

# *Alfacionada*

NOVEMBER-DECEMBER 2013



**BoD Elections & Iowa Tour, Story and Photos Pages 20-23**  
**Best of France & Italy 2013 on Pages 10-13**



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.

## **Changes of Address**

To keep your newsletter arriving after a move, please send your change of address information to AROC, P.O. Box 12340, Kansas City, MO 64116-0340.

If you're a nonmember subscriber, or receive the newsletter on a complimentary basis, please send change of address information to the Club Business Address above.

## **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 \$70 AROC dues. Non-members may subscribe to *Alfacionada* for \$20 per year, and attend meetings and events. See the inside back cover 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](http://arosc.org); a four-month calendar of events is on the outside back cover of this newsletter, and detailed information is in Previews. Check all three; email any questions to [info@arosc.org](mailto:info@arosc.org), and a Club director will respond.

### **Our Cover This Month**

*Top: Il Prez Mike leads the November meeting on the fantail of the mighty U.S.S. Iowa. Story begins on page 20. Steve Edelman photo. Bottom: Eclectic Alfa mix at BoF&I totalled 120 cars! See pages 10-13. Jim Barrett photo.*

# AROSC Board of Directors — 2013

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Your entire Board is now available at one point of contact: [info@arosc.org](mailto: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.*

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**December 14** – Holiday Party at the Clubhouse. See adflyer on page 14.

**January 25** – Awards Banquet and Annual Meeting at Lunada Bay House, Rancho Palos Verdes. See adflyer on page 24.

## January-April Calendar coming in the January issue – Watch This Space!



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



*Joe Jost's sign and its ancestors have been welcoming customers in Long Beach for over 80 years. Highly artistic photo by Jim Barrett.*

# *Alfa Parts*

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

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Wow! So much has happened since my last column, I have too much to write about. We've had the Wine Tour, the Best of France and Italy and the Election Meeting on the *U.S.S. Iowa*.

First an update on the Sprint. I've dropped the transmission and will go through it. When I'm done it should leak less, run quieter and no longer pop out of reverse. It's a period-correct non-moly 5-speed, so many of the parts will have to come from my private store. The rebuild cost should be fairly low depending on how many new bearings it needs. Stay tuned for an update next month. My self-imposed deadline is the Desert Classic Concours in February.

To those who missed the Wine Tour, you missed one heck of a great tour! Event sponsors, Margi and Mo, hosted a dinner Friday night in their suite to celebrate Gene Brown's retirement. The next morning we all saddled up for a fun day of driving and wine tasting. Saturday night we walked across the street to a really excellent steak house. Did I mention that Margi and I double-teamed Gene and, although he is stepping down from the Board next year, he has graciously offered to continue writing his Tech Column? (Hey Gene, how about a column on rebuilding Alfa gearboxes?) We did vote to reduce the Board from 10 to 9 next year, so we needed to add another Committee Chair. Thank you Gene. I'm sure you will be a fine Tech Committee Chair.

The Best of France and Italy (often referred to as BoF&I) was favored with beautiful weather and a great

turnout. A near record number of Alfas left their dark garages to bask in the sun. Look for the write-up including Club Concours results on pages 10-13. If that isn't enough, click on <http://www.alfabb.com/bb/forums/car-events/248258-best-france-italy-2013-a.html> for more pics and discussion. I was particularly fascinated by an Austin Healey 3000 that had been retrofitted with a 2 liter Alfa engine. The owner said he has had the car on the scales, and it actually lost 500 pounds! He also said he had to torch a coil off the front springs to bring the nose back down. Maybe I'll see him again next year and suggest he try some softer springs up front to restore some ride quality. Just imagine. A big Healey that doesn't understeer.

