talked, during these reports.

The major fly in the ointment was the San Diego Freeway which, for at least part of the way, was unwilling to cooperate, and did not let us even get up the 55 mph speed limit. Going over the hill into West LA, and again where the Santa Monica Freeway merged with the 405, there were major slow-downs. This also broke up our group, but had an interesting side benefit. After the traffic opened up, we were re-arranged in smaller but more manageable and cohesive groups.

The question was asked whether the Civil Obedience Day "run" was a success. Making a political statement that could be seen on the freeway was fun and instructional, getting together as we did. Getting that message spread by the news media made the entire affair a success. I think there are lessons to be learned from the organization of this particular protest drive. If it is to be done again, we should be able to make an even more effective statement, with yet greater participation.

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Survey Results and Winners of the First Annual AROSC Publishers Garage Sweepstakes

Randall Higa

Thanks to all of you who took the time to fill out the AROSC Survey. We received approximately 60 surveys, and that translates to almost a 20% response rate. Not bad! It is the intention of the Alfacionada staff to eventually publish the entire results of the survey. (Anyone interested in entering it into Paradox or some other data base?) In this issue we are presenting the results of only the first three questions.

It is difficult to tell if the survey really represents AROSC as a whole. I'm certainly no statistician, but there are some interesting observations that can be made. The vast majority of the club members own one or two Alfas. While it is not evident from the tabulated results, there are a number of members

who own only Alfas and/or drive their Alfas as daily drivers. A very large majority of the Alfas are in running condition; no respondents seems to have a large stockpile of parts cars. As expected, many members began buying Alfas many years ago and have bought/sold/traded many along the way. There seems to be some obvious symptoms of an addiction at work...On the other hand, many of the members are relatively new to the marque. Almost 30% of the respondents had acquired their first Alfa after the company was bought by Fiat.

While not indicated from the results, there seem to be a pattern of interesting car ownership. Many of the members own other enthusiast and special interests cars. It is also interesting to see the cross section of Alfas that are owned by the respondents. There were a reported total of 37 spiders, 40 coupes/sprints and a whopping 21 sedans/berlinas. Of the sedans, 17 were either 164s or Milanos; about half of the Milanos were 3 liter Verde models. The oldest reported Alfa were the 750 Giuliettas. While some club members have older Alfas, none were reported by the respondents.

Congratulations to the winners of the Sweepstakes. Also, many thanks to Bill Pringle at Alfa Ricambi for the donation of the two Alfa Romeo TZs (1:43 scale by Verem). The following names were drawn at random at the May meeting:

Anthony Wu: Winner of the Mad Italian Special (AROSC T-shirts in green, white, and red)

Ron Avery: Winner of a Red TZ-2 (Scale model donated by Alfa Ricambi)

Melany Walker: Winner of a Green TZ-2 (Scale model donated by Alfa Ricambi)

Stay tuned to upcoming issues of Alfacionada for more results from the survey.

SURVEY RESULTS

1. How many Alfas do you presently own?

0 Alfas: 1 response
 1 Alfa: 27 responses
 2 Alfas: 24 responses
 3 Alfas: 5 responses
 4 Alfas: 3 responses
 Average: 1.7 Alfas per response

How many of them are running?

0 Alfas: 3 responses (1 response because of non-ownership)
 1 Alfa: 33 responses
 2 Alfas: 21 responses
 3 Alfas: 3 responses
 Average: 1.4 Alfas per response

How many total Alfas have you ever owned?

1 Alfa: 12 responses
 2 Alfas: 13 responses
 3 Alfas: 12 responses
 4 Alfas: 6 responses
 5 Alfas: 6 responses
 6 Alfas: 5 responses
 7 Alfas: 1 response
 9 Alfas: 2 responses
 10 Alfas: 1 responses
 11 Alfas: 1 responses
 Average: 3.4 Alfas per response

When did you acquire your first Alfa?

