

# *Alfacionada*

AUGUST-SEPTEMBER 2016



**Wrightwood Summer Day Drive, pages 12-25  
AROSC Summer Party, pages 18-21**



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](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**

*Cars, drivers and passengers gather at the last stop before Wrightwood for a group picture. See more pics and story on pages 12-15. This photo by John Britton. Bottom: A near-record crowd of 52 filled Jan and Chuck Cline's back yard for this year's Summer Party. Jim Barrett took this photo; see more and the story on pages 18-21.*

# *AROSC Board of Directors — 2016*

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Your entire Board is 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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**September 10-11** – DE, TT & Race, Willow Springs.

**September 17-18** – Coronado Speed Festival and post-race dinner. Info on page 10.

**October 2** – Club Concours #3, Automobile Driving Museum, El Segundo. See info on page 17.

**October 15** – Wine Tour, San Diego County. see info on page 16.

**October 29** – Huntington Beach HS benefit car show and Club lunch. Info on page 7; RSVP to John Britton at 714.493.6054.

**November 2** – 2017 Board of Directors Election

**November 6** – Best of France & Italy, Woodley Park (non-club event). See info on page 17.

**November 20** – 2017 Board Planning Meeting.



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 objective of our Summer Day Drive was the little town of Wrightwood, a sweet combination of rural mountain outpost and tourist trap in a gorgeous setting. It offers a good range of dining, drinking and entertainment experiences, or you can just step outside and marvel at views like this. See more starting on page 12. Steve Edelman photo.*

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

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Last month I mentioned that our Spider was starting to get a little oil in the coolant, so I've pulled and inspected the head. The guides are still good, and no solvent leaked past the valves, so it appears the only problem is the little O-rings around the high-pressure oil feeds to the cams. The front shocks have been replaced since this is the easy time to do it, and the headers have received a fresh coat of high-temp paint. I am making a new valve spring compression tool so I can get the rest of the valves out without drama. Once everything is properly clean the re-assembly process will begin.

Mike Sperry had his way with this head and it is interesting to see what he did. The oversized valves have the standard 9 mm diameter stems, but they neck down to 7.7 mm where they pass through the intake port. And did he ever open up the valve throats! Supposedly this head has oversized valve seats, but they are mostly machined away. No wonder it doesn't need Veloce cams to run strong to the redline and beyond.

Those of us who went on the Summer Day Drive along Angeles Crest Hwy. to Wrightwood spent the day battling the great Fire God. Never-Say-Quit Steve Edelman was undaunted. He changed the starting point, got us to Vasquez Rocks Park (which was closed), and had us regroup at a nearby shopping center because Sand Canyon Rd. was also closed. There we promptly experienced a power failure; I can say that it suddenly became very dark in those

windowless restrooms! Steve says he was stressed big time, but he didn't let it show. He led us back down to Sunland to get to Angeles Crest from the south side. Once up there, traffic was light and the road was excellent. We ended the drive at a delightful Mexican restaurant in Wrightwood and shared our tales of adventure. A big thank you to Steve, who rose to the occasion and saved the event.

I'm not sure exactly how many people were at the Summer Party, but we had 61 RSVPs, some kind of record, with all kinds of new and old members. Chuck and Jan Cline hustled and made sure there were enough tables and chairs for all. Paul Blankenship was our auctioneer, and was entertaining as always. I showed more restraint than last year did not buy any large items. Fabio Trave, on the other hand, caught the fever and just had to bid on those '67 GTV bumpers. I know, they were such a deal. That's how I managed to buy the GTV seats last year. Our thanks to Chuck and Jan for hosting such a wonderful event.

It is the time of year again to talk about our Club elections. We are always looking for fresh blood, I mean volunteers. The Board doesn't meet every month, so being a board member isn't such a big commitment. Maybe you would like to volunteer? Or can you talk another one of your fellow members into volunteering?

Monterey will be over as you read this, so next comes the Coronado Speed Festival, Sept. 16th-18th, in San Diego; mark your calendars.