Chris and I just got home from the Election Meeting on the *U.S.S. Iowa* and lunch at Joe Jost's bar. The election ballots were carefully tabulated by Paul Blankenship, who announced the nine candidates for the nine Board of Directors positions all won. Surprise! BTW, a couple of members wrote in, expressing interest in running for the Board. They were a little late for this year's ballot, but we are keeping their names and contact information as we are always looking for volunteers. Everybody should tour the *U.S.S. Iowa* at least once. It is such a piece of history. My God, those guns are big! On the other hand, this great big battleship sits low in the water and is small and graceful looking compared to the oil tankers in the harbor. I found the whole ship to be a study in contrasts. It was designed in 1938 and most of the controls

and instruments are best described as Stone Age. However, the ship has been retrofitted with a modern computerized fire control system and tubes and tubes of Harpoon and Tomahawk missiles. You know how we sometimes compare our fuel economy experiences? Well, the Iowa gets 200 gallons per mile when it is cruising. Take it up to full speed and it's more like 400 gallons per mile.

I hadn't been to Joe Jost's in years. The good news is nothing has changed except the prices. The schooners were worth the price just for the experience of holding those thick glass goblets. The sandwiches were just the way I remember and the pickled eggs were still awesome. Way to go, Jim and Elyse. Our thanks to you for coming up with this novel event.

The Holiday Party is coming up December 14. See page 14 for more info, decide what side dish you are bringing, and RSVP to MJ and Sheila. MJ is a great BBQer. He hasn't quite decided what he is doing this year, but he is a proven achiever with chicken, salmon and tri-tip, so there is no chance of going home hungry. Please bring lots of wine. The new Board meets the next day and we are hoping for leftovers!

"Remember, if the 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 and Chris



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# The Tech Guy ... *Troubleshooting, Then and Now*

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Contrary to popular belief Italian cars are very reliable. I have been let down by American and Japanese cars far more often than any of my Fiats and Alfas. Of course our cars are now considered “old cars” and, as in humans, age brings on problems.

On the AROSC Wine Tour last weekend we had a minor problem with one car. Fortunately there were plenty of knowledgeable Alfa folk around and the car was soon running again, but that got me to thinking of what to do to handle roadside problems. By roadside problems I am talking about relatively simple items, although I have heard of people replacing clutches by the side of the road.

In my cars I have a small box that contains some hand tools and a bag of hardware. With older cars it is not unusual for a nut or bolt to be lost while driving along. Having an assortment of hardware in a Ziploc bag can quite often be the difference between getting on the road again and having to wait for a tow truck.

Alfas, like all older cars, are rather simple cars and it doesn't take a lot to do simple repairs. The majority of bolts on an Alfa are either 8 mm or 6 mm. The former takes a 13 mm wrench and the latter a 10 mm wrench. There are some larger bolts that take a 14 mm, 17 mm or 19 mm wrench and some smaller ones for electrical connections that take an 8 mm wrench. So a set of wrenches from 8 mm to 19 mm should cover all the bolts. Also have a small adjustable

wrench for when you have to hold the bolt while turning the nut. You should also have a couple of screwdrivers, one Philips and one flat. Throw in a pair of pliers and wire cutters and your tool kit should be complete.

The spare parts bag doesn't have to carry very much. Start with a handful of 8 mm and 6 mm bolts and nuts; you probably have enough left over from your last engine rebuild to suffice. Throw in some #10 sheet metal screws, some cable ties (zip ties), a few feet of baling wire and about 20 feet of 18 AWG electrical wire and you should be set for just about any simple problem. You could also pick up a bicycle brake cable, just the inner part, and throw it in the bag. It makes for a great throttle cable repair.

I once repaired a broken throttle cable on my Montreal by stripping the insulation off of a couple of feet of electrical wire, then I threaded the copper wire through the throttle cable housing and got on the road again. It was still working fine when I got home and was able to repair it correctly.

Another time I had the thermo switch for the electric fan fail so that the fan would not turn on. Using a short piece of wire to connect the two terminals on the switch got the fan to turn on. You can easily attach a wire to a slip-on connector by first removing the connector, sliding the bare portion of the wire into the end that slides onto the connector, and then pushing the connector back on. However, if your fan is powered even

when the key is turned off, you will have to remove the wire whenever you turn the engine off to keep from running down the battery.

