

ALFACIONADA

OCTOBER 2017



Willow Springs Race Weekend,
pages 12-16

Driving 4 New Alfas! Pages 17-18

We Are Going
100%
DIGITAL
in 2018!



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: Cars waiting to go chase each other on the big track at Willow Springs. Lots of Miatas as usual, but there was a Cadillac too! See the article and more pics pages 12-16. Terry Major photo. Below, Giulia TI and Stelvio ready for their turn giving demo drives on the track. Reports from Paul Blankenship and Terry Watson on pages 17-18. Michael McKibbin photo. And yes, Alfacionada IS going digital-only in January. Read about that on page 5.

AROSC Board of Directors, 2017

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.*

October 8 – Note date change! Huntington Beach HS Classic Car Show. Club Concorso #4. Info on page 9.

November 2 – 2018 Board Election notice. See page 24.

November 5 – Best of France & Italy, Woodley Park. See page 23.

November 11-12 – Driving School, Streets of Willow. See page 19.

November 26 – 2018 Board Planning Meeting.

December 9 – Holiday Party, Redondo Beach. Celebrate the season with friends old and new at this, our cheeriest party of the year. Info on page 22.



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.



Charlie resting on the floor at the Galpin Collection, with Ed Roth's Orbitron looking over his shoulder. See the story of our Galpin visit in the November-December issue. David Waelder photo.

ALFACIONADA *is going* DIGITAL

The time has come.

We are taking your *Alfacionada* newsletter all-digital in 2018.

This means print copies will no longer be produced. *Alfacionada* will be distributed via email ONLY starting in January 2018.

As il Presidente Mike Reihle explains in his column, we need to save money and streamline our operations and reduce our carbon footprint.

We want to keep in touch with every member and friend of the Chapter.

So we ask those of you currently receiving only the printed issues to please give us an email address so that you can stay in touch with your Alfa friends. We will not share your email with anyone. It will go into the Chapter's proprietary database, for our use alone.

There are just two print issues of *Alfacionada* left, this October newsletter and your upcoming November-December issue, so don't delay.

Please send your email address to info@arosc.org today!

Thank you from your Alfa Romeo Owners of Southern California.

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

Election time is coming! Last year we had nine candidates for nine slots. So far, it looks like we are headed down the same path with nine candidates, including one new candidate. There is still time if anyone would like to run for the Board. Ballots will not actually go out until end of October. When you receive your ballot, please take the time to vote. And don't be afraid to propose and vote for a write-in candidate.

In November the new Board will start putting together our 2018 calendar. Many events are traditional, and will be the same as in prior years, but we always try to come up with something new.

This is where I want to remind everyone that this is your Club, and we are always looking for new event ideas and more event owners. A great idea for a new event is wonderful, but it still needs someone to step up and make it happen.

Our early-September activities took place as we were going to press, so expect write-ups and pictures of our Willow Springs competition and Stelvio preview.

October 8th brings up our fourth Club Concorso of the year at Huntington Beach High School (aka HBHS). Make particular note of the date, it is October 8th not October 28th as previously reported. We did this show for the first time last year on the advice of our newest board member, John Britton. It was a success, so we are back again this year. This show attracts a little bit of everything. Get the flavor by checking out some student pictures of last year's event at <https://hbhsphotography.smugmug.com/Events-20162017/Car-Show/>.

Best of France and Italy is November 5th in Woodley Park. This not a formal Club concours, just another great excuse to join the other Alfisti who will be there en masse, as always. I expect we will have a pop-up, a very informal potluck, and a quick general meeting, which will be your last chance to vote in the election. Other than Alfas, my favorite thing about BoF&I is the sheer number of Lancias, Citroens and Fiats. Then again, maybe it is the used parts swap meet area which is too good to miss. Pre-register if you can because that lets you jump the line at the entry gate. If you can't bring an Alfa, just park across the street and walk in for free. See information on page 23.

November 11th-12th is our Driving School at the Streets of Willow. The Streets is not a favorite of the wheel-to-wheel racers because there are not many places to pass. On the other hand, the Streets is a highly technical track. That means it has a



lot of different kinds of turns and is a lot of fun to drive. So if you have been thinking about attending a school, this is a great place to do it and the weather should be good too.