This event has been aptly described as the smaller, cheaper, less-crowded alternative to Monterey. Chris and I have gone the last two years and have enjoyed it immensely. Time is short, so read Jay Mackro's write-up on page 10. And don't forget to get that sticker for car club parking which allows you to park right behind the grandstands.

October is going to be a busy month. We've firmed up our plans for the third Concorso of the year on October 2nd at the Automobile Driving Museum in El Segundo. Their entrance fee is waived for members and they offer rides in vintage vehicles. See Jeff's write-up on page 17.

Just two weeks later is the San Diego County Fall Day Tour (Wine Tour). Organizer Jim Barrett is expert at sniffing out good and relatively inexpensive wines, so see his write-up on page 16. It's a long way from our home in Camarillo, so once again we will book a room and head home the next day. You're welcome to do the same and join us for drinks, dinner,

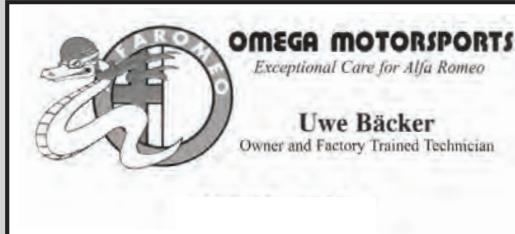
breakfast, or whatever.

October 29 is a car show at Huntington Beach High School. This is their third year; it isn't an official Club event, but several of our local members are planning to go. Preregistration forms can be downloaded from <http://hboilers.com/2016/06/22/hbhs-car-show-registration/>.

Then there is the Best of France and Italy on November 6. Mark your calendar and don't miss it. There will be more Alfas there than you will see anywhere else all year. Speaking for myself, I especially enjoy the wide array of Fiats, Citroens and Lancias. Jay Leno occasionally shows up with something truly unique. Don't forget, there are always a few Alfa parts vendors with dusty boxes full of potential treasures. Surf to <http://www.franceanditaly.com/> for more info.

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 & Chris



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# The Tech Guy ... In the Clutch

Everyone knows how a clutch works. Press the pedal, clutch disengages; release the pedal, clutch engages. The rest is just details, but my faithful readers like to know all the details, so ...

In its simplest form, pushing the clutch pedal causes a lever, called the throw-out arm, to push a bearing, called a throwout bearing, against the release levers of the clutch. This pulls the clutch plates apart, disengaging the engine from the transmission.

Releasing the pedal lets the plates go back together, connecting the engine to the transmission.

There are two basic types of clutch actuations, mechanical and hydraulic. The difference is just in the means of how the pedal movement makes the clutch engage and disengage. In a mechanical system, levers or cables move the throwout arm, while in the hydraulic system it's done with two pistons and hydraulic fluid.

The earliest systems used levers, which were fine when the engine and transmission were firmly bolted to the chassis, but once flexible motor mounts were used the levers had to allow for engine movement. Also the clutch pedal had to be on the same side of the engine as the throwout arm or the linkage got very complex. This system was used on American cars well into the 1980s.

A lot of European cars used a cable system. These worked well on the lighter clutches of small engines and easily handled engine movement. This also allowed the clutch pedal to be located any distance from the

throwout arm, so it worked with both front and rear engine layouts. But the stresses involved made the cable system fail more often than others unless the system was made stronger, adding cost. Not good for low-cost cars.

The hydraulic system is now the most commonly used. It offers even greater flexibility of pedal/engine placement than the cable system while reducing the mechanical stresses and allowing a decrease in the clutch pedal pressure.

The mechanical systems are very simple and easy to understand so we'll look only at the hydraulic system in detail.

The hydraulic system consists of a master cylinder connected to the clutch pedal and a slave cylinder connected to the throwout arm with the two connected by a tube.

Figure 1 shows a simple hydraulic clutch system. The master cylinder contains a shaft with two pistons and a fluid reservoir. The first piston is used to push the fluid to the slave cylinder while the second piston is used to seal the cylinder so that fluid doesn't leak out of the reservoir as the pistons are moved.