Other items you might want to carry along are duct tape, a spare fan belt, a gallon jug of water, rags (because some parts are greasy, even on Alfas), and some fuel line. The additional spares you carry is based on how well you maintain your Alfa. The more on top of the maintenance you are the more reliable your Alfa

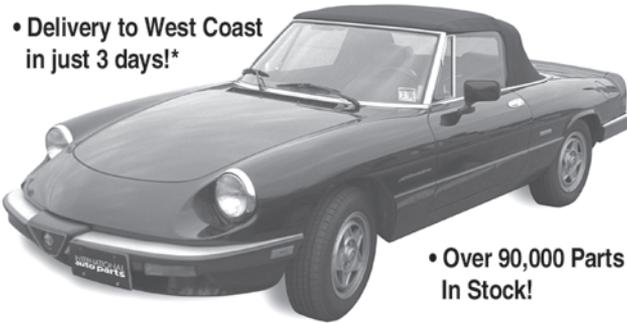
will be and the less chance you'll have of a breakdown. But even if you never have to fix your Alfa on the road, the items you carry may help some other driver get back on his way.

Still, no matter how well you treat your Alfa, bad luck can strike and problems can happen. So for those situations I always carry my most versatile tool: an Auto Club card with 200-mile towing. I've never had to use it with an Alfa yet, but I have it if I need it.

— Gene Brown

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# Best of France & Italy '13

## *Splendor in the Grass ... uhhh, Grit*



*A big portion of Woodley Park was awash in Alfa color – Mike Riehle photo.*

Our fall celebration of all things Alfa (and Fiat and Maserati and Citroen and Deutsch-Bonnet and Lamborghini and Ferrari and Piaggio and Abarth and Iso and Facel and ...) was, as hoped, a glorious, sunny affair that drew 120 Alfa Romeos to the green at Woodley Park. Well, to a partial green, because the lawn was 50 percent gone on the south half of the display area.

Organizers Tina and Chuck had great caterers (the lines for cinnamon buns, brats and salads were long, but worth waiting in). A pleasing new mix of tunes was selected and aired by a DJ, who at the end of the day announced the impending end of festivities with Percy Mayfield's "Hit the Road, Jack." Our second and final Club concours had 15 entries, thank you, participants! From our info board/sign-up display we garnered four more individuals interested in affiliating or learning about the Club, and our banners fluttered gracefully in the light afternoon breeze.

The swap meet was bountiful for

several of us. By shopping early in the day, Chuck, Guy and Norm found obscure but needed parts for their cars at bargain prices. We don't know if anyone snapped up the Abarth Zagato double-bubble and Citroen projects on offer but, already on trailers and ready to roll, they were tempting.

While we had no human celebrity sightings this year, Alfa Romeo was the celebrity marque with greatest number of examples on display. All day we heard passersby remarking, "Wow. So many Alfas!" Our contingent included some seldom-seen members and a sea of non-members whose presence reminds us that the SoCal Alfa community is a pretty healthy one. Thank you, Paul, for rounding up so many participants.

Thank you Concours Committee Jordan and Norm, and this event's judges for closing out the season with a well-attended competition, with any and all dust forgiven.

*– Elyse Barrett*



*Open Class winner Art Russell's very deserving Giulia. Elyse Barrett photo.*



*1900 beauty is as beauty does. Elyse Barrett photo.*



*... and Art's trunk groaning under the weight of past trophies and provenance. Elyse Barrett photo.*



*164 in hipster mufti, or is it holiday costumery? Jim Barrett photo.*



*Chuck, Jim and Cody discuss advantages of shopping swap meet early. Elyse Barrett photo.*



*One of several fine historic-Alfa "tribute" cars. Jim Barrett photo.*



*Project car du jour – no need to bring a trailer, it's on one! Elyse Barrett photo.*



*Racy and ready to rock! Track cars presented for close examination. Jim Barrett photo.*



*Citroen heaven with fine examples. Jim Barrett photo.*



*Alfa-powered special, built from several different years worth of Healey's finest sheetmetal. Mike Riehle photo*



*Lunch in the dust (beats lunch in the mud!), with Bonnie, Chuck and Jack. Elyse Barrett photo.*



*Art car du jour. Jim Barrett photo.*



*Jordan and Norm get the Concours Awards underway. Jim Barrett photo.*



*Jerry Rosenstock takes First in Closed Class for his beautiful Giulia GTA. Elyse Barrett photo.*



