

ALFACIONADA

NOVEMBER-DECEMBER 2017



HBHS Show, Club Concours #4,
Pages 12-15

Galpin Collection Tour, Pages 16-18

We Are Going
100% DIGITAL
in 2018 ...
THIS IS THE
LAST
PRINT ISSUE!



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.

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To keep your newsletter arriving after a move, please send your change of address information to AROC, P.O. Box 92155, Portland, OR 97292.

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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: We had a great collection of new and vintage Alfas in Concorso #4 at Huntington Beach High School's Classic Car Show in early October. Elyse Barrett photo. Bottom: Visiting AROSC drivers got to park front and center at the Galpin Collection in Van Nuys in September. David Waelder photo.

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.*

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 9.

January 13 – AROC 5th Annual Mid-Year Retreat, Palm Desert.

January 28 – AROSC Annual Meeting and Awards Banquet, Palos Verdes Estates. See adflyer on page 24.



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.



A lovely mix of newer, older and pretend-older: GTV-6 x 2, Zagato Autoroute, and Seventies Spider on the grounds of Woodley Park, caught by Jim Barrett. Plenty more Best of France & Italy words and pictures to see on pages 20-22.

ALFACIONADA *is going* DIGITAL!

The time has come.

If you are a print subscriber, you are now holding the last print edition of *Alfacionada*, which will be distributed via email only as of the January 2018 issue.

As il Presidente Mike Riehle explained in last month's column, we need to save money, streamline our operations, and reduce our carbon footprint. But we want and need 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 only.

To repeat: this November-December issue is the very last one to be printed, 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*

October 8th brought up our fourth Club Concorso of the year at Huntington Beach High School (aka HBHS). Chris and I were coming down the 101 freeway through the Valley in the Sprint when we heard a loud bang from the rear of the car. No more rude sounds ensued, but the car wasn't rolling freely, so we pulled over to the side and called AAA. I can't say what happened for sure. Externally, everything looks copacetic. Once it is up on jack stands I expect it will not take long to determine if the problem is in the brakes or in the differential. (No worries, I have a spare diff.)

On the way back home, the tow truck driver remarked that he had picked up a Fiat the previous week. Big deal I thought. Then he added: "When I got there was Jay Leno and a 1916 Fiat!" I might have doubted him, but he promptly pulled up a picture on his smart phone.

We still made it to the event, which was delightful. Great weather, interesting cars (mostly hot rods of various vintages), lots of Alfas, and several new faces. Look for pictures and a write-up in this issue.

The Best of France and Italy four weeks later was perfect. Ed and Nora Aenlle brought AROC's big popup and we proudly displayed our Chapter's new banner, so there was no doubt where Alfa headquarters was. Some of the wives got together and brought goodies. So many people offered to pay for the muffins that Chris vows that next year we will have a sign clarifying that the goodies are Free to Alfisti. Did I mention that Jay Leno showed up? What was that big two-seater he was driving? Maybe the 1916 Fiat? Rain had been forecast, but those monitoring the weather news knew we had dodged the bullet. It did reduce attendance some. We had about 75 Alfas versus the 90 to 100 that is more typical.

Election results are in. Surprise: the slate of willing volunteers were all elected! In late November this new Board will put 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. Stay tuned for an update after the planning meeting.

Interestingly, this year our roster expanded by new members with some new ideas. Maybe it's because Alfa is selling cars here again, or maybe it's because some of the old cars are being handed down to the next generation. Regardless, we actually increased our Chapter's membership this year. At last count we had 241 members and 35 subscribers versus 221 and zero respectively back in 2010.

Have you marked your calendar and RSVP'd for the Holiday Party at MJ and Sheila Kutkus' on December 9th? This is another don't miss it event. Don't be late. The food is always great and the early birds don't waste any time chowing down. We won't run out of food though as MJ always fires up the barbeque and makes more. Expect a good crowd from all parts of the Club.