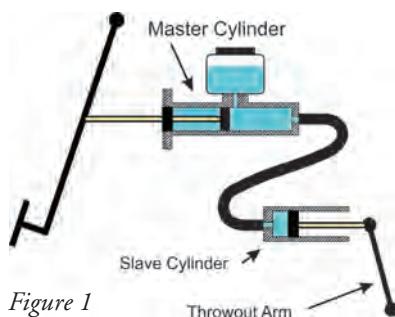


Figure 1

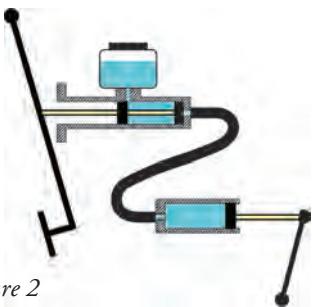


Figure 2

When the clutch pedal is moved the pistons move. Until the first piston passes the hole from the reservoir to the cylinder no fluid is passed to the slave cylinder. (This movement is part of the pedal's free play; the rest of it is in the mechanical gap between the throwout bearing and the clutch cover.) Once the first piston passes the reservoir hole the fluid is passed to the slave cylinder, moving its piston and causing the throwout arm to move and release the clutch (figure 2).

One nice thing about hydraulic systems is that you can easily adjust them. By increasing the size of the master cylinder relative to the slave cylinder, you can get more throw-out arm movement for the same pedal movement, but the effort will increase. Or by decreasing the size

of the master cylinder relative to the slave cylinder, you can decrease the throwout arm movement, but have a "lighter" pedal. This allows the manufacturer to easily tailor the clutch system to different vehicles with different strength clutches.

For instance, the Alfa 115 spider has a 17 mm master cylinder and a 25.4 mm slave cylinder. The movement at the throwout arm is specified at 11-13 mm. The Montreal, using the same clutch pedal, pedal box and same size slave cylinder, uses a 22 mm master cylinder to get 17-19 mm of movement. With a mechanical system lever arms would have to be longer, requiring different mounting points for the linkage.

The free play I mentioned earlier is the amount of pedal movement before the throwout bearing touches the clutch release levers. It is typically about one inch but can vary on different cars. On most cars there is an adjustment at the master cylinder or the slave cylinder to change the free play.

In my next column I will cover the clutch assembly and how this all works together. — Gene Brown



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# *Coronado Vintage Races, Right Around the Corner Come to San Diego, September 17th-18th!*



*Alfas running strong against BMWs of similar vintage. Jay Mackro photo.*

In September the Club will be returning to Naval Air Station North Island, in San Diego Bay, to attend the annual Coronado Speed Festival. We will soak up some vintage sports car culture, tour Naval exhibits and watch Alfas compete in several race groups.

The Coronado Speed Festival is a re-creation of the sports car races of 1950s and '60s when they were often held on military runways. The pits are open to spectators and the Navy will have aircraft and amphibious vehicles on display.

Bring your Alfa Romeo and you can park right behind the grandstands (you'll need to obtain a pass in advance – see below). We usually unfold our chairs near our cars and have a confab or three throughout the day.

On Saturday evening, AROSC and the San Diego chapter will get together for dinner at 6:00 PM, at Casa Guadalajara, 4105 Taylor Street in Old Town.

Most of us will go to the races on Saturday only, but there will be racing on both weekend days.

To attend this terrific event, you need to do four things:

- Get your event tickets online at: <https://www.fleetweeksandiego.org/events/tickets/> Online tickets cost \$27.89 for one day and \$38.44 for two days.
- Book your hotel room at the Best Western Plus, located at 4041 Harney St. in Old Town at: 619.298.4707.
- Request your corral pass from Hillary Griffith of AROC-SD at [hillarygriffith@cox.net](mailto:hillarygriffith@cox.net)
- Email: [info@arosc.org](mailto:info@arosc.org) if you are coming to the Saturday dinner so we can give the restaurant a count.