*Art Russell's impeccable Spider wins First in Open Class. Elyse Barrett photo.*



*Sprint perfection but it wasn't in our concours. Elyse Barrett photo.*



*Hector Vasquez and his splendid GTV take another First in the Race Class. Elyse Barrett photo.*



*Seats reserved, but too busy to park our butts! Elyse Barrett photo.*

## **AROSC Concours Results**

### Open

- 1 Art Russell, 1963 Giulia Spider
- 2 Peter Orgel, 1992 Spider
- 3 Gary Kond, 1969 750 Veloce

### Closed

- 1 Jerry Rosenstock, 1965 Giulia GTA
- 2 Steve Cole, 1977 Alfetta GT
- 3 Dave Mericle, 1967 Giulia Super Colli

### Race

- Hector Vasquez, 1974 GTV

# 13<sup>th</sup> Annual AROSC Clubhouse Holiday Party

Saturday, Dec 14<sup>th</sup>. Noon – 5

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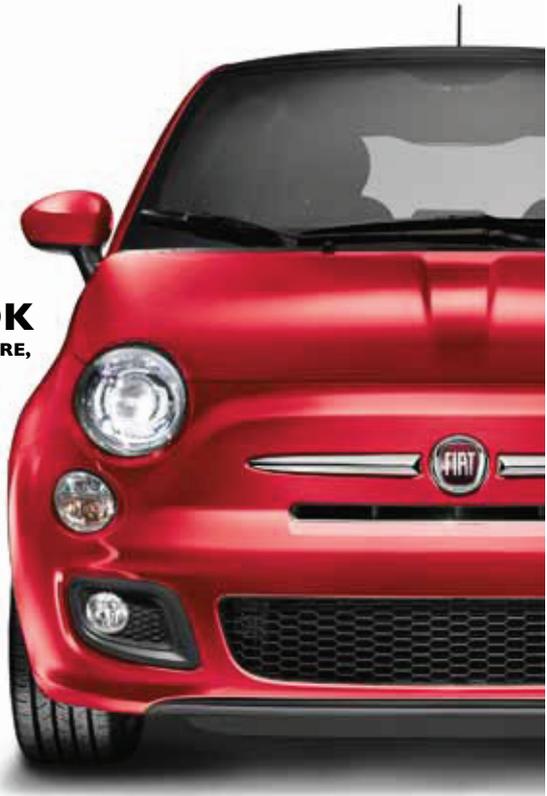
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# Willow Springs Weekend

*October 5-6 – The View from Turn 3*



*Cars lined up on the race grid. All photos by Mike McKibbin.*

If you didn't make it out to Willow for our Oktoberfest weekend, you missed an excellent weekend to be at the track. The weather was great, with temperatures in the mid 70s. In addition to a lot of our regular competitors, we also had some interesting vintage cars show up. For this event, we included an extra run

group both days for cars and drivers from the Vintage Drivers Association. Tom Diaz, who has run his Shelby 350GT with us in the past, runs this organization and brought a number of great drivers and great cars out to play for the weekend. If you like super-clean and well-prepped Mustangs, these guys' cars are your cup of tea.



*Some of the Intro group on the track.*

The spectators enjoyed watching the Mustangs try to catch the bare aluminum 427 Cobra all weekend.

In the time trials groups, we had our usual mix of various makes and models, the most unusual being a 1954 Oldsmobile previous La Carrera Panamericana winner that needed a little track time for sorting out a few things. There was a handful of Alfas out for the weeked too. Always nice to



*Steve Shody's Cobra.*

see some clean GTVs out on the track. Lap times ranged from 1:37 to 2:00 to give you an idea of the variety of cars, drivers and vehicle performance.

On the racing side, there was lots of great wheel-to-wheel action Saturday, with some old friends like Carl Fung dropping by to take a 2nd place overall with his Corvette, to Roland Schmidt's 1st place 911 with a 1:32.8 fast lap. After the track shut down,



*Brats on the grill!*



*The Saturday cookout.*

we fired up Dennis Fibrow's grill for some great bratwurst with all the trimmings, and washed them down with a small keg of beer donated by Oak Hills Brewery. Nobody left hungry or thirsty!

