

ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 15 No. 9 SEPTEMBER 1976 P.O. Box 261, Los Alamitos, Ca. 90720

TOMS TALL TALES

by Tom Suter

Since our president has caught spring fever, it falls upon the V-P to do the lead article this month. As an inherently lazy individual, I'll combine it with my regular Competition Report column and hope that the result is not too confused.

By the time you read this the AROSC Concours on the 12th will be over, and we hope you entered your own Alfa or at least dropped by the Puente Hills Mall to look over the other Alfas. Our annual Las Vegas Night Party is coming up on the evening of Oct. 16th at Hal Croulet's home in Walnut, so leave that time open on your schedule.

The program for the General Meeting on Sept. 17th will be a talk on performance driving by Wilbur Shaw, Jr. Bill has been teaching driving for a number of years and points out that even the most conservative driver could be faced with a situation which requires rapid, competent, driver response. We encourage you to come regardless of how heavy your throttle foot may be.

Those of you who have been experiencing the overflowing conditions at our General Meet, may be wondering what is happening in our efforts to locate a more roomy meeting room. I promise you, we have not forgotten! In the near future we hope to be able to announce a new location, so keep your eyes open for the announcement in Alfacionada. Don't get caught by the milk horse habit and end up at Little Lake Park after we've moved!



SEPTEMBER MEETING



8:00 PM September 17

Friday

Little Lake Park

Those of you who attended one of our meetings last fall may remember the presentation about Pro Rallying. This is a form of rallying which is quite different from our AROSC rallies, and also from the normal rallies staged in such profusion by the various rally clubs in the area. In the Pro Rally series, the time spent on the primary public roads serves principally to transport the entrants from one "Special Stage" to the next. These "Stages" are basically flat-out races against the clock over roads which have not been seen beforehand by the entrants. The roads are closed to the public during the rally and are normally unpaved secondary roads such as the fire access roads in the forest areas. At this point you are probably wondering what all of this has to do with an Alfa club. After all, if the streets of New York City have been government certified as too rough for an Alfa, a semi-Baja event like a Pro-Rally won't be a place to look for an Alfa; Right? Wrong! If you remember the April issue of the National AROC paper, you saw the cover photo of the Pro Rally prepared GTV driven by the Ruiz brothers, who are AROSC members. Not only are the competing, but they are doing quite well, finishing second in the recent Big Bend Rally in Texas. CONTINUED ON PAGE 2

Because the series for the exotic "proto-type" sportscars like the Type 33 receives most of the publicity in this country, many people are unaware that there is a European championship series for production cars also. As part of that series the "24 Hours of Spa" was recently run in Belgium. The winner was a 3 1/2 liter BMW, and a 3 liter Capri took fifth place. However, Alfetta GT's with 2 liter engines took second, fourth, and sixth; and 2 liter GTV's took third, seventh, and tenth.

Well, since our Editor tells me that she is going to have trouble finding room for everything in this issue, I'd better close this up now. After all, if she gets too upset, Henri would have to do it himself, and Alfacionada might suddenly become a French language newsletter.



AUGUST TIME TRIAL REPORT BY Bill Kohl

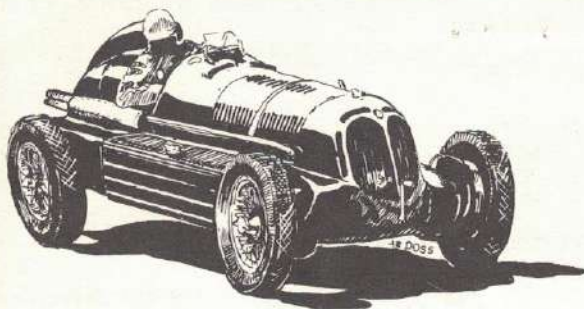
I would like to start off by thanking Joe Vittone, President of Encono Auto Center in Riverside for his generous support of this event. Without his help as a Sponsor this event would not have been possible. Registration started out slow with only 15 people signing up prior to the deadline for the normal registration fee. I was very concerned because this meant that either the event would be a financial disaster or the SAMKO team would be very busy and hard at work at the track putting this event together at the last minute. Well, you guessed it. Everyone had decided to show up at the track and pull a late registration. The Club certainly wants to thank all 16 late entries for their extra contribution to the time trial program. As a result of these late entries this event had a profit of about \$100.00 and for the year the time trial program has a gross profit after all expenses of approximately \$350.00. I say approximately at this time because all of this expenses for the last time trial have not yet been received.

