

# Alfacionada

OCTOBER 2016



Coronado Speed Festival, pages 18-19  
Willow Springs Race/TT Weekend, pages 12-15



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**

*One of two 8C 2300 Monzas that competed in the Pre-war Class at Coronado, this one owned by Tom Price. More on pages 18-19. Photo by Lance Dong. Bottom: Kiem Tjong successfully changes tires on her Super Miata; see more action plus photos pages 12-15. Photo by Terry Watson.*

# 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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***Technical:*** Gene Brown

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

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**October 15** – Fall Day Drive, San Diego County. See info on page 10.

**October 29** – Huntington Beach HS benefit car show and Club lunch. Info on page 20; RSVP to John Britton at 714.493.6054.

**November 2** – 2017 Board of Directors Elections; info on page 20.

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

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

**December 10** – Holiday Party, Redondo Beach. See adflyer page 16.

**December 30-31** – DE, TT & Race, Laguna Seca.



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.



*David Brengle's 1964 Giulia Spider, nicknamed "Gertie 2" by his mother when she campaigned it in the SCCA Pacific Region in 1965. Ed Komzelman photo.*

# JOIN US AT THE TRACK!

TIME TRIALS, RACING, DRIVING SCHOOLS  
HIGH PERFORMANCE DRIVER EDUCATION

Alfas encouraged but not required to participate. All marques welcome!



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)**

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

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I am very sorry to announce the passing of longtime member, Alan Ward. Actually, he was a longtime member when I first met him in the early 1970s. Back then, he worked at Hughes, had a shop, and came to the meetings where he fielded technical questions. While best known for Ward & Dean springs for GTVs, he also fabricated suspension parts for earlier cars including the 7/8-in. bar on the front of our Sprint. More about Alan on page 17.

Here it is a month later and our Spider is almost, but not quite, back together. The head, camshafts, carbs, and headers are all back in place. What remains are a few details followed by a test drive, a hot re-torque of the head and a double check of the camshaft timing. The oil leak should be gone as well as a pinging problem that (I hope) was caused by carbon deposits in the combustion chambers.

Elections are coming up, and we are looking for volunteers. As of right now, we are one person/couple short of the nine directors we need. Fabio Trave is retiring next year and expects to spend more time in Italy, so he has declined to stand for re-election. We wish Fabio and Alessandra the best and expect to see them at many events. In the meantime we really need some fresh faces and ideas. Being a board member really isn't such a big job. Things have gone so smoothly this year that the once-monthly meetings are more like quarterly get-togethers. So, step up and support your Club.

October is a busy month. The third Concorso of the year was October 2 at the Automobile Driving Museum in El Segundo. Expect a write-up with pictures in the November-December Alfacionada. I've never been to this museum, but am intrigued by the prospect of a ride in a vintage vehicle. Speaking of busy, I needed to give the Sprint a little extra TLC before the event. It seems that the hood cable was sticky and didn't release properly. Thought I did a good job of lubing it, but that was sometime in the last century! It's hard for me to believe, but the Sprint turns 57 this year. Never thought I would be driving an antique.

Two weeks later is the San Diego North County Vine Country Fall Day Tour. Organizer Jim Barrett is expert at sniffing out tasty and relatively inexpensive wines. So, expect good things and check out his write-up on page 10. 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 are welcome to book a room and join us for drinks, dinner, breakfast, whatever.

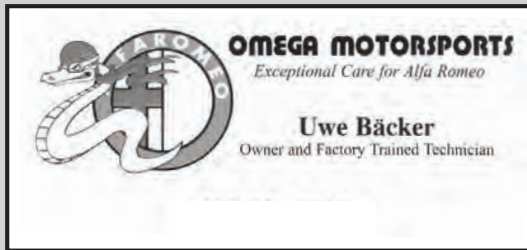
October 29th is a benefit car show at Huntington Beach High School. This is its third year and while it isn't an official club event, several of our local members are planning to go. Preregistration forms can be downloaded from <http://hboilers.com/2016/06/22/hbhs-car-show-registration/>. See info on page 20.

Then there is the Best of France and Italy on November 6th. 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. (I cut quite the

sight a couple years ago hiking across the grass with a transmission in my arms.) Check page 17 and 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 ... *Deeper In the Clutches*

The internal combustion engine is very useful but it does have some drawbacks. Lacking the low-speed torque of an electric motor or steam engine, it can't pull a load easily as it is starting, and in order to handle a wide range of speeds and driving conditions it is often necessary to change gears. As this cannot be done while the engine is connected to the drive train, it is necessary to be able to temporarily connect and disconnect the two, for which a clutch system is used.