1992: 1 response
 1991: 3 responses
 1990: 3 responses
 1989: 4 responses
 1988: 6 responses
 1987: 3 responses
 1986: 4 responses
 1985: 3 responses
 1984: 3 responses
 1983: 1 response
 1982: 2 responses
 1981: 3 responses
 1978: 2 responses
 1977: 2 responses
 1976: 2 responses
 1975: 1 responses
 1974: 2 responses
 1973: 1 response
 1969: 1 response
 1968: 5 responses
 1966: 1 response
 1965: 3 responses
 1963: 1 response
 1961: 1 response
 1958: 1 response
 1957: 1 response

Average year of purchase: 1980

When did you acquire your latest Alfa?

1993: 5 responses
 1992: 8 responses
 1991: 11 responses
 1990: 7 responses
 1989: 6 responses
 1988: 7 responses
 1987: 7 responses
 1986: 2 responses
 1985: 2 responses
 1983: 1 response
 1982: 1 response
 1981: 1 response

Continued on Page 12

"A car has no business being so desirable..."

Alfa Romeo Owners of Southern California
 Membership Application

Dues for 12 months to AROC and National (AROC): \$55
 Current AROC member with no chapter affiliation: \$12
 Member of another chapter wishing to add affiliation: \$22
 Make checks payable to AROSC
 New Member Renewal

*Road and Track on Alfa Romeo, March 1958

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Work phone: (____) _____

Mail to:
 Kristin Gurney, AROSC Membership Chairman
 713 Gladys Avenue, Studio D
 Los Angeles, CA 90021

Continued from Page 4

TIME TRIAL AND RACE, WILLOW SPRINGS RACEWAY, August 7 & 8

AROSC returns to Willow Springs Raceway to begin its 21st year of the Time Trials program. After running at Las Vegas and Phoenix, it will be good to be back at the club's "home" track. Remember to bring lots of sunscreen and extra radiator coolant as the temperature in August is typically on the warm side. If you've never been on a track and are the least bit curious, sign-up for the Introductory Class for a very fun-filled and extremely inexpensive weekend. Get into the swing of things! For more information, call Charlie Thieriot at (310) 476-8812 or Tracy Culp at (805) 250-0906.

12 MONTEREY WEEKEND, August 20 - 22

Before we know it, its already that time of year for biggest weekend of automobile exotica. (Refer to the September 1992 *Alfacionada* for a report on The Weekend). The weekend starts off with the Concours Italiana on Friday in Carmel Valley at the Quail Valley Lodge. Meanwhile, at Laguna Seca, some of the rarest, most significant and exciting vintage cars are running on Thursday through Sunday. Park in the Alfa Romeo Corral at Laguna Seca and you'll be surrounded by 200 other Alfas. The real frosting on the cake is at the

Alfacionada June 1993

Pebble Beach Concours on Sunday. You can never be too jaded to have your breath taken away by the show of fine automobiles. Need I say any more? The Alfa Romeo Owners Club of Central California and the Alfa Romeo Association will be reserving blocks of hotel rooms and coordinating the events for all lovers of Alfa Romeos. Stay tuned to your newsletter for more details.

Wildflowers

Continued from Page 7

But the best part was that we had ourselves to amuse ourselves during our picnic lunch. Pictures were taken, tales were told, and some fine food was had by all, I trust. It was after our repast, that we lost two more souls. Apparently, going back toward the Antelope Valley would be more to their desires, as it was starting to get on in the time department. The rest of us soldiered onto Gorman, where last year there were some spectacular displays. But that was last year, and this was this. Not much color was to be had there either. Seems like wildflowers weren't going to be in our cards this year. Admittedly, a profusion of color would have enhanced the trip, but the fine company on fine roads was what made the whole tour a joy.

Continued from Page 11

1978: 1 response
1971: 1 response
Average year of purchase: 1989

How many of your Alfas were purchased new?

0 Alfas: 38 responses
1 Alfa: 9 responses
2 Alfas: 8 responses
3 Alfas: 5 responses
Average: 0.67 Alfas were bought new

How many total cars to you presently own?

