

Alfacionada

NOVEMBER-DECEMBER 2015



Meyer Collection see pages 12-14
Best of France & Italy pages 22-26



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 92155, Portland, OR 97292.

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 \$78 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; 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, and a Club director will respond.

Our Cover This Month

Top: Evan Klein took this shot of a Duesenberg roadster and Alfa TZ in the Bruce Meyer Collection. See more on pages 12-14. Bottom: The Hospitality Suite at Best of France & Italy, courtesy of Sean Russell and a band of San Diego Alfisti. Photo by Will Owen; loads more on pages 22-26.

AROSC Board of Directors — 2015

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.*

December 5-6 – Buttonwillow weekend CANCELLED.

December 12 – Holiday Party, Redondo Beach. Celebrate the season with friends old and new at this, our cheeriest party of the year. See info page 10.

January 16-17 – TT and Race, Willow Springs, special ALFA ONLY run group! See announcement page 27

January 31 – Annual Awards Banquet. See adflyer on page 20.

COMING NEXT ISSUE: 2016 Calendar of Club events!



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.



Now, those are BIIIIIG wheels! Extremely large steam tractor makes its way past the spectators at the Fall Antique Engine & Tractor Show in Vista. Despite the name these machines were also used as self-propelled power sources for equipment such as threshing machines, grist mills and sawmills. Mike Riehle photo.

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

First, an update on the Spider. After a thorough cleaning and blasting with walnut shells the headlight switch has decided to function normally again. Lucas jokes aside, what Lucas parts seem to want is regular TLC. Take it apart, clean it, lube it, and then you are good for maybe another 500 miles.

The front brakes have been rebuilt with new pads, new rubber bits and pistons in the calipers. I've got to rant about those early Girling calipers. These days most cars have single piston floating calipers. They are cheap, reliable and fairly light, but unfortunately it appears that for this Alfa, floating calipers hadn't been invented yet. The Girling designer opted for a fixed caliper, so he needed to put equal-size pistons on each side of the rotor to balance the braking force. But why make it simple when it can be made gloriously complex? He put two small pistons on one side and one large piston on the other. Equalizing the piston area required at least one piston to be an odd size. Good luck trying to find a seal for that one from anybody but Girling! The rebuilt units work fine, but they are complicated and heavy. At least I can say they are original.

The Antique Gas & Steam Engine Festival in Vista was wonderful. Those who drove their Alfas got free admission and preferred parking on the grounds. However, the First Lady and I drove down in air conditioned comfort and paid the entry fee. I grew up on a farm and love seeing all kinds of old farm equipment. My Dad set

me to driving tractors at the tender age of seven when I could almost reach the pedals. Chuck Cline got a pic of me posing with the Farmall A that was my first ride (see page 17). This is a fantastic event if you are into old engines. The steam tractors are the stars of the show huffing and puffing as they move at a snail's pace. In retrospect, steam tractors weren't around very long before they were pushed aside by internal combustion engines, which is probably why they are so rare today. The guy with the Stirling Engine was there again and I spent even more time with him this year. The very idea of two pistons in one cylinder gives me a headache, but I think I nailed the concept this time.

Who went to Best of France and Italy? Just about everybody! I think the final count was 104 Alfas including four 4Cs. I saw several new restorations as well as many old favorites. Morgan Langley, VP of AROCSD, brought AROC's classy pop-up with all the Alfa Romeo insignia as well as a folding table – in his GTV! Between that and the food Norm and Evie brought, we induced every Alfa enthusiast in the place to come over. Check out the pics and article in this issue. And, believe it or not, that Big Healey in the middle of the Alfas has Alfa power (photo page 24).

The election results will be official by the time you read this. Yes, the nine Board Members standing for reelection were all reelected. If you aren't quite ready to be a Board Member, but would like to get more involved with your Club, don't be

shy. We are always looking for more volunteers.

Our final event of the year is the Holiday Party on Saturday, December 12th. Be sure to RSVP to MJ and Sheila and bring your favorite specialty dish, salad or desert and wine to share. This is a fun event that always brings out a number of seldom-seen Alfisti. Being a bit of an old timer

myself, I always enjoy talking to the “real” old timers as there is a lot of fix-it lore that you just can’t find in books.