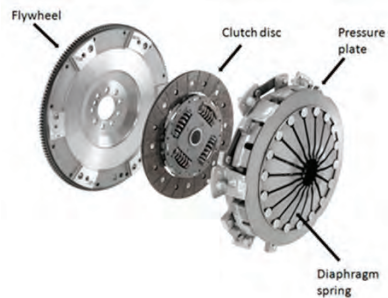
The clutch system in cars like our Alfa is composed of three major parts: the flywheel, the clutch (or friction) disk, and the clutch cover (often called the pressure plate).

The flywheel is a large steel disk bolted to the end of the engine's crankshaft. It serves two purposes, one as a large mass to keep the engine running smoothly at low engine speeds, and also as a contact surface for the clutch disk.

The clutch disk is composed of several pieces. It has a splined hub which slides onto the transmission input shaft. Then there is a thin metal plate which has friction material, similar to a brake pad, riveted to both sides. The metal plate is connected to the hub by means of several coil springs. The springs are used to absorb the shock of engaging the moving flywheel with the transmission. In addition, there may be thin metal spring material between the metal plate and the friction material to help smooth the engagement of the clutch.

The clutch cover consists of a metal housing which contains a spring-

loaded steel pressure plate that is used to force the engagement of clutch disk to the flywheel. In days of yore the springs were coil springs with release levers that when pressed would compress the springs and pull the pressure plate away from the clutch disk. Today most automobile clutch covers use a diaphragm spring which replaces the coil springs and release levers with a single piece.



When assembled, the pressure plate is bolted to the flywheel so that both turn as a unit. The clutch disk is placed between the flywheel and the pressure plate. The spring's force in the pressure plate clamps the clutch disk between the flywheel and the pressure plate with sufficient pressure to prevent the clutch disk from slipping. When the clutch pedal is pushed, the throwout bearing presses against the release levers, or the center of the diaphragm spring, releasing the pressure on the clutch disk and allowing it to rotate separately from the flywheel. It is kind of like a disk brake in reverse. Instead of two friction pads squeezing a metal disk, it is two metal plates squeezing a friction disk, and instead of applying the pressure when the pedal is pushed the pressure is released when the pedal is pushed.




There are a few things to consider about the clutch system. Whenever the clutch is engaged or released there is a brief period when the clutch is slipping. This slippage results in wear to the clutch disk and also generates heat, which, if it gets excessive, can be bad for the whole system. You should try to spend as little time as possible between clutch engagement or release. Some drivers have a habit of resting their left foot on the clutch pedal. This can cause extra wear on the throwout bearing and, if your foot is heavy enough, can result in clutch slippage, with its associated increased wear and heat. Holding your vehicle

stopped on a hill by using the clutch is also a big no-no. And when you're stopped at a traffic light you might want to shift into neutral and release the clutch pedal, to reduce throwout bearing wear.

Another enemy of the clutch is oil. If there is a leak where oil gets to the flywheel area, then the clutch disk can get oil on it which will cause the clutch to not engage properly and may cause excessive slippage.

So be nice to your clutch. When replacing a clutch the parts costs aren't too bad, but the labor costs will kill you.

— Gene Brown



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# *Fall Day Drive to SD Vine Country – Last-Chance Sign-Ups are Now!*



*Our starting point, Mission San Luis Rey de Francia. Elyse Barrett photo.*

Sign-up/RSVP time for the upcoming Fall Day Drive closes October 5th!

Don't miss this refreshing introduction to San Diego's North County vine country and a chance to spend a day with Alfa friends from AROSC and AROC-San Diego.

We have a wonderful historic starting point and two delicious stops planned on a drive over about 60 miles of scenic byways. Overnighting for far-flung/distant Alfisti is an option, and several of us have booked rooms.

## **Itinerary**

- Convene at Mission San Luis Rey de Francia
- Tour southeast through a haunted chaparral forest, and horse and orchard country
- Lunch at a fine winery with commanding views

- Transit the San Pasqual historic backcountry
- Second winery stop and conclusion

## **Options**

- Overnighting and dinner: Escondido-Carlsbad area
- Sunday: brunch and tasting

This is a simple day drive, but it takes time to get to and from this vicinity. We suggest making a weekend of it and getting a room in the area. We can provide suggestions, including pet-friendly facilities. There will be no group reservations or special rates at any specific lodging.

