

ALFACIONADA

MARCH-APRIL 2019



AROSC's Midway visit – a spectacular day in San Diego! See pages 12-15.



Classic Auto Show photos, pages 18-21.



Alfas in Florida – report from Amelia Island, pages 24-26

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NEWSLETTER OF THE

Alfa Romeo
Owners of Southern California

Alfa Romeo Owners of Southern California

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Submissions

Please send classified ads, articles, letters and photographs to the Newsletter Address above, to arrive no later than the 25th of the month prior to publication.

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About This Newsletter

Alfacionada is the publication of the Alfa Romeo Owners of Southern California, a chapter of the Alfa Romeo Owners Club, Inc., a national

non-profit organization of Alfa Romeo enthusiasts. Affiliation with AROSC and a subscription to this newsletter are included in your annual \$78 AROC dues. Non-members may subscribe to *Alfacionada* for \$20 per year, and attend meetings and events. See the website for a membership application form with rates and contact details.

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Meeting Information

General Meetings are held monthly, on a weekend day, at various locations in Southern California. A full listing of activities is on our website, arosc.org; a 12-month calendar of events is emailed with every January issue of this newsletter, and detailed information is in Previews. Check both; email any questions to info@arosc.org, and a Club director will respond.

On the Cover This Month

Main: Spectacular sky above the teeming crowd on the Midway's flight deck. Steve Edelman took this and more – see story beginning on page 12. Below left, a tidy tan Duetto on display at the Classic Car Show, shot by David Waelder. More pics on pages 18-21. Right, our very own Barretts took their cameras to Amelia Island this year and took a bunch of photos, including this rear shot of a 1975 Alfa T33 "Periscopio" racer. See its front, back, and lots of other Alfas on pages 24-26.

AROSC Board of Directors, 2019

Your entire Board is available at one point of contact: info@arosc.org. We welcome and encourage your thoughts and feedback. This central email address will allow us to respond, at home or on the road, through our computers and smart phones. Leave your telephone number and request a call-back if you wish; we will be happy to contact you personally.

Don't forget to check our website: <http://www.arosc.org>

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Previews ...*What's coming up and when.*

April 5-7 – Wine Tour, Atascadero/Templeton area. See info on page 10.

May 4-5 – TT & Race, Auto Club Speedway, Fontana. See Track Calendar, page 22.

May 5 – Petersen visit and Club Concorso #1. See page 15.

June 2 – Huntington Beach Concours. Info on page 27.

June 9 – San Marino Motor Classic, Lacey Park, San Marino. See page 27.

June 23 – Highway Earth, Concorso #2, Franklin Cyn., Beverly Hills. See adflyer page 23.



Note: Board of Directors meetings are generally held on the last Sunday of the month. Anyone with business to bring before the Board is requested to please contact Il Presidente Mike Riehle.



The control tower on the Midway, and a lot of very serious electronics. More photos and our story on pages 12-15.

See additional notice of our recent events on our website, arosc.org



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FROM THE TOP ... *the Word from Il Presidente*

March 15th-17th was the Classic Auto Show. This year they heeded our pleas and moved the event from the L.A. Convention Center to the Orange County Fairgrounds. This meant more space, less congestion, cheaper and easier parking, but a much longer trip for those of us who live up north. A few months back, I said our Sprint's fuel problems were all sorted out. Well, that still seems to be the case. I drove it down to the show and it ran perfectly. The organizers still require a two-day commitment (Saturday and Sunday) which made it a long weekend. On the other hand, the new venue



attracted a lot more spectators, and I'll bet their expenses were lower to make up for it. It was a big show with something for everybody. I particularly enjoyed the pre-war Fords and a Datsun Fairlady with an engine compartment that was detailed beyond belief. Many thanks to Norm Silverman and Paul Blankenship for calling potential participants, erecting the pop-ups and spending the weekend recruiting new Alfa enthusiasts and possible club members. See page 18-21 for photos showing what you missed if you weren't there.

If you haven't signed up for the Wine Tour April 5th-7th, you can still do so, but you need to let Chuck and Jan Cline know immediately. After three scouting trips they have found new roads and unique wineries in the Paso Robles area. If you haven't booked your rooms at the Adelaide Inn, you've missed the early bird discount, but can still join us. Do RSVP so they can finalize the head count. See the write-up on page 10 and note that they are planning a visit to the local air museum on Sunday morning.