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 ... *Demystifying Engine Oil*

Continuing my writing about slippery things, this column, as promised, is about engine oil. Just like gear oil, engine oil comes in many varieties. Engine oil that is derived from mineral based crude oil has been used in engines from the start and continues to be the best seller. In the late 1930s German scientists developed synthetic engine oils. The advantage of synthetic engine oils is that they can be formulated to still be fluid at sub-zero temperatures where mineral oils solidify, and also still work at higher temperatures where mineral based oils break down. Today we have mineral oil, synthetic oil and blends of mineral and synthetic oils. While synthetic oils perform better at high and low temperature extremes, for most automobile engines mineral-based engine oil, with over a century of development and modern additives, performs just fine.

The Society of Automotive Engineers (SAE) has established grades of engine oils according to their viscosity (weight), with 0 being the minimum (thinnest) and 60 being the maximum (thickest). Oils can be a single grade or multi-grade. In addition, there can be a W suffix for 0, 5, 10, 15 and 25 grades to indicate a winter or cold-start viscosity. Grade 20 may or may not have the W. Grades 30 and above do not have the W suffix. Note: the SAE uses different viscosity numbers for engine oil and gear oil. For multi-grade oils, such as 10W-30, the 10W is the viscosity of the oil at cold temperature while the 30 is the viscosity at 100° C. Most engines today use a multi-grade oil.

The American Petroleum Institute (API) has set standards for engine oil to allow the user to know what quality of oil that they are getting. Engine oil is used for lubrication, cooling and cleaning of engines and the API rates oils by performance. The API divides oils into two service classes. S for spark ignition (gasoline) and C for compression ignition (diesel) engines. An oil can meet the standards for one or both S and C classes. The current active standards are SJ, SL, SM and SN for spark ignition and CH-4, CI-4, CI-4 PLUS and CJ-4 for diesel. Generally the latest standard, SN and CI-4 are recommended but there are situations where you may want an earlier standard.

One of the additives that has been reduced in engine oils is zinc dialkyldithiophosphate (ZDDP) which is an anti-wear additive. The additive has been reduced due to its harmful effects on catalytic converters; however, it does reduce the cam wear on engines with flat tappets, like our Alfas. Between the SG class and SM class the amount of ZDDP has been reduced from 1200 ppm to 600 ppm. There is controversy about how much effect the reduction in ZDDP has on older engines with the API stating that the SM class is fully backwards compatible. But because of this controversy there are some oil manufacturers that offer oils with increased ZDDP, but these oils should not be used in cars with catalytic converters. You can also buy a ZDDP additive to add to the oil.

Now what oil should you use? Should you go with mineral oil,

synthetic oil or a blend? Stick with the recommended viscosity or go with a newer thinner viscosity? With or without ZDDP? Your cars owner's manual will give the viscosity and API class rating of the recommended oil; however. you may not be able to find the oil that was recommended 40 years ago. If you look around you can usually find the recommended viscosity. My Montreal calls for 20W-50, which is hard to find, but my 2013 Lexus wants 0W-20 oil, which is very common. A heavier-weight oil is recommended for engines that run at high engine speeds a lot or under extreme conditions.

If you have a worn engine that is about due for a rebuild it really doesn't matter to much about the oil. but if you have just rebuilt the engine use the best oil you can get. I use Royal Purple synthetic with ZDDP in the Montreal, which runs \$8.00 per quart, and even with the 11-quart capacity a \$100 oil change is a lot less than a \$5,000 engine rebuild due to using poor oil. There are plenty of good quality motor oils out there so use the brand you are comfortable with and change it regularly. This applies if the car is a 50 year old spider or a brand new 4C.

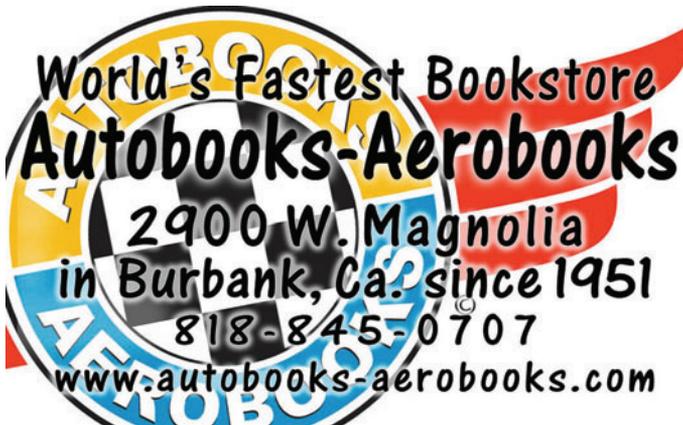
– Gene Brown



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AROSC 15th Annual Clubhouse Holiday Party

Saturday, Dec 12th, Noon – 5

Hosted by: M.J. & Sheila in Redondo Beach

Join us and meet up with **old friends**, make **new friends**.