Come drive with us, and enjoy a lightly traveled corner our regional paradise. RSVP today to [eddinab@verizon.net](mailto:eddinab@verizon.net).

*– Jim Barrett, AROSC  
Membership Bucket Seat*



*Patio fountain at our lunch stop winery. Jim Barrett photo.*

# *Alfa Parts*

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## The View From Turn 3: September Racing at Willow Springs



*Art Russell's Giulia Sprint GT Veloce running in the All-Alfa TT Group.*

Imagine a weekend where the Alfa Club has Alfas on the track! This was it, with Doug Bender, Paul Blankenship, Dave Burgoon, Art Russell, and Mike and Andy Stebens entered and active. Unfortunately we lost Erin Kennelly's Alfa. He came out instead with a full-race Miata from Emilio Cervantes, creator of Super Miata and owner of 949 Racing. The field was filled in by our usual racing participants in Mustangs, Mazdas, BMWs, Scions, a while bunch of Miatas and even an Ariel Atom. And, Jimmy Riordan was rolling pretty good in a '99 Mazda Protégé while Volvo, Lexus, Porsche, Dodge Challenger, Corvette, Ford Fiestas were also represented

Friday evening started with spicy jalapeno sausage BBQ, followed by a whole trip-tip, asparagus and watermelon. Dessert was beer supplied by

Oak Hills Brewery! The weather for Saturday was burning in at about 98 degrees. It cooled some for Sunday to the relief of the paddock.



*Close-up of Art's typically sophisticated ventilation system.*

## Race Family Members

AROSC welcomed a new race family member this weekend, Gary Glaser's wife Michelle, who seemed to enjoy the new milieu. This was not her normal weekend of entertainment, but she turned a new stone with AROSC. We also got to see the Racersdating.com car making friends; Vince Rinner returned to the track; and we were happy to make the Chevy Connection with Jerry and Randy Sanada (Camaro and Corvette)!



*Paul Ellis of long time Dunestang racing fame came out to help run the tower.*

It was also good to see Don and Charlie Henderson back at the track. They had a motor put in the Mustang, but unfortunately everything else gave issue. Frank Duran could have cannibalized a fuel pump as his gave up. Steve Hamilton is still looking for a ride!

## Saturday

There was some very good racing with multiple battles in qualifying for



*Paul Blankenship has been racing with his bears for 20 years? 30 years? They were once kidnapped and held hostage by an unknown AROSC competitor ...*

the 12-lap final. There was also some very close racing with competitors trying to put fear into Terry Watson in his 2nd gen RX-7, as he was trying to keep the new paint and frame in mint condition. Competitors were told: "Stay away from me on the track!" Anybody have a pair of target bull's-eye stickers for him?

How many Miatas can you put on the track at one time? At least 11 in Race Group. The Super Miata guys love running with AROSC because they get a dedicated run race group with race-only practice as well. William, Howard, Alex, Sonny and Kiem all appreciate the track without mixed run groups.

On Saturday evening, new attendee, Ross, became AROSC cook and hors d'oeuvres chef, serving up bacon explosion, BBQ brisket and steaks while his wife Linda offered corn on the cob. Oak Hills Brewery again supplied beer for Saturday night.



*Dennis Fibrow with Sonny Watana-sirisuk and ribbon - Those Super Miata drivers were REALLY fast, especially Sonny!*

## **Sunday**

The Time Trials numbers were light Sunday, so we combined 2 of the groups, then extended all the TT session times to 45 minutes versus the normal 30. You always get a lot of track time at our events! Competition Director Terry Watson gave generous special training for specific driver(s) to judge and improve technique, keep safe, and solve some necessary problems. Good job, very well done!

Keim Tjong arrived for Super Miata racing without a transponder. We put one on the front right fender of her car and she went on track. She had a tire let go, but managed to score some new ones from a fellow competitor, and changed them herself.

Once again, the racing was hot and heavy, but very clean. The freshly painted white RX-7 did a few tank slappers on the exit of Turn 4 while trying to protect his line from all those pesky Miatas. Must have put the fear of God in them, as once Terry

got the car straightened out, they faded in his rear view mirrors.