See page 24 for details about our annual meeting in January. This is where we honor people who have contributed generously to the Club and hand out annual Concorso and Race high-point trophies. Don't think you're in the running for a

trophy? No matter. Come out anyway, enjoy the camaraderie and the food, and vow to do better next year.

And don't forget AROC's Fifth Annual Mid-Year retreat in Palm Desert. Saturday, January 13, will be a drive followed by a no-host cocktail reception. Last year I tried to talk them out of scheduling this over a three-day weekend, but the national board members fly in from around the country and need some travel time. Also, they can tell their friends and families that it is all business; and they don't have time to be basking in the sun (smile).

I'm writing this before we put together the 2018 calendar; however, check out the Second Annual Los Angeles Classic Car Show coming to the downtown Convention Center next March – <http://www.theclassicautoshow.com/>. We had a booth, brought a good selection of cars to show, and I'm sure we will do it again.

It's w-a-y out there, but mark your 2018 calendar for the National Convention in Olympia, Washington, August 4-12. Not many details are available yet, but they do have the beginnings of a convention website set up at <http://www.semperverde2018.org/index.html>. Chris and I are definitely going. How, when and in what are yet to be determined, but we are definitely going. You should go too.

Finally, this is our last printed, snail-mailed copy of the *Alfacionada*. I know this is an inconvenience for some of you. I like to take a hard copy to the events and my printer is, well, I may have to get a new one. Nevertheless this move saves the Club money, reduces the workload on our dedicated volunteers, and will make the *Alfacionada* a little more timely

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 ... *Slip or No Slip?*

In the last column I wrote about differentials. The three types are “open”, “limited slip” and “locked” differentials. The most common type of differential is the “open” differential and is found in most vehicles. The open type is what I covered in the last column. This column will expand on that by covering limited slip differentials.

With the open type, power is sent equally to each wheel as long as they both have the same traction and speed. When turning, the inner wheel will have more traction because it is going at a lower speed and more of the power is sent to the outer wheel because it is moving at a higher speed. That’s the true purpose of a differential, to adjust for the difference in speed. But sometimes you don’t want most of the power going to the wheel with less traction. For instance, if one wheel is on dry pavement and the other is on snow or mud you would like more of the power going to wheel on dry pavement otherwise the wheel in the snow or mud just spins and you go nowhere, thus the “limited slip” differential.

A locked differential is one where the two axle shafts are both locked to the ring gear so there is no differential action. This can be useful in competition driving but of no real use on the street, but some people still use it.

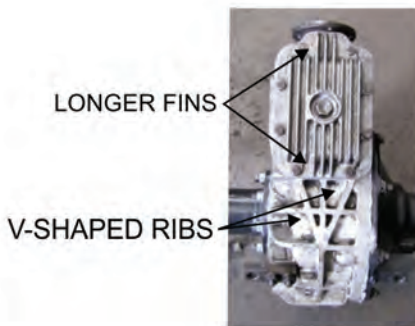
There are several types of limited slip differentials that use various methods of limiting the amount of slip between one axle and the other. I will only cover the clutch type as used in the Alfa Romeos of the 1970s and ’80s.

In the limited slip differential the differential gears are contained in a housing that is bolted to the ring gear. Inside the housing are a series of clutch plates, some of which are held in place by the limited slip housing and others that are held in place by the splines on the axle shafts. It is the friction provided by these clutch plates that determine the amount of slip between the axles. The differential gears are held in the limited slip housing and, in the absence of the clutches, the differential would work the same as an open differential. The clutches, in essence, connect the two axles but allow a limited amount of slip, hence its name.

There are several ways to check if you have a limited slip differential, but most are not definitive. Some limited slip differentials are engaged all of the time, whereas

others only engage when sufficient power is placed through the differential or the differential speed is high enough. On the 115 series Alfa Romeos, the differential sump cover’s three center fins are longer and the differential case casting has additional ribs in a “V” shape on the bottom. However, these are not guaranteed to indicate a limited slip differential.