Watch for more information in upcoming emails.

*– Jay Mackro*

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AROSC Time Trials and High Performance Driver's Ed are conducted at tracks all around California, including Laguna Seca

## ***2016 Schedule***

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

February 20-21: Streets of Willow – High Performance Driving School

April 23-24: Spring Mountain Motorsports Ranch – Race & TT

June 4-5: Buttonwillow – Race & TT

September 10-11: Willow Springs – Race & TT

November 12-13: Streets of Willow – High Performance Driving School

December 30-31: Laguna Seca – Race & TT

### ***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](http://www.aroschpd.org)**

# **Smoke 'n Hot Tour to Wrightwood**

*"A good traveler has no fixed plans, and is not intent on arriving."*  
—Lao Tzu



*Shopping center stop, Soledad Canyon. About as close as we wanted to get! Steve Edelman photo.*

And so we were good travelers. With a heatwave fostering the largest Southern California wildfire of the year, the Sand Fire, on the afternoon before our tour, all plans were in limbo. The concerned emails from the attendees started pouring in. That night the evening news showed enormous flames in the mountains through which part of our route was planned. I assembled Plan B: move the start point to a safer zone, and find a few alternate stopping points and routes as backups. In the morning maybe there would be better information and the situation would improve.

Having scouted Highway 14 and the Vasquez Rocks exit early in the morning, I found the skies to be blue on the north side of the highway with no sign of impending doom. The smoke was blowing southeast and was

far off, and nowhere near as menacing as on the TV news the night before. And so it was decided that we would depart from our new starting point, the San Fernando Mission, proceed past our original starting point along the quaint canyon roads that included sights such as the Halfway House Cafe and vintage gas station next to it, to our first stop, Vasquez Rocks Natural Area Park. When we arrived, a hastily hand-written sign on the locked gate said the park was closed due to the fire. Making the best of things, we stopped along the road outside the park and talked and took pictures as the temperature started rising towards 100°.

Next we headed down the road to Sand Canyon which had a very good chance of being closed even though the fire did not seem near it. We were



*The Alfa pack on the move to Vasquez Rocks. Elyse Barrett photo.*

able to enjoy a good portion of it before being turned around by the CHP. We then jumped on the 14 and headed to the shopping center that was our original starting point to have a restroom break. Shortly before our arrival all the power went out and we were left using our cell phones for light in the restrooms, and the stores reverted to good old cash to buy drinks and snacks.

We were now closer to the fire and could see thick brown smoke clouds on the other side of the 14.



*Jim, Jeff and Erwin enjoying the scenery at Newcombs Ranch. Steve Edelman photo.*



*Group gathered at locked Vasquez Rocks gate. John Britton photo.*



*Obligatory group shot, names omitted for obvious reasons. Those are all Alfias, though! Steve Edelman photo.*

Being that Little Tujunga Canyon, the next leg of our original route, was ground zero for the fire causing these clouds, we decided to take the freeways to the next section which we hoped was far enough from the fire zone to be open. While some people had reported seeing on the TV news that Big Tujunga Canyon might be closed, we went all-in and were richly rewarded with almost empty roads and, after passing through some smoke, some very nice scenery.

We made our way to Angeles Crest Highway and our next rest stop at Newcombs Ranch, where we were joined by Club member and Wrightwood resident, Mark Valko and his '65 Giulia spider. It was there we discovered five cars missing. Had the angry-fire-mountain directed some of its anger at us? It seemed so. A few Alfias had succumbed to altitude sickness while others had pulled over to offer assistance, and one car got separated from the group back at the shopping center. A newer non-Alfa car was having overheating issues and decided to call a tow truck from Newcombs.