Sunday was an even better repeat of Saturday's weather – no wind at all. Again, lots of good clean TT runs, and some exciting moments in the race group. Terry Major blew out a header on his race car in a practice session, so his wife graciously gave him her car to race. In the qualifying race, Terry Watson managed to pass both Ian Stewart and Phil Guiral to work his way into 2nd place overall, the best he could remember. Unfortunately, he got loose in Turn 3 and spun to the outside of the track, and then watched them go by him.

The qualifier was shut down early though due to Terry Major's "loaner" MR2 erupting in flames going up the hill out of Turn 3. Turns out the engine let go and punched a hole in the side of the block. Quick response by the corner workers, the fire and rescue crew, and the other racers who stopped to lend their fire extinguishers minimized damage to the car, but Terry is looking for another engine or donor car now. Terry was out of the car quickly without injury, but he will



*First Place racer Roland Schmidt.*

have some pointers for exiting cars quickly at the upcoming school.

One other addition to the weekend was a lunchtime demo of Willow's forthcoming "Formula Pacific" cars. Think of a go-kart on steroids: 500 pounds, 130 HP, push-button shifter car that will do mid 1:20s on the big track, all for about \$15,000. A couple of us got to take two of them out for



*Terry tries a Formula Pacific.*

some laps, and it was impressive. It could take a bit to get used to all of it – keeping the engine between 11,500 and 15,500 rpm, left foot braking, super quick steering, and the blurred vision from no suspension. Sign us up for one of their upcoming school events!

Overall, it was a great track weekend. Thanks to all the people who made it happen – Dennis and Jodi Fibrow for pre-event registration work, timing and scoring and the Brat-fest. Paul Ellis, Mike Easterman and Mitch McKibbin for running the track and tower. Don Wagner for doing the registration and transporter rental work. Sheila Kutkus for handling number sales and passenger signups. Paul Blankenship and Tony Presto for running the classroom sessions and lunchtime Intro sessions. Mike McKibbin for event photos.

Special thanks to Edmond Lo of the Touring Car club and Tom Diaz of the Vintage Drivers Association. These guys brought out some real good drivers and cars, and helped get this event to just about the break-even point, which has been hard to do in these economic times!

Hope to see many of you at the school!

*– Terry "Torch" Major,  
additions and editing by Terry Watson*



*Left, Greg Nelson coaching son Josh. Right, David Ross's Factory Five Daytona coupe.*

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# AROSC Visits Cultural, Historic Giants

*Board of Directors Slate Elected*



*You talkin' to ME? The business end of U.S.S. Iowa's big guns. Steve Edelman photo.*

We came to the San Pedro waterfront layered and bundled for a blustery morning, but instead enjoyed our November 23rd Election Meeting under skies scrubbed blue and streaked just with a few remnant storm clouds.

After a bit of parking lot car talk, 30 Alfisti were piped aboard the *U.S.S. Iowa* for a fascinating history lesson and spectacular harbor views before visiting the iconic Joe Jost's in Long Beach for lunch.

We tried to be low-profile while awaiting the opening of the box office, but *Iowa* volunteers directed us to a parking spot right next to the ship and adjacent to a sculpture of the famous V-J Day photo, "The Kiss." We were pleased to have the participation of new Alfa pal, Alister, in SoCal from Australia and making it a day of it, having started at Cars & Coffee a bit earlier. All were

assembled by 10:00, and together we walked the massive teak decks, climbed several stories up and down the superstructure, viewed officers' and enlisted men's quarters below, and tried to get our heads around the vessel's awesome firepower. The big guns, smaller caliber stuff and missile launchers bridged a half-century of naval warfare. Enthusiastic and well-



*Alister with Elyse, Lucinda, Chris, Mike and Mimi. Jim Barrett photo.*



*Docent speaking on the foredeck; Paula and Jim Lightfoot in the foreground. Jim Barrett photo.*

trained docents and Navy veterans were on hand at every station to explain or embellish the information on the placards. A video loop at the ammo display was excellent, and we lingered there so long we had to hustle to get to the fantail by meeting time. Thank goodness we took a shortcut to the aft deck which kept us out of the ship's store! As Il Presidente Mike says in *From the Top*, you have to visit the *Iowa* at least once.