May 4th-5th we return to Auto Club Speedway for another Time Trial and Race. I know, some of you will have to choose between this event and the May 5th trek to the Petersen Automotive Museum and Club Concorso #1 (see page 16 for particulars). Sorry about that. Sometimes we do not get everything perfect.

We go to the Petersen every year, but the exhibits keep changing, so the visits never get old. One new exhibit features racecars and racecar builders from in and around Los Angeles. Another features 11 of Bruce Meyer's favorite cars and is fittingly titled "Winning Numbers, The First, The Fastest, The Famous". Members Norm Silverman and Gene Brown are docents leading the tours. Suffice to say our tours are always spiced up with friendly banter. Discussions range from: "Who

really killed the Corvair?” to “Define the difference between drag and drag coefficients.”

I see tickets are available to visit the basement, better known as The Vault. This is where they store cars that are not currently on display. You need to book this tour in advance; tickets are not usually available on the morning of our visit. It is well worth the effort if you have never done it.

June is the season for car shows. I swear we could go to one every single weekend. June 2nd is the Huntington Beach Concours. It is an informal event on the grass, under the trees, and close enough to the ocean to almost guarantee perfect weather. The next weekend, June 9th, is the San Marino Concours. It is a little more exclusive with higher end cars and is also on the grass in a beautiful venue. Both of these have been Club events in the past and both are well-publicized online; see more info on page 27.

June 23rd is the Highway Earth Car Show at Franklin Park in the Hollywood Hills and our second concorso of the year. Details are still pending, but I expect we will get our own little area again this year. Evan Klein is an Alfa enthusiast, a great guy and his event attracts eclectic and fascinating cars. If you have never been there, it's a lovely spot. You might want to check out the pictures from last year on our website to fully appreciate it. Maybe this year I will actually walk around the reservoir, enjoy the views and take some pictures.

Remember, if women don't find you handsome, they should at least find you handy. And don't forget the duct tape, the handyman's secret weapon.

– Mike & Chris

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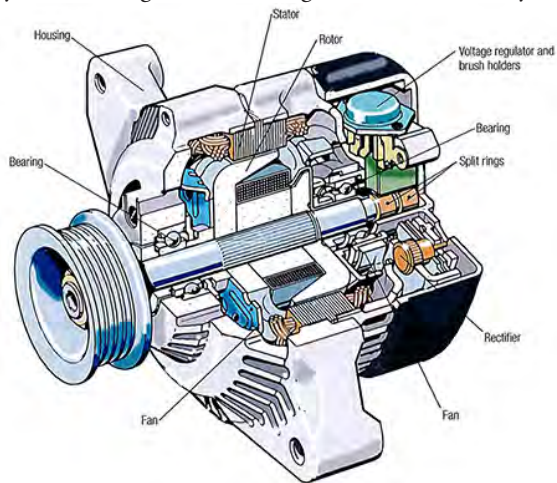
TECH GUY ... *An Alternate Solution*

In my last column I covered the automotive generator (or dynamo). This column will cover the alternator. The first use of an alternator in a production automobile was when Chrysler Corporation introduced it on the 1960 Plymouth Valiant.

Generators were in use on automobiles since the late 1910s and had worked fine, so why change? Well, on a generator, a small current is run through the stationary field windings and a large current is generated in rotating armature windings. This means that the armature windings have to be heavier gauge wire and this adds extra weight to the rotating mass. On the other hand, the alternator runs the small current through the rotating windings and the heavy current is generated in the stationary windings.

Both the generator and the alternator actually generate alternating current (AC), that is, current that switches its direction of flow several times per revolution. To use this energy in an automobile, the alternating current must be converted to direct current (DC). In a generator this is done through the use of a commutator where each pair of contacts is connected to a separate winding on the armature. To do a good job in the conversion from AC to DC the armature must have many windings. In addition, all of the current produced by the generator must flow through the brushes, thus increasing the size and cost of the brushes.

In an alternator there is only one winding on the rotating core (rotor) and only a relatively small current is needed in the winding while the heavy current is generated in the non-rotating windings (stator) where the size of the wire is easier to deal with. Because there is only one winding on the stator there is no need for a commutator like on the generator. Instead, two continuous ring contacts (slip rings) are used, each one contacting one brush. The lower current and the continuous rings allow for smaller brushes that last longer.