Alfa folks are the best in the world!



M.J. & Sheila will do a **Holiday BBQ:**

- Brazilian Picanha Top Sirloin Cap Steaks
- Aussie Chicken Breasts on the Barbi
- Costa Rican Grilled Dorado Fillets

Bring your **specialty dish**, salad or dessert!



Wine tasting table,
you bet!
**Bring your favorite
wine to share!**



Door Prizes, oh yeah!

RSVP to Sheila for directions: Sheila.k@verizon.net
(or 310-542-3448 for those without email).

Let Sheila know how many in your party
and what you will bring.

Happy Holidays! See you at the party!!

Save the Date: 2016 Wine Tour –April in Paso Robles!

Attenzione touring fans and wine trip enthusiasts! Time to start planning! The 2016 AROSC Wine Tour will be April 22-24 in Paso Robles. Our tour organizer non pareil, Margi Brown-Orozco, has a line on the best and most luscious wines coming for the 2016 season and a fantastic over-night venue with our name on it.

Rooms at the Adelaide Inn are being blocked as you read this, with reservations opening on January 1, 2016.

For our tasting route, she is looking at August Ridge (all Italian wines), D'Antino in downtown Paso Robles, Sculpterra (with monumental bronzes to admire while sipping), Tobin James and our old friend, San Antonio.

However, if any member has another favorite winery in the Paso region, let us know by emailing info@arosc.org

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Touring the Bruce Meyer Collection



Bruce shares histories of the cars, how he got hooked on cars and motorcycles, which ones he hid from his parents, and about how he helped get hotrods into the Pebble Beach Concours d'Elegance. All photos Steve Edelman.

The benefits of membership in AROSC are many, but most are characterized by our shared love of Alfa Romeo and an appreciation of unique sports cars. That we were able to share these with consummate car guy Bruce Meyer was special indeed.

A club-only visit to Meyer's classy yet below-the-radar garage was perhaps the high point of our fall activities as a capacity crowd gathered for brunch at The Farm of Beverly Hills, then for a walk through his beautifully curated space in a vintage building that has survived Los Angeles' penchant for tear-downs and re-creations.

We took in his special Alfas,

significant LeMans winners and historic race cars, in addition to motorcycles and a speedboat or three, and were allowed to snap photos freely.

Enjoy the visuals here, and join us in thanking Bruce for his gracious hospitality.

— Norm & Evelyn



Erwin and Evelyn among the Benzes.



The Concours Chair checks out the Perfect Bentley.



Above: Okay, the sign is technically accurate, but really! Upper right, my guess is '47 Chevrolet ... any other old-timers want a shot? Lower right, that speed-boat appears to have a centrifugal supercharger on its engine. In the picture behind, it also appears to be winning its race. That makes sense.





Above, either Mr. Edelman has taken up oil painting or he's having some fun with Photoshop filters ... but that looks like a Giulia TZ, and it looks pretty good. Below, a Ferrari 275 GTB/4, 1955 Mercedes Gullwing 300SL, 1956 300 SC Cabriolet (Clark Gable's last car), and a Le Mans-winning 2009 Corvette C6.R, as-is from the race.





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Classics Visit the Antiques and Soak Up Some Farm Culture



Comin' atcha! Coal-fired Russell steams out of the shed on its way to do whatever needs done – pump something, grind something, pull or push something ... Jim Barrett photo.

The fall engine and tractor show in Vista's Antique Gas and Steam Engine Museum runs over two weekends and AROSC, with our AROC-San Diego friends, descended upon the event on the last Saturday of the meeting in late October. We parked together in the general parking lot, then were pleasantly surprised to be summoned by an AGSEM volunteer to move into the grounds' central area, and enjoy the benefit of being in the shade of one of the massive barns!

As in our past visit to this monumental collection of working (and not yet working) machinery,

we were awe-struck by the amazing selection of functioning gas, diesel and steam powered contrivances. These included a running radial aircraft engine on a stand, a traction engine belt-powering a gravel maker, various wandering



Alfisti on the wagon. No, really! Jim Barrett photo.

tractors towing operating farm equipment, and lots of stationary engines.