At our meeting, Elections Committee Chair Paul announced the slate had indeed been elected. Your Board of Directors for 2014 are: Incumbents: Mike Riehle and Chris Burke, Jim and Elyse Barrett, Jay Mackro and Catherine Kusnick, MJ and Sheila Kutkus, Norman and Evelyn Silverman, Terry Watson and Will Owen. Newly Elected: Stan Deller and Jeff Srinivasan. Positions, titles and duties will be decided at the Board's first 2014 planning meeting on December 15.



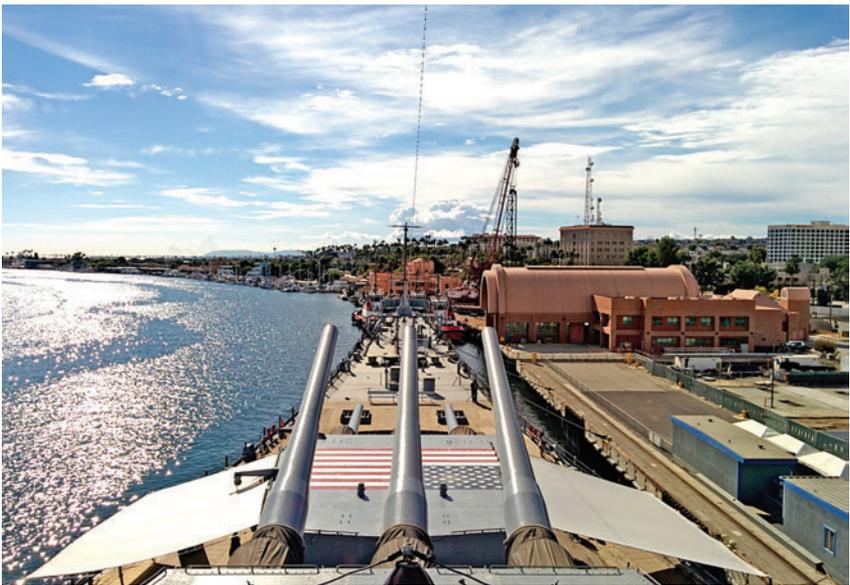
*Mike reads up on the 16-inch guns. Jim Barrett photo.*



*Paul announces election results on the fantail. Jim Barrett photo.*



*Left, hatches stretching to infinity; above is The Kiss statue. Jim Barrett photos. Below, overview of AROSC pierside parking. Alister Grigg photo. Bottom, what it looks like from the bridge. Steve Edelman photo.*





*Left: Steve, Mike, Chris and Randy order lunch at Joe Jost's. Right: Billiard room becomes AROSC lunch venue. Jim Barrett photos.*

We were famished after all that fresh air, exercise and democracy, and pretty much the entire group made the drive across Terminal Island to descend upon Joe Jost's, overwhelming the space set aside for us. Luckily staff and fellow diners were welcoming, and a hearty lunch was enjoyed by all. This family-owned and operated time capsule still features the stainless steel bar top, baskets of peanuts and pretzels, massive beer

schooners, walls adorned with photos of Joe Jost tee-shirt wearers from around the world, and all the Long Beach Grand Prix posters. Happy 21st century updates include a cellphone booth, two gender-neutral restrooms and off-street parking. It is a busy place, dispensing 12,000 pickled eggs, 70,000 specials (sausage and Swiss on rye), and 150 kegs of beer per month. We are proud to have contributed to those stats!  
— Elyse Barrett

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# AROSC Annual Meeting & Awards Banquet

**Lunada Bay House** in Palos Verdes Estates  
**Saturday – January 25, 2014; Noon – 4:00 pm**



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2014 Kick-Off**



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**Bring family & friends!**

**Chicken Picatta,  
Vegetable Lasagna,  
Tortellini Bolognese,  
Shrimp Pasta, Antipasto,  
Green Salad, Breads,  
Soda, Iced Tea, Lemonade  
--- and Dessert !!**



Please RSVP to Sheila by Monday, January 20<sup>th</sup>  
[Sheila.k@verizon.net](mailto:Sheila.k@verizon.net) or (310) 542-3448

**Directions:** There are many ways to get there, but to finish with a scenic drive, get on Pacific Coast Hwy (CA-1) at the southern border of Redondo Beach, turn south on Palos Verdes Blvd, go 1.4 mi, then slight right onto Palos Verdes Dr West. Go 2.9 mi, destination on the right, after Yarmouth Rd. The restaurant is in the courtyard. Park in the rear structure, take the elevator up, or park along the perimeter of the plaza.