November 26th is the 2018 Board Meeting where we will thank the old Board and swear in the new Board. Then we will get down to the hard work of putting together next year's calendar. Feel free to show up if you think you might have something to contribute or are just curious.

Hey, did anybody/everybody notice the note on the cover of our last *Alfacionada*? Yes, we are going 100% digital in 2018! Saving money was a consideration. Getting the *Alfacionada* out faster was another. But mostly, we wanted to reduce the workload on our Newsletter Editors. Will we use the savings to reduce our club dues? We might, but that is an issue for the new Board. We would also like to modernize and upgrade our website. None of us are web design or management experts, even though we are computer savvy, so here is another area where we could really use some help.

Lastly, be sure and mark you calendars for the December 9th Holiday Party, details on page 22.

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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Tech Guy ... *The Wheels Go 'Round and 'Round*

Engines and transmissions are lots of fun to play with, but to really have fun in a car you need to get the power from the engine to turn the drive wheels. In automobiles this is usually done in a mechanism called the differential. The differential can be contained in different parts of the drivetrain, depending upon its configuration in the vehicle. In the traditional front-engine, rear-drive vehicles the differential is contained in the rear axle. In cars like the Alfa Romeo, GTV6 and Porsche 924/944 the differential is contained in the rear-mounted transaxle. For front-wheel drive cars, the differential is also contained in the transaxle. In general, the differential is located between the output of the transmission and the drive axles.

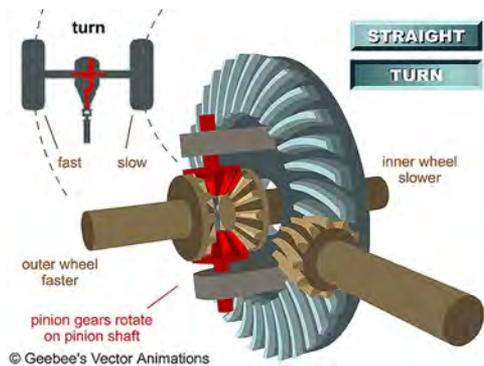
Differentials are not recent inventions or used just in automotive vehicles. The Chinese used differential gearing in the south-pointing chariot around 200 BC and differentials have been used in all types of mechanical instruments including mechanical analog computers.

In the typical automotive use the differential consists of one input shaft, from the transmission, and two output shafts, one to each drive wheel. The input shaft will have a small gear that drives a larger gear to reduce the transmission output speed to a speed that is suitable for the road wheels. The larger gear then drives a set of gears that perform the actual differential action.

What is the differential action and why do we need it? Well, when a vehicle goes around a corner, the inside wheel goes a shorter distance than the outside wheel. This means that the two wheels have to rotate a different amount. Some vehicles, such as go-karts, do not have a differential, and both wheels are connected by a solid axle so when they go around a corner one, or both, wheels have to slip. This causes

extra wear on the tires and the roadway, strain on the drivetrain and unpredictable handling. For go-karts this may be acceptable, but not for a road car driven by your average driver. And so we have the differential.

The typical differential is composed of a number of gears. There is the pinion gear from the transmission that drives the ring gear, which provides the gear reduction to the axles. Then contained within the ring gear are two side gears, which drive the spider gear connected to each axle. If the amount of friction on each axle is the same then the two axle shafts will rotate at the same speed as the ring gear. However, if the friction on one axle shaft increases, that axle will rotate slower than the ring gear, while the other axle will rotate faster than the ring gear. This is what happens when you go around a turn.



Register Now!!

2017 AROSC Club Concorso #4

**A Show-within-A-Show at
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CLASSIC CAR & MOTORCYCLE SHOW

FEATURING 'CARS & CRUISE AUTOMOTIVE NETWORK'

SUNDAY OCTOBER 8, 2017

Spectators Free / Classic Car Entry Fee, \$30

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For Registration, Location & Schedule Info

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at rogueman1@mac.com or (818) 653-9679

Deadline to Register: Friday, September 29th

Of course, you could eliminate the differential and just drive one wheel, but that would cause the vehicle to skew to one side and you would have to be constantly adjusting the steering to compensate for the skew. So it is best to drive both wheels and have the differential.