The event was a big success and we again got to see the Montreal from San Francisco. Bob Greene did an excellent job of driving this stock car with a time of 1:50.72 which was a new class D record for the short course. Steve Kohl also did a very fine and consistant job of driving, turning in a time of 1:47.43 which won his class and was also the top time of the day. The closest race of the day was between those two rivals Jim Neuman and Bob Barlow. Jim's time was 2:04.84 and Bob's time was 2:04.85. You can't get any closer than that. We keep warning Jim that if he keeps on beating Bob (the owner of the car) he may find himself working intead of driving, but I guess that's the chance you have to take if you want to win.

Five new class records were set during the day. Class D, Bob Greene in the Montreal 1:50.72; Class DW, J. Heitz in the Montreal 1:54.47; Class E, Alan Ward in the Ward and Deane prepared 2000 GTV 1:53.38; P. Gaylord also in the Ward and Deane prepared GTV 1:55.37; and Class F, Don Swears 1600 Spider 1:57.14. We also issued new licenses to the following new time trial competetors. M. Schroeder, Tom Jaharis, R. Crawford, Frank Fritz and Bill Shaw. It may be interesting to you to know that Bill Shaw is the son of the late W. Wilbur Shaw who won the Indianapolis 500 in 1937, 1939, and 1940. In 1937 he won the race in a Gilmore Special and in 1939 and 1940 he won in a Formula One Maserati CTL.

The only tragedy of the day was the accident of Jordan Harris in a beautiful 2000 Spider. Unfortunately, he got off the course in turn 3 and climbed the wall which totally destroyed his car. Jordan received only minor injury and he is fine. A little shaken up and white at the time be just fine. Our next and last event will be October 30, 1976 and will be sponsored by Parkingson Volkswagen in Placentia. Hope to see you there.





AROSC T.T. AUGUST 14, 1976 R.I.R. SHORT COURSE (2.54 Miles)

SPONSORED BY ECONO AUTO CENTER, RIVERSIDE, CALIFORNIA

CLASS B	1. D. Jaharis	1300 GTA jr.	1:54.75
	2. L. Dowdy	1300 GTA jr.	1:55.38
Class C	1. S. Kohl	1300 Spider	1:47.43 TTOD
	2. D. Rice	1600 Spider	1:51.57
	3. K. Rice (Class CW)	1600 Spider	1:55.58
Class D	*1. B. Greene	Montreal	1:50.72
	*2. J. Heitz (Class DW)	Montreal	1:54.57
	3. A. Canning	2000 Spider	1:55.43
Class E	*1. A. Ward	2000 GTV	1:53.38
	*2. P. Gaylord (Class EW)	2000 GTV	1:55.37
	3. J. Harris	2000 Spider	1:58.53
Class F	*1. D. Swears	1600 Spider	1:57.14
	2. W. Williams	2000 GTV	1:58.58
	3. B. Shaw	2000 GTV	1:58.95
	4. N. Meyer	1600 Spider	2:01.18
	5. R. McBride	1750 Spider	2:06.09
Class G	1. V. Cochrane	1750 Spider	2:00.70
	2. D. Vegher	1600 Gulia Super	2:01.20
	3. B. Biggs	1750 Spider	2:02.05
	4. T. Jaharis	1300 GT jr.	2:03.39
	5. R. Crawford	1300 GT jr.	2:05.88
	6. F. Zimmermann	1600 Sprint	2:05.99
	7. N. Vegher (Class GW)	1600 Gulia Super	2:10.77
	8. R. Perez	1600 Spider	2:13.86
Class H.	1. J. Neuman	1750 Berlina	2:04.84
	2. B. Barlow	1750 Berlina	2:04.85
	3. M. Schroeder	1600 Sprint Spec.	2:22.02

* NEW CLASS COURSE RECORD

ENTRY FORM FOR A.R.O.S.C. TIME TRIAL # 5 PARKINSON VOLKSWAGEN / ALFA ROMEO

DATE : October 30, 1976 TRACK : Riverside International Raceway

SCHEDULE : TRACK OPENS 7 am
TECH. INSPECTION 7:30 to 9:00 am
MANDATORY DRIVER'S MEETING 8:30 am
TRACK ORIENTATION FOR NOVICES 8:45 to 9:15 am
TRACK OPEN FOR PRACTICE 9:30 am
LUNCH noon to 1 pm
TRACK OPENS FOR PRACTICE AND TIMED RUNS 1:00 pm
AWARDS PRESENTATION 5:00 pm