We took the obligatory tractor-pulled wagon tour of the property, and learned a lot more about this amazing place. We checked out barns filled with machines, quilting, weaving and knitting demonstrations, the large gas and diesel stationary engines, blacksmith and cooperage barns, engine-driven blacksmith and machine shop, and then had a tasty meal.



The blacksmith shop. Steve Edelman photo.

Next we attended the early afternoon parade, which included commentary about each participant; just like Alfa owners, some of the tractor owners had multiple entries, and all graciously waved to the large crowd on bleachers.



One of these Farmalls was Mike's first ride ... when he was seven years old, and had to stand up to reach the pedals! Chuck Cline photo.

There was even some staged drama, wherein a young girl's bicycle was "run over" to emphasize safety around the huge tractors.

To conclude the day, some of us retreated to Bagby's Brewery in nearby Oceanside to quench our thirst and review the visual overload we had experienced at the museum. Special thanks go to George Hershman for planning and providing maps to our visit to Bagby's.

We missed those of you who missed this blast from the past. Plan to be with us next time.

– Jim Barrett



"Hit and miss" gas engine was the smaller power source on millions of farms. Jim Barrett photo.



Agricultural machinery all over the scenery! Or, kinda what my yard might look like if I weren't married ... Jim Barrett photo.



One of your smaller Titans. Jim Barrett photo.



One of your larger tractors – I'm guessing Diesel. Jim Barrett photo.



Farmall and wagon. Jim Barrett photo.



Above, Counter at the Country Store. Below, Refreshing at Bagby's. Steve Edelman photos.



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AROSC Annual Meeting & Awards Banquet

Alfredo Garcias in Palos Verdes Estates
Sunday – January 31, 2016; Noon – 4:00 pm



**2015 Wrap-Up
2016 Kick-Off**



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Please RSVP to Sheila by Monday, January 25th
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.

JOIN US AT THE TRACK!

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2015 Schedule

December 5-6: Buttonwillow **CANCELLED**

2016 Schedule

January 16-17, 2016: Willow Springs – Race & TT, w/ALFA ONLY Run Group!

See page 27 in this issue for info!

February 20-21, 2016 School

September 10-11, 2016 Big Willow

November 12-13, 2016 School

Save the dates!

You know you want to get your car on the track this year, so save these dates and make a New Year's resolution to do it!

Sign up online for notices of our upcoming track events at www.aroschpd.org

Best of France & Italy 2015



As this is the view one most commonly has of any Alfa on the road, it is only fitting that we present it here. All photos are by Will Owen (WO, as is this one) or Alessandra Mazzoni (AM).

It was a dry and dusty day at Woodley Park, as most of them had been lately from the looks of the ground, but just pleasantly warm. Mr. Owen got there a lot later than he'd intended, but still early enough to get stuck at the entrance behind a big yellow Tatra on a flatbed. He had also forgotten to pre-register, and so paid \$25 to bring his Milano in. All for a good cause and for the fun of being here for this enjoyable show.

The Alfa Tribe was easy to spot, partly because there seemed to be more of those than of anything else, but mostly because of the big popup and table cover with prominent signage (see photos), provided by AROC Board member and Alfa dealer Sean Russell, 22

and transported/set up by our pals from San Diego Chapter. Our new chapter info folding signboard was likewise an improvement over the Mk. I version, which served us well but needed to be retired. Also close at hand were four new Alfas – two 4C Coupes and two of the still-rare



Two ultra-rare 4C Spiders graced the show. WO photo.

November-December 2015

4C Spiders. Maybe Giulias next year? Don't hold your breath ...

While the event's sponsoring body steadfastly refuses to attempt a head-count, presiding organizer Tina Van Curen told us there were 350 paid registrations. As for our gang, Jim Barrett said he'd counted 104 Alfas, a pretty good turnout. My own observation seemed to indicate a smaller number of both non-Alfa Italians and French cars; Tina mentioned several cars I didn't see, but as the event starts fairly early it's common for quite a few car owners to leave around midday, especially if it's as good driving weather as this day was.



1933 Fiat Ballila, Fiat's most wildly popular pre-war car. AM photo.

It seemed there were fewer pre-WW2 cars than usual, too; among the Italians there were two Fiats, a Balilla (ancestor to the postwar 1100 family) and a Topolino (the original 500). Among the French were a couple of Citroen Traction Avant cars that could have been November-December 2015



Above, Citroen Traction Avant, vintage unknown though it hardly matters, Below, DB Panhard, though usually licensed as a road car, was made for racing. This is probably early 1960s. Both photos AM.



made on either side of that conflict (I neglected to check their ID) and a truly magnificent black-and-yellow Bugatti Type 57 coupé from Bruce Meyer's collection.