However, differentials have their drawbacks. They do not split the power evenly between both wheels. The wheel with the less amount of friction gets the most power. If you have ever gotten stuck with one wheel on the pavement and the other wheel in mud or snow you would have noticed that the wheel in the mud or snow spins while the wheel on the pavement stays still. To prevent one wheel spinning while the other wheel stopped there is the “limited slip” differential. But that’s a topic for another column.

–Gene Brown



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WILLOW SPRINGS RACE WEEKEND SEPTEMBER 2017...*Lightning Strikes Twice!*



Alfa 4C joins the gang in the parking area. All photos by Michael McKibbin.

Our fractious late-summer weather made AROSC's September 9th-10th Willow Springs race weekend memorable for Friday evening's special BBQ and Saturday night's "Lightning Showcase," while the 24-hour motorcycle race on the go-kart track proceeded as scheduled, right next to the paddock!

We would like to thank Hunter Alfa Romeo, Lancaster for being with us at Willow Springs again, allowing on-track laps in the New Giulia sedan and Stelvio SUV. We gave some back we hope, putting Julio "Terrific ride!" Jimenez, and Katie "Absolutely the experience of a lifetime. Very exciting!" Nelson from the dealership in racecars at speed in the hands of Phil Guiral in the Miata.

Thank you, Hunter Alfa, also for further supporting the Club with a full-page ad in our *Alfacionada!* Readers: When you need a new Alfa, we hope you give them a call. You may even get an AROC Membership or Driver School out of the deal!

Some of this marketing expertise must be working, because Brandon Adrian brought a brand-new Alfa Romeo 505-hp Quadrifoglio to the paddock, and Alfa lunchtime parade laps now seem to be the norm for our Race and TT weekends of late.

Onward through the weekend: It looks like we have filled the flagstands permanently, as Scott returned with flags and flaggers for every turn, and they were again very professional! The color commentary was still impossible to ignore, as our hall of fame announcer magnificent, Mitch McKibbin again burned the airwaves through the paddock speakers. We are just lucky the WWF has not grabbed him.

And, thanks to Vince Rinner and his wife Diana for taking care of the timing tower!

We had a strong TT group for the weekend with many makes and models, as well as the lunchtime tour group doing laps on the track!

I can comment on Saturday only, because Beverly and I had to depart on Sunday morning. However, I saw Emilio Cervantes and a lot of Super Miatas arriving to the track at the end of day, and am told the Sunday Racing was incredible, with the fastest lap time 1:31.

Saturday TT Highlights: Randall brought the Sanadas, including his Corvette; Randy was successful in his CTS Cadillac with a 1st in class; Chad, his brother from Pennsylvania driving a Camaro, got another 1st in class, and Jerry with his RS Focus was looking for a little more speed. Jerry said he loves the RS Focus but really loves the Corvette. Mike/Mark in the Orange BMW 2002 was running Willow and Alfa Club for the first time. His special quote for the Big Track at Willow: “Deceptively complicated.”



Chris Ehman brought his Toyota

FRS. His experience is three AROSC Driving Schools, and this was his second track event: his times improved through the day. Chris brought his buddy Gavan Wallace, who got a track ride with Phil Guiral in the race Miata, stating that this was “the best day possible”.

I had a conversation with AROSC veteran racer Jeff Thraen, who was taking life easy as a spectator after a quality ride down Angeles Crest Highway to Pearblossom Highway to the track. It sounded like he sorta got his fix on the way.

After Race practice, I had a conversation with AROSC first-timer Joe Nowak, driving his 427 Factory 5 Cobra. This car is super fast down the straights and Joe was handling the driving in a very professional manner. He was “very impressed” with the drivers in our Race Group. “Theses guys are extremely good drivers,” he said.

One of our Race Miata competitors had a difficult Turn 1 in practice. Maybe lightning struck, or maybe fourth gear was too tall, but he found the outside of Turn 1, then the inside of Turn 1, giving his car the front end blues. Hopefully Erwin Perl will get the car together for the next event.

Dennis Fibrow put an oil cooler in his racecar, and on track it was leaking. He pulled cooler and refilled the oil. Next session it looked to blow an engine or



flatspot four tires at the top. He sputtered the car to the paddock, pulled the plug and drained about eight quarts of oil. The old “lying dip stick” was impossible to read. Well, the car ran a lot better with the traditional four-and-a-half quarts of oil.