Typical Alternator

So if the alternator is more efficient than the generator why was it not used earlier? The reason is in the conversion from AC to DC. As stated earlier, the generator uses the commutator to convert the AC to DC. In the alternator the conversion is accomplished with the use of solid-state rectifiers. Earlier rectifiers were bulky and

not suitable for use in a car. The solid-state rectifier made the alternator practical for use in the automobile. It only took a few years until their introduction in 1960 for alternators to be standard on most cars. In addition to all this, alternators generate more power at a lower rpm than do generators. This means that the battery still gets charged when the car is idling, like when you are on the grid waiting for the race to start.

Alternators also have another feature that is not present in generators. The output current of the alternator is based upon the voltage at the rotor windings, and so the alternator only needs to regulate the output voltage and the current takes care of itself. A generator has to regulate both the voltage and the current. Earlier alternators had a separate voltage regulator but most of the alternators used today have a built-in regulator; one less part to worry about.

Another nice feature of an alternator is that once you start the car you can remove the battery and the alternator will keep the car running. This helped me one time when the battery on the Montreal got an open. Once I got a jump-start from those nice Auto Club men, I was able to drive the car home without a problem.

Also, alternators are generally constructed better. They have ball bearings at both ends of the rotor while the generator uses one or two sleeve bushings on the armature. And the alternator has only three windings in the stator and six rectifiers and is, thus, lighter and smaller than the generator.

One thing to note when updating a car from a generator to an alternator is that unlike a generator, which can be polarized to work for positive or negative electrical systems, the type of rectifiers determine if the alternator is for a positive or negative electrical system. Since most cars are negative ground most alternators are for negative ground systems. However if you are changing your old Alfa from a dynamo to an alternator you need to either get the correct type of alternator, or change your electrical system from positive ground to negative ground. – Gene Brown



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2019 Wine Tour is Ready to Roll



We love it when a plan comes together! And this one certainly has. We're going pretty much all-Italian in this year's Wine Tour, so you may study up by checking out the wineries mentioned below online, or just go with the flow when you arrive and enjoy discovering these fabulous wines. The agenda looks something like this:

Friday

Share munchies and beverages in the late afternoon/evening at the Adelaide Inn; outside if weather permits.

Saturday

- Breakfast at Margie's Diner, a short walk from our hotel.
- Depart the Adelaide Inn about 10AM and proceed along Hwy 46E to Hwy 41 to our first stop at Bella Luna.
- Our next stop is Sarzotti for more Italian varietals and lunch.
- Our last stop will be Giornata, which will include mid-afternoon snacks.

It's a short drive back to the hotel via Hwy 101. Then we'll take a short walk to dinner at Big Bad Bubba's BBQ restaurant about 6:30PM.

Sunday

- After breakfast, the plan is to visit the Estrella Warbirds Museum at the Paso Robles airport. For those of you not inclined to tour the museum, there are other wineries to visit nearby, such as J. Lohr, Le Vigne, Eberle, San Antonio and a host of others.

• Our final scheduled winery on the tour is Clesi, featuring more Italian varietals. Jan and Chuck will supply driving directions and maps for your convenience.

- If there is anyone who wishes to join us, but has not RSVP'd please do so at alfa92708@yahoo.com

– Jan & Chuck

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Season Opener: A Super-Cruise to San Diego



Small but mighty, our San Diego Cruise fleet gets ready to ride! Steve Edelman photo.

Our AROSC events have, over the years, taken us to the Central Coast, mountains and monuments, to the deserts low and high and, this time, along the coast to San Diego.

Our aim was to have a get-together and build in some wonderful destinations, with great food and a maritime museum visit aboard the *USS Midway*, which is the equal of anything in the world.

Day 1: Friday evening found us in Oceanside some 54 leisurely miles' drive from Orange County, where we had arranged reasonable lodging at the centrally located Ramada by Wyndham.

Day 2: We assembled in the large car park adjacent to the World Mark Resort in Oceanside at ?? and took a stroll down to the harbor. It was drizzling lightly that morning but this did not last long and we were seated in the xxxxxxxx recommended by the manager of the Ramada. I must say, I have had eggs Benedict in some of the poshest restaurants of the world, and even on Air Canada (who ruined it by pouring maple syrup all over it!), but this day's was the best I have ever had.