1 car: 4 responses
2 cars: 17 responses
3 cars: 17 responses
4 cars: 8 responses
5 cars: 6 responses
6 cars: 3 responses
8 cars: 3 responses
9 cars: 1 response
30 cars: 1 response
Average: 3.9 total cars presently owned

2. Please list the Alfa Romeos that you presently own:

Spider (1991 to present): 1
Spider (1980 to 1990): 4
Spider (1971 to 1979): 13
Spider (1969 Boat Tail): 3
Spider Duetto (1967): 4 responses
Spider 101 Giulia (62-65): 7
Spider 101 Giulietta 3 responses (1959 - 1962)
Spider 750 Giulietta 2 responses (1955 - 1959)
164: 3 responses
Milano: 14 responses
GTV-6: 9 responses
Alfetta Coupe: 3 responses
Alfetta Sedan: 4 responses
GTA: 1 response
GTV (1972 to 1974 - 2000): 14
GTV (1968 - 1971 - 1750): 4
GTC: 1
Sprint 101 Giulietta 2 (1959 - 1962)
Sprint Speciale - Giulia 1 (1963 - 1966)
Montreal: 1
Sprint Speciale - Giulietta: 1
Sprint Speciale - Giulia: 0
Giulia Super/TI (62 - 67): 0
Berlina 1750 (68 - 72): 1
Berlina 2000 (71 - 74): 1
2600 Sprint: 1

Due to the death of her father, Tina van Curen was unable to complete her June column by presstime. It will appear as usual in the July edition.

The club extends its sincere sympathies to Tina.

Ed.

Classified

Ads

1974 GTV. Red/black, must see to appreciate. Call for more information or photos. \$8,500 obo. Ask for Sergio. (805) 527-8125. Leave Message. Jun93

1974 GTV. Medium metallic blue (yes, it is an original color), overall very good condition, no rust, strong engine and flawless tranny. New Michelin MXVs; clutch master cylinder, front grille; exhaust; tail lights; Panaspports, etc. Many receipts. \$4,500 obo. Call Steve at (818) 353-7217. Jun93

1974 Spider. Alfa Red, Rex Chalmers engine, Sperry Stage II head, mild street cams, headers, rebuilt Spica injection, 7" Panaspports, sport springs, lowered one inch, Rocket Ship! Receipts for everything. \$7,800 obo. Call Steve at (818) 353-7217. Jun93

1969 Berlina. Parked when boosters went out several years ago, no rust, good seats-no tears, good headliner, needs paint, 1750 engine runs, new filters, fuel hoses, too many cars. \$500. Vic West. (909) 688-3933. Jun93

1969 Duetto Spider. Ferrari yellow/black interior, must see, valued at \$22,000, sacrifice \$15,000 obo. (818) 883-9549. May93

1962 Tipo 102 Spider. One of 3,500 built, runs and drives, good paint/interior. \$12,000 obo. Ian. (714) 455-0472. May93

1984 GTV-6. Red/Black leather, runs strong, good body and paint, never damaged. \$3,700 obo. Ian. (714) 455-0472. May93

1991 164L. Absolutely perfect. 22K miles, white/tan leather, ten months more warranty. Crying, I must sell as I just move east. Beverly Hills Motoring car cover, seat covers, floor mats, and hood bra. Gargaged in LA. For \$19,000, I must like you first. Jim at (212) 724-5952.

1974 Spider. Red/Black, must sell, layoff forces cancellation of restoration. Runs OK, tires good, spare 2000 engine and transmission. (805) 495-4580. Apr93.