We missed Mike and Mitch McKibbin, the fabulous voice of the World Famous Alfa Club Racing Program. Special thanks to Mike Easterman, Don Wagner and Paul Ellis for running a smooth event. Thank you to Sean Hamilton for helping to grid.

## **News & Notes**

Willow Springs track administration conducted a special test day for AROSC and several other racing organizations on September 25th. We participated in a counterclockwise direction test for potential competition in the future. Select Alfa club drivers drove and gave feedback. It will be like a new track. Will keep you all posted on the progress of this activity.

Be sure to attend the upcoming AROSC High-Performance Driving School at the Streets of Willow, November 12-13. We have groups for all levels of driver skills.

Our 2017 AROSC Willow track dates are confirmed: February 18-19 Race/TT, Big Track; September Race/TT Big Track; November 11-12 Driving School, Streets.

*– Terry Major & Terry Watson*



*The cheering section: Kiem Tjong's husband, Paul Blankenship, Mike Easterman, Edmond Lo watch Kiem change her tire.*



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# AROSC 16<sup>th</sup> Annual Clubhouse Holiday Party

Saturday, Dec 10<sup>th</sup>, 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:**

- Barbecued Hawaiian Flank Steak
- Volcano Pineapple Chicken
- Grilled Hawaiian Bocourti Fish

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](mailto: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!!**



## Alan R. Ward 1934-2016 A Remembrance

Alan Ward, one of the original members of AROSC passed away Sunday, August 30 at his home in Las Vegas at the age of 82.

Alan was active in the Club and the Time Trial program from the beginning. In the 1960s he competed in autocross with his Giulietta. In the '70s he acquired a 105 Spider and shared a garage with Phyllis Gaylard and her TZ as they both were racing in SCCA. He won the local championship and went to the National Run-Offs in 1973-1977.

While competing, he teamed up with race car designer Trevor Harris (AVS Shadow, BRE Datsun 510, etc.) to develop suspension improvements for the Alfa. The sway bars, springs and panhard rods they built became the primary product line for Ward & Deane Racing. Alan and his partner Don Deane built and sold suspension parts for street and competition to the



Alfa community worldwide for three decades. They also prepared many Alfas for club and vintage racing.

Alan was also a senior instructor for the Alfa Club driving school in the '90s and was a partner with Phyllis Gaylard in a GTV which they both entered in Club events. Alan went on to compete in VARA vintage races for several years, even after he retired from Hughes Research lab and moved to Las Vegas.

Alan was a friend and mentor to innumerable members of our Alfa community and we will miss him.

*-Tina Van Curen & Phyllis Gaylard  
Photo by Ken Sizemore*



## 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!

# Alfas Rock at the Coronado Historics



*Nice Giulietta Spider in classic ivory, owned and photographed by Victor Galich.*

Historic races have been held on Coronado's North Island Naval Air Station in San Diego since 1998. Formally known as "The Coronado Speed Festival", these races are part of San Diego's "Fleet Week" which also includes the Miramar Air Show, a golf tournament, college football game, and tours of navy ships. Our friends of the AROC San Diego chapter have organized Alfa participation at Coronado for many years and again invited us to join them.

The races are held on a course laid out on the naval airfield. This mimics sports car races from the 1950s and 1960s, when few road racing tracks existed, and the military would make air bases available for sports car events. This fostered good community relations and created recruitment opportunities – benefits that still apply today.

Coronado provides a preferred parking area for specialty cars and car clubs. The Alfa section of that lot gave Alfisti a great place to gather, picnic and check out each others' cars. AROC lent us a pop-up tent that

provided much-needed shade and promoted the Alfa Romeo brand.

On the track, Alfas were well represented in Group 3, Group 8, and Pre-war classes. In Group 3, Dave Brengle of San Diego took fourth place in his 1964 Giulia Spider – the same car his mother campaigned to a 4th place finish in the SCCA Pacific Region in 1965. Another local boy, David De Rosier driving a 1965 Giulia Sprint GT, finished in 17th place in both Group 8 events. And two 1932 8C 2300 Monzas competed in the Pre-war class, driven by Tom Price and Peter Giddings.

When the races ended Saturday, the action moved to the Old Town neighborhood of San Diego where we dined at Casa Guadalajara Mexican Restaurant. Following dinner, a few members spent the night in San Diego and returned to the races on Sunday.