The remaining angry-fire-mountain-proof cars persevered, climbing towards our next stop, an

outlook with grand, expansive views of the canyons below. Unfortunately one of the other newer cars arrived at that point with a tire that had been viciously attacked by a boulder. Despite a heroic group effort to repair the tire with goo and air, it was beyond saving, requiring a tow back to civilization, another angry-fire-mountain victim. But happily, we were re-joined by two of the missing Alfias. We gathered the eight remaining Alfias and took our group photo among the high altitude pines.



*If this were an old Alfa there'd be a spare! Norm supervises while Fabio and Erwin struggle to no avail. Elyse Barrett photo.*

Motoring on without further incident, we quickly covered the remaining eight miles to our lunch destination, Mexico Lindo Restaurant,

where we enjoyed expertly prepared margaritas, delicious Mexican food and wonderful service.

For most of us, this was the end of the tour; however eight people had made plans to stay overnight, six of them at the Rhinestone Rose Bed & Breakfast. It was there that all the overnighters gathered for an evening of wine and noshing, and returned again in the morning for a home-cooked breakfast before departing for home.

The Club intends the Day Tour to be a lighter, shorter, simpler take on our traditional long weekend drive so more members can participate and

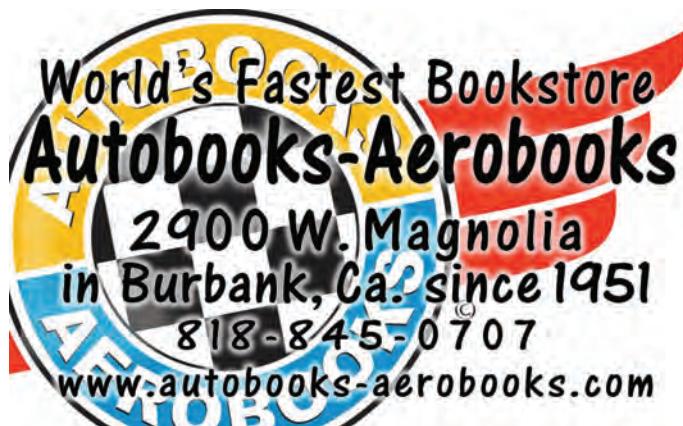


*The food and drink at Mexico Lindo were as lovely to look at as to consume. Elyse Barrett and Steve Edelman photos.*



*Wine and nosh at the B&B with Norm, Steve, Jan, Chris, Mike, Evie, and John. Photo by B&B proprietor.*

we can be back home by dinnertime. The plan is working, and in this year's case, we got some extra navigation practice and adventure added to the mix. Thank you, everyone who participated, persevered and kept a positive outlook, for making this one a memorable drive. — Steve Edelman  
*And on behalf of the participants, our thanks to Steve for staying up late and starting early to make this happen, fire or no fire! — the Editors*



## *Fall Day Tour is Oct. 15th – Join us in the North San Diego County Vine Country*



Please join AROSC on Saturday, October 15th, for a back-roads driving tour of north San Diego county, including stops at a few excellent regional wineries.

We will convene at Mission San Luis Rey de Francia, just outside Oceanside before 10:00 AM, and explore the grounds and buildings for an hour. We hope to see our pals in AROC-San Diego too.

After a quick drivers' meeting, we will tour south and east, driving through a California chaparral Elfin Forest. Our destination is a fine

winery that serves food too. We will have lunch there, and then continue our backcountry journey past a previous AROSC driving destination that involved Kit Carson (really!). After our meanderings in the country, we will assemble at another winery (what a shock), and taste their excellent offerings.

Although this is intended as a simple day drive, it does take time to get to and from this vicinity. We suggest making a weekend of it and get a room at a local lodging. If you are interested in accommodations, please let me know, and I'll provide referrals/suggestions. We will be bringing both dogs, so pet-friendly offerings are important to us. There will not be any group rates or reservations at any specific lodging.

Expect the unexpected and watch this space for updates. Email info@arosc.org with your questions. RSVPs are needed and will be accepted at info@arosc.org any time before September 28.