I have now met another of the Super Miata guys. Dennis Uebersetzig is a solid driver and taking this weekend to run Willow for him is not racing. I am told that this Dennis is leading the Super Miata Championship. I can see why, this guy is fast. Other than the two BMW racecars of Bryan Selby and Gary Glazier, on Saturday he seemed the fastest.

What about the racing you ask? Well, the Saturday qualifier provided some excitement. Bryan Selby was by himself with his BMW, followed by Dennis Super Miata, Bruce 914, Chris Miata, John Miata, Phil Miata, Mike Miata, Dennis F. Miata, and Joe Cobra. These battles were pretty tight for a while, especially with Dennis U. and Bruce C., then the Miatas, John, Phil, Mike and Dennis F. Pretty impressive nose-to-tail stuff throughout the race! Bruce was pushing pretty hard on the last lap and found the farmland off Turn 9, but still found the checkers only losing two places.

The Points race was a beast, where the more lightning played part. Gary Glazier took part in this race but had to start from the back due to missing the qualifier. That’s okay, as it kept him out of harm’s way.

First, the pace lap collapsed and the start was waved off. The second time around, the green flew and Turn 1 was quite a driving display: passing, jogging, moving and some braking! Perfect! Turn 2 on the first green lap was a wonderful show of fast and furious. Turn 3: lightning strikes again, as Dennis U. was allowed a clean pass inside Bruce 914 on Turn 3 entry.

From Turn 3 to Turn 4, the pinball machine hit “Tilt”. Porsche and Integra were spinning near the front, then Miata, Miata, Miata, Miata were going for extra points. As the smoke cleared, cars came around to a double yellow, but drivers could not see it as the wind kept the flags thin. Lot of passing was going on; this was a true racing incident, and there was not much people could do.

Start Slower? Do not push? Not sure of a solution. The race continued and again the battles were impressive. The Miatas were at it again, with passes all over. The last lap proved a little tough, as Mike Mckibbin lost the battle to Turn 9, where lightning struck again. Last time I saw a racecar go that fast backwards was a Silk Cut Jaguar past Turn 2 at Riverside International Raceway in the late '80s.

I was told the Sunday Race Drivers Meeting was quite the conversation. After all, we are a “no contact club”.

Saturday night we were treated to a real lightning storm with a bit of rain to keep us inside.

Okay, everybody, catch up with us next at AROSC High Performance Driving School, November 11-12, 2017 on The Streets of Willow, where we will “Put it on the Track”.

Be sure to check out the new website, special thanks to Kiem Tjong, alfaclubracing.com; Youtube: type.alfaclubracing.com;

Visit Facebook: <https://www.facebook.com/Arosc-High-Performance-Driving-165560270151783/> for links to Hunter Alfa Romeo, AROSC Facebook, 949 Racing, Emilio Cervantes - SuperMiata.

– Terry and Beverly Major

Saturday Race Winners Synopsis

(for complete official results, please visit alfaclubracing.com)

Bryan Selby, BMW; Gary Glazier, BMW; Dennis Ueberseztig, SuperMiata; Patras Issaei, Integra; Joe Nowak, Cobra; Chris Mayring, Miata; Dennis Fibrow, Miata; John Fedele, Miata; Phil Guiral, Miata; Bruce Gabit, Celica; Mike Mckibbin, Miata; Bruce Colby, 917-6.

Saturday TT Class Winners Synopsis

Greg Rich; Chad Sanada; Steve Firshein; Colin Chung; M.J. Kutkus; Mike Steben.









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So Many Alfas, Just Enough Time



Photo by CaliPhoto, Willow Springs Raceway.

Our friends at Hunter Alfa in Lancaster came through for us again at Willow Springs for our race weekend, September 9th and 10th. Katie, Kourtney and Julio from Hunter Alfa Romeo managed to sneak two new Stelvio Sport AWDs and a Giulia Ti off of the lot and brought them out to the track for us to look at.

This was our first close-up meeting with the Stelvio. Plenty of storage space with the rear seats folded flat. Same great engine and 8-speed transmission as the Giulia. The seating position is more upright and a few inches higher than the Giulia. The backseat legroom is OK.

We carved out 30 minutes of track time just for the Hunter people to use. I somehow managed to convince three fellow Club members, Terry Watson, John Fedele and Phil Guiral to help me give some track rides. We filled the two Stelvios and the Giulia with three passengers each and gave them three laps of Alfa Romeo at its best on the Big Track. We repeated this 'til our 30 minutes were up, and we were able to give rides to a total of about 30 people. We surely hope they all came away with an appreciation of the new Alfas.