1972 Berlina 2000. Runs, needs cosmetics. Gerry Willburn. (310) 214-5517 (day), (714) 828-3127 (eve). Apr93

1972 Spider 2000. Runs great (my drive to work car), needs paint. Gerry Willburn. (310) 214-5517 (day), (714) 828-3127 (eve). Apr93

1973 GTV. 200 HP+, over \$12,000 invested in just drive train, suspension, brakes, etc. Mechanically perfect. Less than 50K original miles. Still needs some body & interior work. Please call for details, moving and need to sell. David Porter. (805) 254-8818, 259-6784. Apr93

1988 Milano 3.0 L. Gray, perfect paint, new tires, clutch, brakes, etc. Gas shocks, all records, 60,000 mi. Ken Portz. (818) 799-7884. Apr93

Custom dash covers for Duettos in black. Also available upon request: Supers, 67-74 GTVs, 69 Berlina dash covers. \$60.00+shipping. Sergio. (805) 527-8125. Leave Message. Jun93

101/105/115/116 Parts: Independent Alfa Garage must reduce parts inventory. Call for price and availability. All parts OEM, 95% new, 5% rebuilt/reconditioned. Over 120 different part numbers. (310) 529-2721. Drew. Jun93

N.O.S. Giulia Super Tail-light Lenses. \$50 ea. N.O.S. Giulia Super Front Turn Signal Assemblies. \$250 set right & left. Randy (714) 639-9289. May93

For Milano, GTV6: Rear brake calipers, \$125. Rear rotor, \$60. Rear springs, \$40. Transmission, \$575. Limited slip, \$350. Also 1986 2.5 liter engine running in car, 48,000 miles, runs perfect, burns no oil, has changed head gaskets, \$1,500. Also, 1986 GTV6 Speedline 7-15 wheels with Pirelli P6 tires, \$695. Momo 7-1/2-16 R1 polished chrome 5 star wheels, \$1,150. Jim. (310) 657-8512. Jun93

1984 Engine from Spider 2000. No fuel injection. Gerry Willburn. (310) 214-5517 (day), (714) 828-3127 (Eve). Apr93

1989 3.0 Engine. Out of Platinum Milano, 28,000 mi, complete with A/C. \$3,200 obo. Also from same car: limited slip rear end with trans and complete suspension including brakes. \$1,800. Jim. (310) 657-8512. Apr93

Tires. Goodyear Eagle "S" compound, 205 60 14". \$65 each or less if more are ordered. Rick. (805) 256-2471. Apr93

Rare 1971 Spider rear bumper in excellent condition, \$300. Ansa high performance midsection for spider, \$75. Tina. (213) 666-4500.

410 Rear End (you know that means a differential and this is a PG publication) for 105 or 115 car. It is an '86 with limited slip. Ready to install. \$400. Tina (213) 666-4500. May93

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I

CAMERA -CHEAP! New Olympus cameras with warranty. Infinity Jr. \$80, IS-1 \$360, Panorama 220 & Twin also available. Also VHS video cameras, \$325 (used-OK), VCR's from \$100 (used OK). Charlie Thieriot (310) 476-8812. May93.

Wanted: 3.0 Litre brain box and Racing Line Wheels for GTV6. Jim. (310) 657-8512. Jun93.

Wanted: 1985 or 1986 GTV-6. Any condition. Jim. (310) 657-8512. Apr93.

Help Wanted. Revelations expert, or good hacker to assist AROC computer system. No pay but great sense of accomplishment. Good lunches and company. Call Tina (213) 666-4500 or Glenna (619) 728-4875. Apr93

FOUND AT LAS VEGAS RACEWAY: Nomex jacket, cream color. If its yours, call Randall at (213) 344-8828.

1947 6C-2500SS Cabriolet 2+2 seat Pinin Farina body. Car apart, boxed with tagged engine on stand. Photos available. \$20,000/obo Timothy Walker (818) 799-3799 Fax (818) 441-7992

For 2600 Spider: Factory hardtop, tool kit, chrome trim pieces, side grille bars, license plate light, valves, set taillights and lenses, driving light, vertical bumpers, factory parts catalog and miscellaneous other parts. Send SASE for complete list. M. Cogan 10730 Melvin Ave. Northridge, CA 91326

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