There were of course quite a few postwar-to-modern Citroens and Peugeots, a Matra or two, and two 2-cylinder Panhards – a rather barn-find-ish Dyna sedan and a tiny DB racing coupé. Three Italians from that same 1950-60 era were Lancias: a nice Aurelia B24 Spider and two very sweet little Appias, modest in appearance but as well-built as their much more expensive sibling.



Large and lordly, but rakishly sportif, Bruce Meyer's splendid Bugatti Type 57 coupé. WO photo.

Norm had as usual and to very good effect visited the San Carlos Deli, his favorite, and to that bounty of meats, cheeses and breads were added a fine loaf that Bonnie had baked, some mari-

nated artichokes from my own neighborhood's Roma Deli, and sundry other goodies. Nobody starved, in other words.

Since we had opted not to hold our own concours here, Jeff and



Jay Leno's newly restored Citroën DS-21 once languished in Mr. Owen's garage. The best thing he did with it was trade it to an excellent mechanic, who revived it and happened to park it where Mr. Leno could see it. We are all delighted with the result. WO photo.



A BoF&I regular, the Alfa-Healey. One of these days I'm gonna meet that guy and ask about it. AM photo.



More about that DB Panhard: here's its frontal aspect (AT photo), and below what's under there: a 2-cylinder air-cooled engine of 850cc, producing ca. 70 hp, good for 100 mph or so. WO photo.

his usual judging cohorts got to sit around and socialize, or go look at cars just for fun. We did have a general Meeting, wherein Mike reminded us of our upcoming Holiday Party and Awards Banquet and Paul presented the good news of all-Alfa run groups scheduled for the next AROSC Race and Time Trials weekend, January 16-17 at Willow Springs (see pg. 27).



This is one heck of a good show, and Woodley Park is a great place to have it. Put the first Sunday of November on your calendar if you haven't already and come check it out next year. If you want your Alfa in the corral it's \$20 to pre-register online or \$25 at the gate; if you want to drive the Buick you can park on the road and walk in for free. See you there!

– Will Owen



Lancia Aurelia B24, the Spider version of the B20 Aurelia GT. Swift and civilized, expensive for a 2.5 liter car then and almost beyond reach of mere mortals now. Dammit! AM photo.

Yet More Best of France & Italy Pictures!



Above, the V6 Brigade keeps watch over the kids. They do seem like the grownups, don't they? But even that 164 knows how to play the hooligan ... below, that hot-rod Citroen SM record-breaker shows off its underhood secrets; is that not a twin-turbo setup? And does it not go very fast? Mais oui! WO photos.



Two panoramas from Alessandra Mazzoni, Alfas above and Ferraris below.





Alfas are Back on the Track

2016 Comp Program to Include Alfa-Only Run Groups

Last year we came up with a wild idea: Hey, why not have Alfa Romeos at an AROSC Race and Time Trial weekend? We picked Willow Springs, January 2015. What a success: we had 16 competition Alfa Romeos on the track at the same time, driving at speed.

So why not do it again? How about our traditional January event at Willow Springs in 2016?

Like last time it will be “limited open passing” – this means if you are comfortable being passed in a corner, then give a point by. If you are not, then no point by, and the other driver will wait until you are OK with a pass.

We had a blast last time. We did two pace laps to give time for some photos. I can tell you it was cool being in a pack of that many 4- and 6-cylinder Alfa motors at redline “che bella musica”. We-all competition Alfas pitted together, making viewing a little easier.

So make plans to be at Willow Springs January 16th-17th, 2016!

If you can't enter, then why not come out to watch? The Track Café makes a great breakfast burrito and tasty burgers. The weather is usually crisp/cool, but comfortable. What a great excuse to find the longest drive through the canyons or over the mountains to get to .