We thank Hillary Griffith for handling the corral passes and AROC-San Diego for setting up the Alfa section of the car club corral.

*– Jay Mackro*



*Above, George Hershman's front view of that lovely Monza on the cover; below, Lance Dong's portrait of the Peter Giddings Monza's engine. Left top, David De Rosier's Sprint GT on the track, and below that is Jon Norman in his well-known green GTV, both by George Hershman.*



*AROSC members enjoying dinner at Casa Guadalajara. Catherine, Jay, Roseann, David, and Doug; the waiter took the picture*

## It's Elections Time at AROSC – No Campaign Fatigue with this Club!

Years ago your Club had formal election meetings where the votes were counted and the new Board of Directors had to stand up and be introduced. We last did this in 2013, aboard the battleship *Iowa* in Los Angeles Harbor. We parked our Alfas by the vessel for a fun business morning then drove to lunch at the famous Joe Jost's in Long Beach.

If you liked that concept (or not) and have other thoughts on how to best enjoy your Alfa Experience, make 2017 the year you join the Board and turn those ideas into reality.

Your team of concours creators, garage visit coordinators, tourmeisters and event inventors is looking for a few (maybe 9!) new contributors to the Club's future.

The time you spend will directly benefit you and nearly 300 of your best Alfa pals. The Board meets as needed and accomplishes a lot via email, so your investment is in the activities you'll help to plan and execute, not in sitting around a table chewing a pencil or clicking a ballpoint until the wee hours.

Ballots will go out in eblast and U.S. mail the first week of November and are guaranteed to be an easier read than those "other" ballots you'll face on the 8th. We'll need them back by November 15th, and the results will be announced at the Holiday Party.

Contact il Presidente at [info@arosc.org](mailto:info@arosc.org) with your ideas and your availability.

– AROSC Elections Committee



**HUNTINGTON BEACH HIGH SCHOOL 3RD ANNUAL**  
*Classic Car Show*  
*Custom Cars and Motorcycles*  
**SATURDAY OCTOBER 29, 2016 9AM-2PM**  
1905 Main Street, Huntington Beach, CA 92648

October has many opportunities for AROSC, and here's one more chance to drive your Alfa, this time to Surf City for a worthy cause: the HBHS Classic Car Show benefitting the Huntington Beach High School athletics Hall of Fame.

Close out the month on Saturday, the 29th with an early morning cruise down PCH and up Main Street to HBHS, to park with fellow Alfisti amid an array of surf wagons, beach buggies, rods, customs and motorcycles. Your \$30 entry helps the school recognize its sports champions through its new Hall of Fame program and exhibit space.

After that is a lunch organized for us by local Club member John Britton at a new restaurant in the recently completed Pacific City.

It isn't an official Club event, but several beachy members plan to go. Preregistration closes Oct. 21st. Get forms and information from <http://hboilers.com/2016/06/22/hbhs-car-show-registration/> To RSVP for lunch and get an overview of the event, call John at 714.493.6054 by Oct. 20th.

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Santo Rimicci    Telephone  
 8816 Amigo Avenue                                      (818) 701 - 1614  
 Northridge, CA 91324

Monday thru Friday 8 to 6, Saturday 9 to 3

## Classified – Cars/Parts For Sale

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**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 – 1969 DUETTO** 92,400 miles. Purchased from original owner for daily driver and fun. Mechanical maintenance, body repair and repainted in 2014. Interior original. Lap seat belts, visors. Includes new, unused storage bag, cover, tonneau cover, factory original unpainted hood, and assorted accessories. Registered to be in the Best of France & Italy show, Nov. 6. \$14,200 OBO. d.a.low@charter.net

**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).

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 2016 Calendar of Events

<i>October</i>	<i>November</i>	<i>December</i>	<i>January</i>
<p>2 – Fall Concours, Automobile Driving Museum, El Segundo. 15 – Day Tour, San Diego County. 29 – Huntington Beach HS benefit car show and Club lunch.</p>	<p>2 – Board of Directors Election. 6 – Best of France &amp; Italy, Woodley Park (non-club event). 12-14 – Driving School, Streets of Willow. 20 – Board 2017 Planning Mtg.</p>	<p>10 – Holiday Party, Redondo Beach 30-31 – DE, TT and Race, Laguna Seca.</p>	<p><b>WATCH THIS SPACE!!</b></p>