After this satisfying breakfast we drove the 38 miles down I-5 to San Diego to check in to the Hampton Inn. Once again this was a great choice, as it was close to the Midway Maritime Museum and Little Italy. We let the desk know we had arrived and were off to the *Midway*, a 15-minute walk a block down to the shore then along the waterfront, passing all the wonderful exhibits assembled along this section of the harbor, including the man-of-war used in the filming of *Master and Commander*, and of course a very famous ship which has been there for some time, *Star of India*.



Beware notice is just a little understated. Steve Edelman photo.

Our tour of the *Midway* was absolutely breathtaking on every deck, and around every corner. The docents (some of whom are volunteers), are really top notch and are some of the most knowledgeable ex-naval recruits from all walks of life.

After our wonderful visit, which lasted some 2 1/2 hours, we all strolled back to the hotel to check in, freshen up and meet in the lobby to leave together for our early dinner at Mimmos Restaurant (another healthy 15-minute walk).

Again we were being smiled upon, as the restaurant expected us, had arranged a perfect table for us and even though this restaurant was chosen just by looking at all the available restaurants, came up smelling like a rose with first class food, drink and wonderful service.



The view from under the flight deck. Steve Edelman photo.



Three of us viewing the hardware, from left – Mario, MJ, and Gene. Steve Edelman photo.

Day 3: When everyone had surfaced, we gathered at breakfast in the lobby. I got some takers for a short walk along the waterfront to view and read about the other 11 ships on display, from the Star of India to a Russian submarine.

At 10:30AM we drove the final leg of the cruise to our last dining delight, Il Fornaio Restaurant on Coronado Island. General manager Luca Allieri had briefed his staff to take care of us, and they made sure we had a wonderful table with a view of the San Diego skyline. The food and service was sensational – a perfect finish to a wonderful weekend.

I know I really enjoyed our trip – it could have been re-titled “A Gourmet’s Trip to San Diego and a Maritime Museum”.

The 96-mile drive home was swift, and with all the rain which surrounded us I believe I got just two cups of precipitation on my windshield. — *John Britton*



San Diego waterfront, Coronado Bridge view from aboard Midway. Steve Edelman photo.



Above, still more of those dramatic skies. Steve Edelman photo. Below, those greenscreen portrait booths really work! MJ, Mario, Gene, John and Steve. John Britton photo.





AROSC Concorso Season Starts at the Pete

AROSC's 2019 Concorso Season will kick off in conjunction with our annual visit to the Petersen Automotive Museum on May 5th in mid-Wilshire Los Angeles.

We'll be the stars of the outdoors, arrayed on the third floor of the parking structure, while a new lineup of exhibits will be shining attraction indoors. We will view Didactic Automotive Art, selected special Bruce Meyer cars in the Bruce Meyer Gallery, a century of legendary California-built competition winners from midgets to Gurney Eagles, the latest in super high-performance motorcycles, and a few real surprises.

As usual, Concorso participation is free (but requires an RSVP; see below). Parking at the Petersen will be free for AROSC Members; museum admission will be discounted, but an RSVP is required.

Please confirm your participation to: normanbev@msn.com Watch your email for additional details as the date approaches.

To participate in the Concorso, please provide an additional RSVP to Jeff Srinivasan, Concorso Director: (email) rogueman1@mac.com or text 818.653.9679.

Basic Petersen Day Itinerary

8AM to 9:30AM Concours participants placement

9:30AM Judging

11:15AM Concours Awards

11:30AM Tours begin

1:00PM Lunch (optional)

Afternoon free time or Vault Tours (must book in advance)



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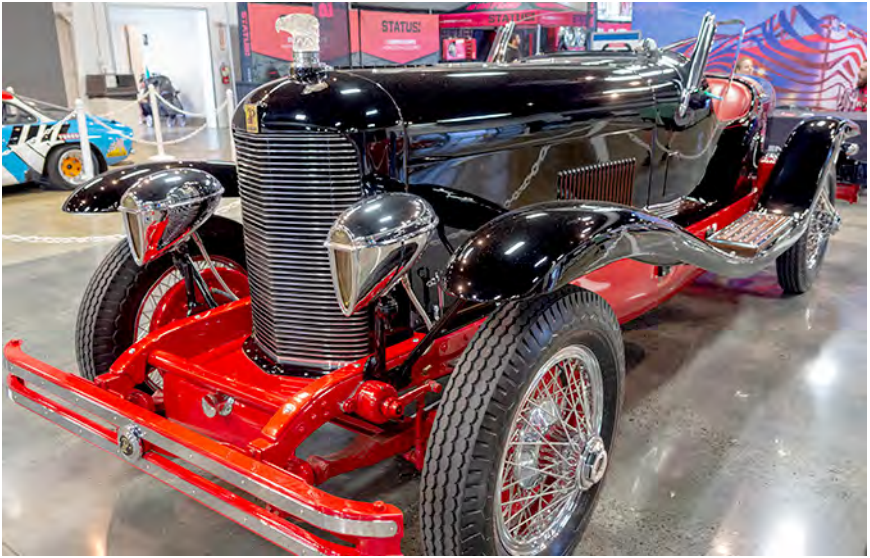
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Classic Car Show 2019