FEE: PRE ENTRY BY MIDNIGHT 10/15/76 :
SINGLE \$17.50
MIXED COUPLE \$30.00

ENTRY AFTER 10/15/76 OR TRACKSIDE :
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ADDRESS : _____

PHONE : _____

DRIVER # 2 : _____

ADDRESS : _____

PHONE : _____

MODEL AND YEAR OF ALFA _____ DISP. _____ C.C.

AROSC CLASS _____ AROSC CLASS POINTS _____

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COMPLETING THE LAST FORM. YES () NO ()

I UNDERSTAND MY ENTRY FEE IS NOT REFUNDABLE AND I WILL ABIDE BY THE RULES OF
THE A.R.O.S.C. COMPETITION CODE.

DRIVER # 1 ; _____ DATE _____

DRIVER # 2 : _____ DATE _____

PLEASE RETURN THIS FORM WITH THE ENTRY FEE. MAKE CHECK PAYABLE TO
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AROSC/JHS/2-18-76

ALFACIONADA

Answers to last months crossword puzzle
across: 1. GTV 2. aircleaner 3. fuel
4. AROSC Down: 1. Alfasud 2. Alfa
Romeo 3. Veloce 4. Alfetta 5. Berlina
6. Trunk



WANTED

Any Alfacionada before 1970 will buy or trade.

Chris Boles (805) 524-0433

.....

What To Do When The Red Light Comes On
by Tom Suter

As The 1750 and 2000 owners know, there are several potential problem areas which are unique to the fuel infected models. Fortunately - or as a result of a good design - most of these failures are rare. However, there are two types of failures which almost every owner can encounter if he owns the car for any length of time.

The least serious of the two, and one which is now disappearing, is failure of the infamous thermostatic actuator. I consider this less serious because the engine will generally continue to run and the car can be driven to somewhere that decent service and/or replacement parts can be obtained. With the advent of the modified actuators (identified by a green dot on the actuator) this failure is becoming rare; and since it has been covered previously in the "Alfa Owner" I'll just mention that an actuator failure will display some or all of the following symptoms: poor gas mileage, sooty exhaust pipe, backfire on a trailing throttle, and hard starting.

A much more serious failure occurs when the electric fuel pump motor decides to go on strike. The car will not run and it can be taken as an article of faith that the nearest human habitation at the time will be East Nowhere, USA. Alfa has responded to the reliability problems with the

Spica fuel pump motor by using a motor and pump made by Bosch on the new Alfettas. This can be installed on the older cars but the cost of \$135 for the unit is a fairly hefty investment. If and when your Spica motor fails you will be faced with three choices: (1) Spend one months pay to have the car towed to qualified service (allow an additional months pay for damage caused by the tow truck). (2) The fate worse than death - turn your pride and joy over the the tender ministrations of the local gas pump jockey. (3) Try to fix it yourself, at least enough to drive the car to where qualified service and/or replacement parts are available.

In addition to your car's reluctance to run, a failure of the fuel pump motor has another symptom - the presence of a bright red light on the instrument panel. Since other problems can cause the light to come on and we assume that you will stop to check things over when the light comes on (don't laugh - some people drive blithely on), we have prepared a Get-You-Home Guide which starts from the appearance of a Fuel Pressure Warning Light.

The mechanically- minded owners may find it makes trouble-shooting systematic and also contains some non-obvious hints acquired from Alfa mechanics and personal experience. Hopefully, those not mechanically talented will find it clear enough to get them home in many cases. In the event that the car is being driven by someone (wife, mistress, bookie, etc) with no mechanical background and no desire to attempt any emergency repairs, even a "Detroit Iron" mechanic should get things rolling again in most cases if he follows the chart. Incidentally, if you haven't already done so, DO put a front fuel filter and a rear fuel filter in a "spares kit" in your trunk. Also, some of the local dealers have rebuilt Spica pumps at reasonable prices which can be carried as a spare.

This issue of Alfacionada has been laid out so that the Get-You-Home Guide can easily be removed and carried in your spares kit and/or tool box so that it will always be with the car.