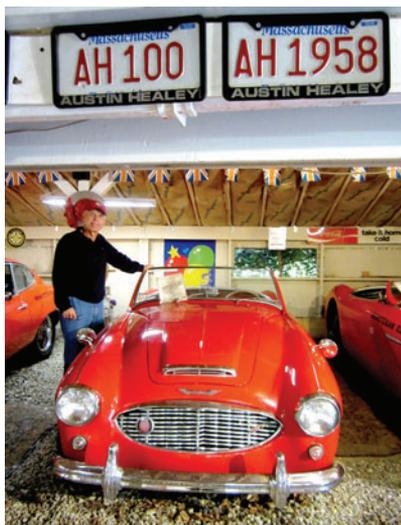
Pass the word around to Alfisti who may not be Club members, and come drive with us! See page 21 for general information on the 2015-16 season and visit www.aroschpd.org for future event entry details.

See you at the track.

Honoring Mister Toad – Surprise Discovery of a Red Car Collection

During a trip to Cape Cod, Massachusetts we came across a local car museum advertising its “50 red sports cars” in nearby Hyannis Port. Since we were also visiting family nearby, we decided to see what this museum was all about.

The collection is known as the Toad Hall Classic Sports Car Museum, and yes, the name is derived



Chuck greets an old friend – a bright red Big Healey.



from the Kenneth Grahame book (and Disney film) “The Wind in the Willows”. All of Mister Toad’s motorcars were red.

We were anxious to see if any of these red cars were Italian, but alas there were none. All were British with a small sampling of Japanese cars. The collector and B&B owner let us wander about at our leisure for a small fee. The collector/owner’s name is Bill Putman, a British and Japanese car enthusiast and former SCCA racer who campaigned Datsun 240Zs under his Minuteman Racing team in the ’70s.

There were several examples each of Austin-Healy, Jaguar, Lotus, MG, Triumph, TVR, a single Daimler SP250, and an AC Ace (with Ford 289 power). Also represented were examples of race-prepared Datsun 510s and 240Zs. Although Mr. Putman’s collection included an ’85 Ferrari Testarossa at some time in the past, it was sold to help maintain



The Daimler SP 250's V8 – 2.5 liter, pushrod hemi-head, 140 hp.

the rest of the collection. It was red, of course.

Putman's website provides details on each car. The website also provides a place for Mr. Putman to share his passion for single-malt whiskies, a history of the Simmons Homestead Inn B&B, family genealogy and a look at the many felines who make their home there.

Go to the Toad Hall Museum website to see more at <http://www.toadhallcars.com/> and enjoy!

– Ciao, Chuck & Jan



Above: hood from Paul Newman's 240Z. Below: Ford-powered AC Ace and Sunbeam Tiger in front, some TRs etcetera behind.



Classified – Cars/Parts For Sale



FOR SALE – 1985 GTV6 Probably best original GTV6 available. Original owner, 37,000 miles, garaged and maintained since new with all records including window MSRP. Silver with black velour interior. Original phone dial Speedline wheels with TRX tires included (later Alfa wheels mounted). This is an outstanding opportunity: \$16,500. Call 562 596-8221 or email robt Dominguez@gmail.com

FOR SALE – 1974 ALFA ROMEO SPIDER. Excellent performance and road handling. Cream over black. 97k. This car was a weekend driver for us. We are the third owners, originally purchased from an Alfa Romeo mechanic/specialist; it was his daily driver so the car was well cared for. Additions: Shoulder strap seat belts, domed headlight covers, and Retro Sound AM/FM Radio w/ iPod/iPhone, USB MP3/WMA Playback, and luggage rack. \$15,500. Contact sigband@gmail.com



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 the Editor at 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 \$78. 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 92155, Portland, OR 97292. You may also join online using your credit card by visiting aroc-usa.org.

NAME _____ SPOUSE _____

STREET _____ CITY _____ STATE _____ ZIP _____

HOME PHONE _____ WORK PHONE _____

E-MAIL _____ ALFA(S) OWNED _____

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

PLEASE INDICATE YOUR NEWSLETTER DELIVERY PREFERENCE: EMAIL _____ U.S. MAIL _____

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 92675-4927

Alfa Romeo Owners
of Southern California
20072 Cove Circle
Huntington Beach, CA 92646-4700



Our 2015-16 Calendar of Events

December

- 5-6 - Buttonwillow weekend
CANCELLED. We are
looking into a new event.
- 12 - Holiday Party, Redondo
Beach. Celebrate the season
with friends old and new at
this, our cheeriest party of
the year.

January

- 16-17 - Time Trials and Race,
Willow Springs.
Special ALFA ONLY
Race Group!
- 31 - Annual Awards Banquet.

**Coming next issue: a whole
new year of Alfa fun and frolic!**