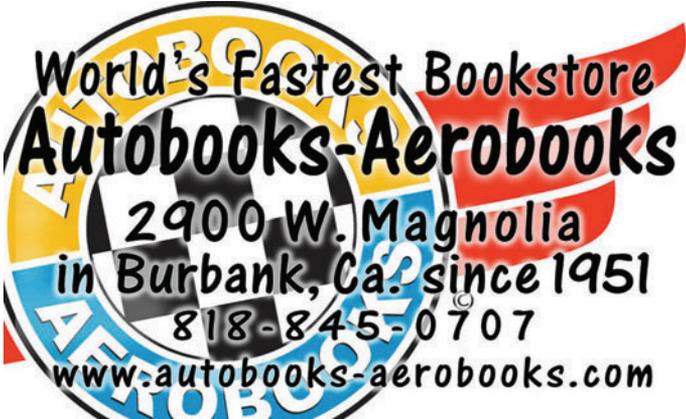
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*From back in the shadows: Norm, Gene, Helen, Joyce, Pat, Bruce, Mo, Margi and Evelyn, happy tasters all. MJ Kutkus photo.*

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## Wonderful Wine Tour, Wish You Were There!

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AROSC's annual Wine Tour was another fabulous fall celebration attended by more than 20 discerning tasters. We visited the most fantastic wineries of the region, including Foxen, Cottonwood Canyon, Firestone and Zaca Mesa.

As in years past, the wine tour started as we arrived Friday evening at the historic Santa Maria Inn with a get-together.

Saturday was a warm and wonderful tour through the rolling hills of the Los Olivos area and most

everyone made it to all five stops.

Lunch table-setting and taste-fest prizes were awarded for Best Presentation and for Most Mouth-Watering, and the winners will be announced at the Awards Banquet.

Saturday evening's dinner at Shaw's Steak House did not disappoint and everyone was ready for more adventure touring on Sunday.

Plans are already being sketched out for next year's tour, so if you have suggestions or a winery wish list, let us know at [info@arosc.org](mailto:info@arosc.org).

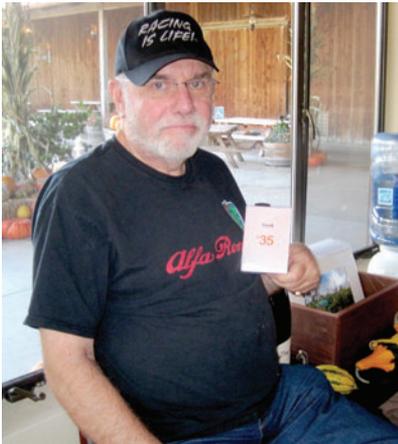


*Elegant-casual alfresco dining is an AROSC art form we've been working on for a long time. The practitioners above (clockwise from left) are Bruce, Jim, Sheila, Doug, Chris and Pat; enjoying the day below are Norm, Erwin, Susan, Evelyn, Pat, Mike and Cindy. Photos by MJ Kutkus.*





*Margi and Mo hosted a toast to Gene to celebrate his retirement and recent marriage to Helen. From left: four friends of Gene's we don't have names for, Helen, Susan, Gene, Evelyn, Paul, Chris and Erwin.*



*Norm seems taken aback at the asking price of \$35 for an 11"x14" photo print. So are we ... Upper right: The flipside of the Firestone tasting stop as seen on page 26. Both by MJ Kutkus. Below that, Cindy Terrisse took this of Pat, Erwin, MJ and Sheila.*



# Promises, Promises ...



Eagle-eyed AROSC Treasurer, Jay Mackro, couldn't pass up the opportunity to record an Orange County dealership's promise of Alfa Romeo's inclusion in their European Collection. He could not, however, establish what they meant by "coming soon." But the signage was nicely done.