FUEL PRESSURE WARNING LIGHT ON

THE AROSC GET-YOU-HOME GUIDE

This guide assumes that you are in the middle of nowhere without special test equipment. It also assumes that you have maintained your car properly - changing the fuel filters as recommended. I will point out that if necessary the electrical tests below can be made using a little wire and a 12 volt bulb, scrounged from somewhere on your car. Start at step #1 and do what the guide tells you. STOP WHEN IT'S FIXED !

- (1) Is there gas in the tank ? If YES go to #3. If NO go to #2
- (2) Add gas to the tank.
- (3) Does the fuel pump (at right rear of car) whine when the ignition key is on ? If YES go to #11. If NO go to #4.
- (4) Check the fuses in the small auxiliary fuse box. Is a fuse blown ? If YES go to #9. If NO go to #5.
- (5) Using a small tool such as pliers or a large screwdriver, lightly but firmly rap the motor case. DO NOT BASH !! If the pump motor starts now, remember that this is only a short term fix and may not work next time. If nothing happens go to #6.
- (6) Is there power at the electrical connections to the fuel pump ? If YES go to #8. If NO go to #7.
- (7) Check the wiring visually and electrically. Start at the motor and proceed systematically, checking for loose connections, broken wire, corrosion, etc. Check for oxidation of the fuse terminals and loose fuse contacts.
- (8) Replace the fuel pump motor with your spare. The motor is held to the pump body with three bolts. DO NOT tighten the nuts holding together the pump body itself when you install the new motor. This can cause excessive drag on the pump gears and pump failure.
- (9) Check for short circuits. Replace blown fuses. If fuses continue to blow, remove the wires from the motor contacts. Do fuses still blow ? If YES go to #8. If NO go to #10.
- (10) There is a short circuit between the fuse and the motor. Check the wiring visually and electrically, looking for broken wire, abraded insulation, etc.
- (11) Is the day hot or is the gas tank level low ? If YES go to #12. If NO go to #13.
- (12) Use cold water, etc. to cool the line and filter between the gas tank and the pump to combat vapor lock. If it is possible add more gas. If the problem persists go to #13.
- (13) Turn on the ignition key and remove the gas tank cap while watching the warning light. Does the light go out when the cap is removed ? If YES go to #14. If NO go to #15.
- (14) The one-way valve which lets air into the gas tank has failed closed. Fix the cap, replace it, or as an emergency measure only - drive with a loose cap.

THE AROSC GET-YOU-HOME GUIDE (CONTINUED)

- (15) Are you above 5000 ft, and does the warning light go out occasionally? If YES go to #16. If NO go to #17.
- (16) The warning light may be coming on because of the lower air pressure at altitude. This can be due to the lower absolute outlet pressure from the pump or the lower fuel boiling point at altitude, or both. Use cold water, etc. to cool the line and filter between the gas tank and the pump. If possible fill the gas tank. If this does not help, replace the pump motor as in step #8. If the problem persists, go to #17.
- (17) Remove the front fuel filter (under the air cleaner). Is there water in the bowl? (Drain into a glass jar. Water will appear as clear bubbles tending to settle.) If YES go to #18. If NO go to #19.
- (18) Dry out the filter bowl and replace the filter with your spare front fuel filter. Disconnect the fuel line from the inlet to the rear fuel filter and drain some gas from the tank to check for water in the tank. Drain from the tank until no more water shows in your samples.
- (19) Install your spare front fuel filter. If the problem still persists, remove the fuel line from the inlet to the rear fuel filter and drain some gas from the tank to check for crud in the tank and line. Replace the rear fuel filter. If necessary, drain the gas tank until crud no longer pours out.

At this point we reach a need for test equipment - a fuel pressure gauge and a voltmeter - both of which should be found in any gas station.

- (20) Measure the voltage at the pump motor while running. Is it at least 10 volts? If YES go to #22. If NO go to #21.
- (21) Check the wiring for excessive resistance (bad connection, corrosion, etc.)
- (22) Install a fuel pressure gauge on a tee fitting in the line between the front filter and the inlet to the injection pump. With the fuel pump running and the engine not running, is the pressure at least 14 psi? If YES and the light is still on, it is in error (failed). If NO check for blockage of the fuel line or impact damage which might restrict it.

NOTE: IF YOU GET A WARNING LIGHT & SMELL GAS, LOOK FOR A LEAK !!