All four of us drivers were very impressed with the cars, especially the Stelvio, because being a SUV not so much was expected. In the straights we “approached” 100 mph and boy did the cars feel smooth and stable. (Oops, nobody tell marketing manager Katie Nelson about this. We promised to “take it easy” on her cars.) The most surprising thing to us is the Stelvio did not feel like a heavy SUV. We all could have charged the corners much harder, but these were not our cars, and we wanted to leave some tread on the tires.

The paddle shift is great in upshift and downshift. There is one corner we approach at high speed (70 mph), slam on the brakes and down shift quickly before a sharp left. I did a double down shift under braking, and it was smooth as glass. The car had brisk acceleration for a four cylinder, and had tons of torque, so it pulled

strongly through the whole RPM range. In auto shift mode the car did pretty OK on the track, upshifting and downshifting generally in the correct places. It gets fooled in tight corners when we want it to stay in a lower gear for just a little longer, so automatic is definitely not the track mode.

The Giulia Ti has the great sport seats. The Stelvio has the standard seats that are good, comfortable and have good support, for the street. You definitely noticed the seating difference in high speed turns, but driving it on the street or in spirited canyon runs they should work just fine. John owns a newer Infiniti SUV and it does not feel nearly as light and composed as the Stelvio.

As our time ticked away, the temperature was getting up into the 90s, so I cranked up the A/C and rolled up the windows as we entered the track. After a few minutes I had to turn down the A/C temperature. Wow, I believe NOBODY in Alfa history has ever made that statement on a hot day.

OK now back to me. Saturday I drove the Giulia and the Stelvio. On Sunday, a newbie to the track, Jerry Wood from Long Beach, brought his 4C Spider for our lunchtime Intro drive. Jerry is new to Alfas, he is the second owner of this 4C, purchased in Sacramento because that is where he found the silver/red interior he wanted. The drive from Sacramento to Long Beach was his “first date” with the car.

No other cars wanted to participate at that time, so Jerry and I had the 2.5-mile Willow Springs Raceway to ourselves for 45 minutes. He followed me in my '76 Alfa for a few laps. Then we came in and I stuck him in the Alfa's passenger seat for a few laps. Then we switched back to the 4C, which I drove. I think his newbie days are just about over, and my days with a new Alfa could be just beginning.

Our seat time at Willow Springs with three new Alfas was a unique opportunity, one that hasn't happened much in other parts of the country. That so many Club members and participants in AROSC's competition program were able to take advantage of it over two days was the style of introduction we could really appreciate, and therefore successfully pass along our enthusiasm for our favorite marque.

– Paul Blankenship

Further Observations from Willow

I liked the Giulia better than the Stelvio, but on a racetrack, that would be expected. The Stelvio adds about 400 pounds. While most of the running gear was the same, the brakes felt better on the Giulia, which gave a smooth ride even in Sport Mode. It felt like they had finally re-paved Willow! I didn't bother with the paddle shifters, as I had three passengers each time out. I also didn't push the car too hard, maybe 75-80 percent, since it wasn't my car, had passengers, and we wore no safety gear or helmets. We did, let's call them, “spirited parade laps”. The seats in the Giulia were an upgraded seating option, and when I got in the Stelvio, the first thing I noticed was I was sliding around a bit, even though they looked like they had some good side bolsters.

– Terry Watson

Join Us At the Track

Racers, track day drivers, or complete beginners;
we have a group for you!

Our famous 2 day Driving School is in Nov.

Alfas encouraged but not required.

All marques welcome.



2017 Schedule

Nov 11-12 – High Performance
Driving School, Streets of Willow

You can sign up for our track
events at:

www.AROSCHPD.org



Who is this bear? And who is this Kourtney, the object of the floppy creature's affections? Read this poignant tale of fur-raising peril, high-speed adventure, and why even stuffed animals should wear proper safety equipment when riding in a briskly driven Alfa Romeo Stelvio on the Big Track at Willow Springs. Told in chilling detail by the driver himself, Paul Blankenship, coming in the November-December issue. Don't miss it!