—  
*Jim Barrett*

*AROSC Membership Bucket Seat*

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## *Announcing the Fall AROSC Club Concorso!*

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Our third and final AROSC Club Concorso of 2016 is just around the corner and will be held October 2nd in the South Bay, at the Automobile Driving Museum. This venue, in addition to housing a mouth-watering collection of cars, is famous for giving visitors rides, through the streets of El Segundo, in up to four of their museum vehicles.

Come join your fellow Alfisti and bring your Alfa Romeo for judging or just for display (Non-Alfas are welcome too!). We will all park together in the Museum's "Gasoline Alley" and enjoy each other and our cars. After 10AM, we will be welcomed into the Automobile Driving Museum to tour the museum, and be invited to take rides in several cars from their collection.

Date: Sunday, October 2nd

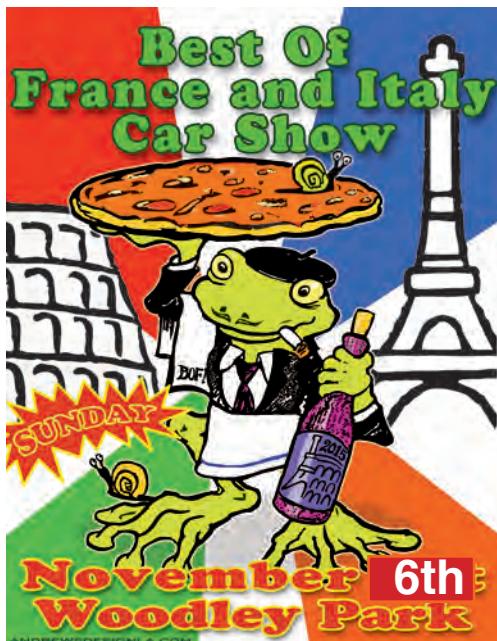
Place: Automobile Driving Museum, 610 Lairport St., El Segundo, CA 90245  
<http://www.automobiledrivingmuseum.org>

Times: 7:30AM                Gates Open  
            9:00AM                Judging Begins  
            10:00AM                Museum Opens, Classic/Vintage Car Rides Begin

To sign up (for judging or for display only), please call or email Jeff Srinivasan, AROSC Concorso Chairperson, at 818.653.9679 or [roguemail@mac.com](mailto:roguemail@mac.com).

To secure your spot for this highly anticipated event, please contact Jeff by September 16th.

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**SAVE the DATE!!**  
**VAN NUYS, CA**  
**NOVEMBER 6, 2016**  
**9AM to 5PM**

Although as last year this will not be a Club Concours, we'll once again have our Club Corral. Come spend the day with us – bring lunch and a camera! Food is also available from vendors. All Alfas are welcome in our Club Corral; if you want to park on the grounds with us the fee is \$20 in advance or \$25 at the gate. For full information and entry form please go to [www.franceanditaly.com](http://www.franceanditaly.com) before 10/25/15. See you there!

# *Summer Party and Auctions: A Sunny Fun-for-All!*



*Lots of socializing before the feast. Clockwise from bottom: Alan, Lisa, Jack, Cathy, Pat, Jolene. Jim Barrett photo.*

Fifty-two Alfisti attended the AROSC summer party on Sunday, August 7th, Chez Cline, bringing a wide variety of delicious dishes and beverages to share. Popular were plates of barbecued beef ribs and smoked Ahi tuna, which were gone in short order. Along with the excellent eats came numerous Alfa parts, books, manuals and other publications, plus other Alfa-related items, with the unique opportunity for party-goers to acquire them at special Club auction prices.

A steering wheel and brake rotors for an '86 Spider, battery cables, a set of outside rear-view mirrors, an Alfetta heater core, fender covers, an Alfa 164 front-end mask (aka "bra"), a torque wrench, numerous bags of Mother's car cleaner products, and a bottle of Pinot Noir wine were all successfully sold to members of the group.