Good luck, and may you have many trouble-free miles.

TOM SUTER

CALENDAR OF EVENTS

- Sept. 12 AROSC Concours, Puente Hills Mall, City of Ind.
- Sept. 17 AROSC Gen. Meeting
Little Lake Park
Santa Fe Springs
- Sept. 19 Open Slalom 9 AM
Rose Bowl
Pasadena
- Sept. 26 Open Slalom 8 AM
L.A.P.D. Training
Track Terminal Island
- Oct. 10 Championship Slalom
Lion Country Safari
8:30 AM
- Oct. 15 AROSC Gen. Meeting
Little Lake Park
- Oct. 16 AROSC Las Vegas Night
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For additional Slalom information contact
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More Alfas via Tom Suter from the National Convention in Conn.



NOVITIATE NUANCES

by Nancy Vegher

At this past time trial, I got my first real chance to drive--drive, that is, without coming into the pits every other lap and then starting timed runs only to finish 10 seconds later at turn 3 with no power! My practise was purely educational with my personal "instructor" shouting directions, corrections, and and various un-mentionables throughout the period. My driving slate had been empty beforehand, and the continous re-iterations and constant attention of a more experienced driver proved to etch a message.

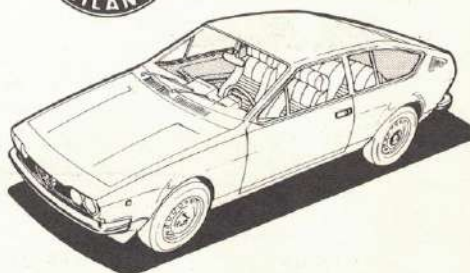
My solo timed runs came and I climbed into the car with only the butterflies in my stomach. After I wrestled my way into the seat-belt harness, I was ready to go. I kept hearing: "Close to turn 1, 5th gear through 2 BUT APEX! APEX!, turn 5, downshift, downshift, up the hill, turn 6 brake-cut in, swing out, cut in HARD, FOOT ON THE GAS or you'll be looking the wrong way down to 7, brake at the squiggles, stay in the middle, NOW! DIP! RIDE IT OUT, FOOT ON THE GAS! Cut again, let her swingout... Down the straight-away, look at your gauges, let your hands relax-Brake at sign 1, downshift, around 9 a car's length out from the center, GO, cut, gas and swing out, into 5th and you're ready to begin again! And I was!!!

The butterflies had flown out the window and a little bit of confidence flew in! I even managed to cut 6 seconds off my lap times, a feat which to me was as good as winning! After the accident of our friend, minutes after I had driven into the pits, it all came together: the safety precautions, instructions, demand for concentration, guidance, caution and experience. I felt I was very lucky to have had a personal instructor who was able to give me more than a lap or two around the track, a map and a few words of caution. How did the other

novices do it by themselves??? I'm still a novice and feel that I will always be. But my whole day of practice and instruction, plus the visual and, unfortunately, practical application of all safety requirements helped me more than words could ever say. For this I thank my husband and instructor, and all the co-ordinators of the event. But what about the future? Couldn't such a personalized day help other novices who have just begun? "Practice makes perfect" but only if the practice is correct in the first place! With responsibility of safety for all concerned, practise could be more intense and guided than it has been. After all, everyone was once a beginner.



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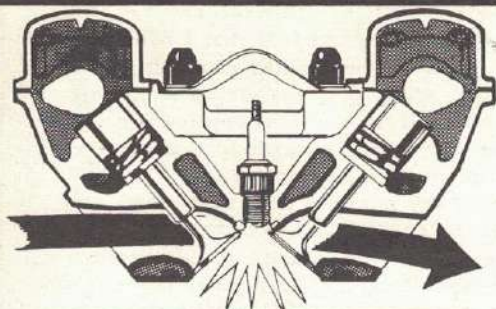
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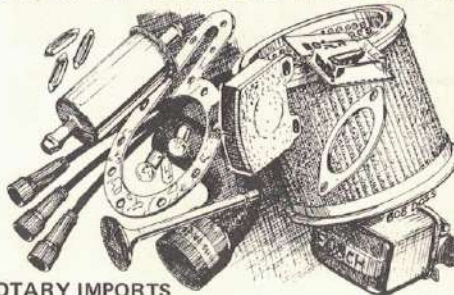
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ARTICLES, LETTERS, AND PERSONAL
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