Du Pont Boattail Speedster is stunning. And large. David Waelder photo.



If you'd prefer something smaller, how about a Fiat Multipla? Cindy Terrisse photo.



Graphic Arts Avanti is pretty special, if hard to read. David Waelder photo.



Cindy meets Wayne Carini at the heart of the show. Pat Terrisse photo.



Alfa Row at the show. Steve Edelman photo.



Vettes!! Can't have a show without Vettes ...



... or Beetles!! Both photos by David Waelder.



AROSC HQ set up next to our cars. David Waelder photo.



Montreal in a great shade of olive ... not so sure about those seats. David Waelder photo.



Vic Galich brought this brilliant GTV and a spider. Steve Edelman photo.

Join Us at the Track

Just starting out, experienced or a racer?

We have a run group just for you!

All marques are welcome.

You don't have to drive an Alfa to run with us!

Alfa Romeo
Owners of Southern California

2019 Schedule

May 4-5	Fontana Roval with Speed Ventures
Sept 14-15	Streets of Willow, HPDE Driving School
Oct 12-13	Big Willow, DE, TT & Race
Nov 23-24	Laguna Seca, DE, TT & Race, 92 dB.



You can sign up for our track events at
<http://aroschpd.org>
or at alfaclubracing.com

Registration Open & Save the Date!!

2019 AROSC Club Concorsi #1 & #2

Bring Your Alfa Romeo to Share w/ Fellow members

Concorso #1

*Held at the **Petersen Automotive Museum***

Including Docent Tours of the Museum's Latest Exhibits

Sunday, May 5th



Registration Open for the Pete Club Concorso!!
To Enter your Alfa, email or call Jeff Srinivasan at
rogueman1@mac.com or (818) 653-9679

Concorso #2

*Hosted by the **Highway Earth Classic Car Show***

Franklin Canyon Park

Hollywood Hills, CA

Sunday, June 23rd



Registration & Entry Information Coming Soon!

Questions? Contact Jeff Srinivasan, AROSC Concorso Director
at rogueman1@mac.com or (818) 653-9679

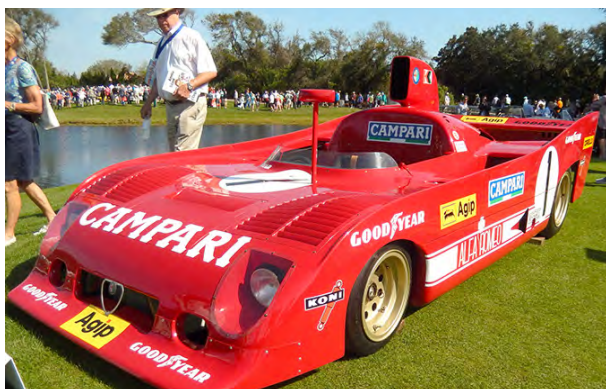
Alfas In Florida 2019

*Sightings at Amelia Island Concours d'Elegance and the Revs Institute
– Photos by Jim & Elyse Barrett*

Making Alfa sightings while traveling is just something Alfisti do, and AROSC members are no exception. Wonderful examples appear when we least expect them, even at venues dedicated to other cars and other purposes. The honored marques at 2019 Amelia Island Concours d'Elegance included Jaguar and Volkswagen, but we found two fabulous T33 Alfas on the green. The Revs Institute (formerly known as the Collier Collection, which got our attention back when the Cunningham cars were purchased and moved en masse to Naples, Florida) was a bucket list item achieved this past March. Once inside, it was nice to see several special Alfas among the 115 very special vehicles displayed at the time of our visit. Enjoy.