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AROSC 17th Annual Clubhouse Holiday Party

Saturday, Dec 9th, Noon – 5

Hosted by: M.J. & Sheila in Redondo Beach
Join us and meet up with **old friends**, make **new friends**.

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Happy Holidays! See you at the party!!

It's Woodley Park Time Again!!



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2017
9AM to 5PM**

Although as last year this won't 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; 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 before October 25th. See you there!



Specializing in Metal Finishing & Collision Repairs

Auto Metal Works

2312¹/₂ W. 2nd Street, Santa Ana, CA 92703

714-953-3020 **GARY TODISCO**

READY•SET•VOTE!!

AROSC Board Election is November 2nd

Ciao Everyone!

We're at that most wonderful time of the year, again. Election time.

Your Club is ready to refresh and reset its leadership roles, and you are invited to participate.

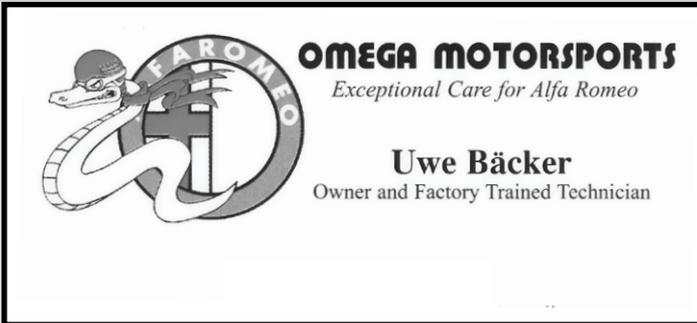
We're sure you've now fully recovered from the widespread campaign fatigue of 2016, right? Super great, because you won't get any of that from us in 2017.

We have a slate ready to submit to you, but we still want to encourage you to join us as Board Members at Large, Special Counsels, Committee Chairs; you can almost invent your own title.

Your ballots will be coming in the next couple of weeks via email and U.S. Postal Service. Please watch out for them, and do us the honor of returning them before November 15th.

Your Club does not function without your participation. We welcome your votes and your notes.

Tell us what you think of us! Email info@arosc.org



**3822 Clarington Avenue
Culver City CA 90232**

(310) 836-3160



A Farewell to Morgan Langley

It is with deep sadness we share the news of the passing of our AROC-San Diego friend and Chapter President, Morgan Langley on September 10th, from injuries sustained in a motorcycle crash the previous day. Many of us met and drove with him at last year's Fall Day Drive and the AROC Mid-Year Retreat in Palm Desert.

Morgan and wife, Susie, were Escondido neighbors of long-time Alfa owner and enthusiast, Ed Komzelman, who introduced Morgan to Italian sports cars by taking him for a lunchtime ride in his 1973 Alfa Romeo Junior Zagato. Morgan was bitten by the Alfa bug for life. He bought and enjoyed an array of Alfas, but so loved the Jr. Z that for 24 years asked Ed to sell it to him. Ed politely declined until the 25th time, at which point Morgan bought the car and jumped into a restoration. It was that little Giallo Oro charmer most of us met him with in the San Diego County wine country.

Morgan's other passions were travel, photography and motorcycles. He was also very proud of his service as a U.S. Marine. With that in mind, AROSC is making a donation to one of his favorite charities, Disabled American Veterans.

A celebration of his life was held September 24th. Susie intends to keep his Alfas and will find a way to continue to drive them and show them whenever possible.

– Mike & Chris

Classified – Cars/Parts For Sale



FOR SALE – 1977 SPIDER – Very solid California car recently out of a mild restoration. Black/red. Odo: 64,300. Mechanicals, proper Spica injection rebuild and brake overhaul by Alfa Italia, who also managed the paint job, and new interior and top installation. The car was smogged and passed on August 5, 2017. \$14,500 OBO. Michael, 610.246.8850 or mak6@psu.edu

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 \$ _____

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 2017 Calendar of Events

October

8 – Huntington Beach HS
Classic Car Show. Club
Concorso #4.

November

2 – 2018 Board Election notice.
5 – Best of France & Italy.
Woodley Park.
11-12 – Driving School, Streets
of Willow.
26 – Board Planning Meeting
for 2018

December

9 – Holiday Party, Redondo
Beach. Celebrate the season
with friends old and new at
this, our cheeriest party of
the year.

**WATCH
THIS
SPACE!!**