## Classified – Cars For Sale

### 1988 ALFA ROMEO SPIDER

**VELOCE** – Excellent Condition.  
Just over 10K miles. Garage kept.  
One owner. Comes with hardtop.  
\$15,000.00. Joe, 760-580-6011  
(Poway, CA).



### IMPORTANT NEWS ABOUT

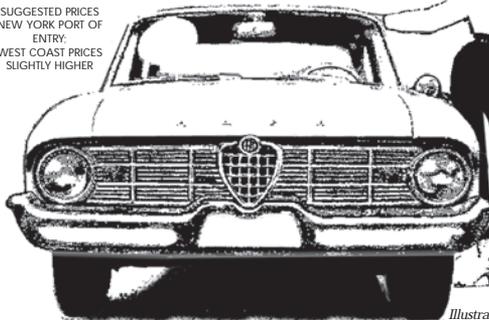
# ALFA ROMEO

## The New Falcone is here!

Now added to the distinguished Alfa Romeo family is the exciting and beautiful new 2.4 liter Falcone styled by Carrozzeria Fomoco. You will be amazed at the languid acceleration and the quietly restrained power of this great new Alfa Romeo model, and you'll agree: Italians Make the Most Exciting Cars, Sometimes!

**GIULIETTA SPIDER** 1300 cc, 91 hp, 96 mph **\$3515**  
**GIULIETTA SUPER SPIDER** 1300 cc, 103 hp, 118 mph **\$3885**  
**GIULIETTA COUPE** 1300 cc, 91 hp, 103 mph **\$3838**  
**GIULIETTA VELOCE COUPE** 1300 cc, 103 hp, 118 mph **\$4144**  
**FALCONE BERLINA 2.4** 2400 cc, 90 hp, 85 mph **\$2335**

SUGGESTED PRICES  
NEW YORK PORT OF  
ENTRY:  
WEST COAST PRICES  
SLIGHTLY HIGHER



*Illustrated: Falcone Berlina 2.4*

*From your editor's archives*

### Classified (non-commercial) Advertising

Classified ads are published as a free service to the Alfa Romeo community. Suggested length 60 words; include price, location, contact info. Photos must be in-focus, medium-resolution (300ppi) JPEGs. Alfa-related only! Deadline is the 25th of the month prior to publication (e.g., March issue = January 25).

### Commercial Advertising

Please contact Advertising Coordinator Jim Barrett at [info@arosc.org](mailto:info@arosc.org) for a detailed rate card and complete advertising information.

# MEMBERSHIP APPLICATION

## *Alfa Romeo Owners of Southern California*

Dues for a one-year membership in the Alfa Romeo Owners of Southern California (AROSC) and the Alfa Romeo Owners Club - US (AROC) are \$70. Please fill in the information blanks in this form, clip and mail with your check, payable to Alfa Romeo Owners Club, to Alfa Romeo Owners Club, P.O. Box 12340, Kansas City, MO 64116-3040. You may also join online using your credit card by visiting [aroc-usa.org](http://aroc-usa.org), or by telephoning 877.399.2762.

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

STREET \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

HOME PHONE \_\_\_\_\_ WORK PHONE \_\_\_\_\_

E-MAIL \_\_\_\_\_ ALFA(S) OWNED \_\_\_\_\_

AROC MEMBER # (IF APPLICABLE) \_\_\_\_\_ CHECK ENCLOSED FOR \$ \_\_\_\_\_

### *Affiliation/Subscription*

Non-AROC members, automobile enthusiasts, industry friends and special associates may subscribe to *Affionada* for \$20 per year, and attend meetings and events. To become an affiliate/subscriber, or renew your affiliation/subscription, send this form with a check payable to AROSC to AROSC Treasurer, 27152 Paseo Del Este, San Juan Capistrano, CA 92675

Alfa Romeo Owners  
of Southern California  
20072 Cove Circle  
Huntington Beach, CA 92646



## Our 2013/14 Calendar of Events

*December*  
14 Holiday Party at the Club-  
house

*January*  
25 Awards Banquet and An-  
nual Meeting, Lunada Bay  
House, Rancho Palos Verdes

**February-March Events  
Listed in January Issue –  
Watch This Space!**