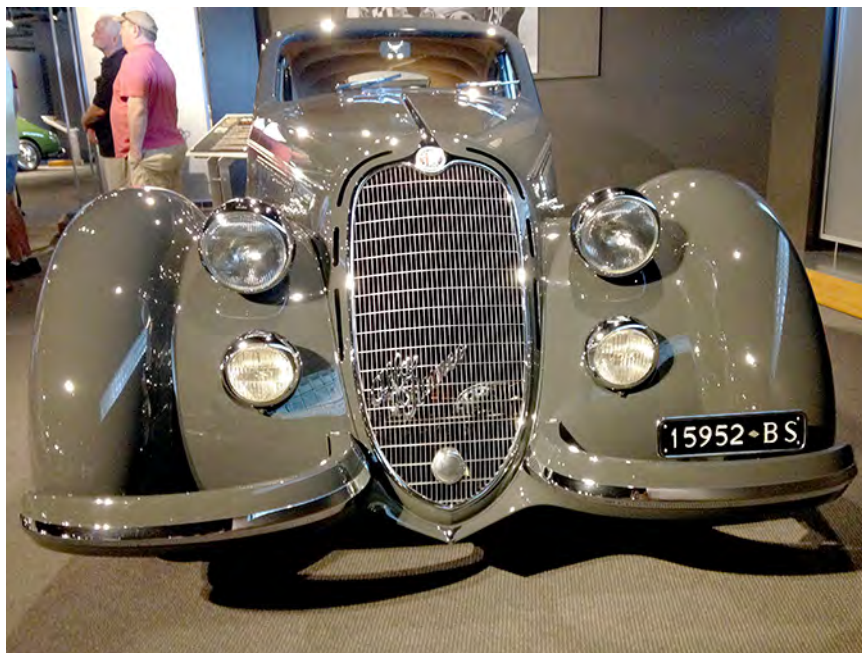


*Above, T33 Periscopo.
Right, 1975 T33/TT/12
race car. With tubular
alloy space frame and
fiberglass body, the 500
hp flat-twelve engine
had only 1,451 pounds
to propel, winning
World Manufacturers'
Championships in 1975
and 1977.*





Above, TZ2 is front and center in this Revs Institute's Alfa competition display. At left, a pristine Giulietta Sprint coupe.



Here are two frontal Alfa portraits from the Revs Institute: 8C 2900 above, and a 1932 8C 2300 Corto (with period photographs) to the left.

Need Another Concorso?

Check out these annual celebrations of automotive excellence that also benefit good causes.



Delightful Delage at San Marino Motor Classic a few years ago. Will Owen photo.

We would love to attend every concours and car show in SoCal, but alas, our calendar is topped up and AROSC cannot make all of them official Club events. But we have our favorites and if you have time, we recommend attending or entering these for fun and to broaden your automotive horizons.

June 2nd: Huntington Beach Concours d'Elegance Now celebrating its 34rd year, the HB concours benefits the children's wing of the Huntington Beach Central Park Library. There is a full slate of classes for Alfa Romeo and a beautiful space for picnicking. Visit www.hbconcours.org/ for particulars.

June 9th: San Marino Motor Classic In its eighth year at Lacey Park, the San Marino Motor Classic (shown above) brings together upwards of 200 Brass Era, Depression Era and Post WWII luxury vehicles and benefits the Pasadena Humane Society and ASPCA. There are often amazing examples of vintage Alfa Romeos present. For details, go to <https://www.sanmarinomotorclassic.com/>

November 10th: Veterans Day Car Show AROSC's Vic Galich has staged this benefit for the Paralyzed Veterans of America every Veterans Day in the beachfront parking lot on PCH since 2010. A great mashup of rods, customs, sportscars, and his own Alfas, this is a fun way to honor our service members and spend a fall day in the fresh air at the beach. Visit www.veteransdaycarshowhb.org for information.

Classified – Cars/Parts For Sale



1991 164L FOR SALE – 5-speed, 167K miles. Silver with blue leather interior, 16-in. Borbet wheels, no known accident or rust damage. Three years / 10K miles on timing belt, passed smog January, 2019. Runs well, but has typical 28-year-old Alfa issues: oxidized paint, cracked/torn seats, remote locks disabled. Asking \$2,000. Located in San Juan Capistrano. Cell/text: 949.412.5830.

WANTED: 1979 Alfa Romeo Sport Sedan windshield – Will pay for packaging and shipping to Nashville, TN. Call 310.357.4737 or email agloddeck@aol.com

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