A set of desirable stainless steel bumpers for a GTV lit off a bidding war between two guests, both determined to own them. It was a close



*Jay contemplates becoming the new custodian of The Gas Cap. Jim Barrett photo.*

contest, and the winner graciously offered the loser the bumpers should they not fit his own car – located in Italy.

Auctioneer Paul Blankenship kept the crowd in stitches as he tried all manner of solicitations to keep everyone interested in even the most mundane items.

Again, we wish to thank Paul for his determination to squeeze out a few extra dollars on every item. He displayed a rare talent for imploring, pleading and cajoling the attendees to get the best price for each item, all proceeds going to AROSC, of course.

The silent auction of mostly automotive books and magazines, saved from the Fountain Valley Library's trash cart, included a rare cookbook for the auto enthusiast entitled "Manifold Destiny." Need we say more?

The required Club meeting was short and informative as usual, emphasizing the schedule of upcoming events and soliciting ideas for future events.



*Handcrafted aperitifs are always an auction staple; Paul & Norm are here hawking Jan's wonderful limoncello.*  
Jim Barrett photo.

It appears that no one went away starving or thirsty. We hope to see all of you again next year!

*Ciao, Chuck & Jan*



*Lunch bunch on the lawn, clockwise from bottom: Catherine, Evelyn, Charlie, Susan, Jay, Elyse, Chuck, Jayne, Jim's chair ... because Jim Barrett was taking this photo.*



*Guys table, clockwise from bottom left: Fabio, John, Raphael, Bruce, Dan, Chuck, John. Jim Barrett photo.*



*Above, eggceptional auctioneers, Paul and Norm offer up another dozen of Jolene's chickens' beautiful eggs! Steve Edelman photo. Right, Jan gives Margaret the garden tour. Jim Barrett photo.*



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## Classified – Cars/Parts For Sale



**FOR SALE – 1974 SPIDER** 97k miles. Our weekend driver, bought from Alfa mechanic/specialist; was his well-kept daily driver. Shoulder seat belts, headlight covers, Retro Sound AM/FM w/ hi-tech connectivity. \$13,999. sigband@gmail.com



**FOR SALE – 1984 GTV6** NARDI steering wheel, ANSA exhaust tips. Original factory glass. Leather interior, new tires, brakes, HO alternator and battery. New plugs, ignition parts. Fresh oil and fluids. 70992 miles, very well taken care of! \$15,750 OBO. Randall S. Jemiola, 951.757.2908.



**FOR SALE – 1976 ALFETTA GT** New tires, hoses, thermostat, engine/transaxle oil. Rebuilt thermostatic actuator. Nardi wheel. Just smogged, new catalytic converter. Mileage 66,551. In Altadena, \$3500 OBO. Email lawsonsn@sbcglobal.net or see <http://losangeles.craigslist.org/sgv/cto/5742136223.html> for complete info.

**ALFA WHEEL WANTED** – Need an original Borrani steel wheel for a 1958 Giulietta Spider. Please contact Miles Thompson, 310.545.3448.

**164 PARTS:** Front seat cover, cotton, tan, \$35; oil pan, professionally repaired, \$75; all OBO. Murray Cogan, 818.923.3255, or e-mail [mtlmurrayc@aol.com](mailto:mtlmurrayc@aol.com)

# 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](http://aroc-usa.org).

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### *Affiliation/Subscription*

Non-AROC members, automobile enthusiasts, industry friends and special associates may subscribe to *Afficionada* 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 2016 Calendar of Events

September	October	November	December
10-11 – DE, TT & Race, Willow Springs. 17-18 – Coronado Speed Festival and post-race dinner.	2 – Fall Concours, Automobile Driving Museum, El Segundo. 15 – Day Tour, San Diego County. 29 – Huntington Beach HS benefit car show and Club lunch.	2 – Board of Directors Election. 6 – Best of France & Italy, Woodley Park (non-club event). 12-14 – Driving School, Streets of Willow.	10 – Holiday Party, Redondo Beach 30-31 – DE, TT and Race, Laguna Seca. 20 – Board 2017 Planning Mtg.