However, you could have a limited slip differential so worn that it no longer





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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and what you will bring.

Happy Holidays! See you at the party!!

functions properly. After all, the car is 30 to 40 years old. A sure way to tell is to get on a slippery surface and apply a lot of power from a start and see if both wheels spin before traction is regained. If they do, then you have a functioning limited slip differential. Also if you can get your wheels to spin on dry, hard pavement a limited slip differential will leave two black streaks from the tires.

In addition to the clutch type limited slip differential, there are geared, viscous and electronic limited slip differentials. There are also traction control systems that automatically apply and release the brakes to give the same effect as a true limited slip differential.

Limited slip differentials can provide an advantage in competition, especially if your vehicle has a stiff chassis and it tends to lift a wheel when cornering. Even on the street there are advantages in the rain, snow or mud that can help you maintain control and keep you from getting stuck.

– Gene Brown



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CLUB CONCORSO #4 – HBHS CLASSIC CAR SHOW...15+ Alfas Among American Muscle!



Alfas and station wagons etcetera back-to-back in the HBHS parking lot. All photos were taken by Jim and Elyse Barrett.

Sunday, October 8th was a cool and overcast morning for the Alfisti arriving at Huntington Beach High School. But spirits were high as our examples of Italian elegance were arrayed alongside a bevy of fire-breathing American muscle cars and hot rods. Board member John Britton arranged this fine gathering of both AROSC Concorso competitors and spectators, and brought coffee, bagels and donuts to kick start what would turn out to be a fine day of Alfas and more in Surf City USA.

First and foremost, AROSC's fourth Club Concorso of 2017 was conducted, with three judges (Jim Reising, Mike Riehle and Jeff Srinivasan) taking careful stock of 11 wonderful Alfa Romeo entries that spanned the model years 1959 to 2017. The competitors were eager and their Sprints and Spiders and 4Cs (oh my!) were all polished to their shiny best. In the end, all had fun



and the following members and their cars were awarded ribbons for their efforts. I want to make special note of two members who competed in this event: Jeff Ponzio, in his special-order 4C, which bristled with special touches custom-ordered by Jeff (and narrowly missed a 3rd Place ribbon) and Peter Giacobbi, who brought his deep blue '59 Giulietta Spider Veloce to our Concorso for the first time (and, as you will see, harvested some nice awards for this terrific car).

Closed Class

1st Place: Fred Stewart & Hector Vazquez 1960 Giulietta Sprint Veloce

2nd Place: John Britton 1986 GTV6

Open Class

1st Place: Art Russell 1963 Giulia Spider

2nd Place: Victor Galich 1978 Spider Veloce

Daily Driver Class

1st Place: Peter Giacobbi 1959 Giulietta Spider Veloce

2nd Place: Pat & Cindy Terrise 1978 Spider Veloce

3rd Place: Gerry Perlman 1978 Spider Veloce

People's Choice: Peter Giacobbi, 1959 Giulietta Spider Veloce

Best of Show: Art Russell, 1963 Giulia Spider

After the dust settled (but NOT on the cars!) and the awards were handed out, our AROSC group caravanned down Main Street, though the heart of Huntington Beach, to Ola Mexican Kitchen where we all enjoyed a stylish, modern take on South of the Border cooking.

As the 2017 Concorso season comes to a close, your Concorso Director would like to extend a hearty thanks to all of our judges, who have contributed their time and expertise across four events this year, as well as to you, our competitors, as there were 26 of you in 2017 – the most we've



Peter Giacobbi attended his first AROSC Concorso at HBHS with his fabulous Giulia Spider.



John Britton shows off his pristine GTV-6, which got a proud Second after the stunning and perennially prizewinning Stewart/Vasquez Giulietta Sprint.



had in recent memory. We encourage everyone who competed in or simply attended a Concorso this year to attend our January Awards Luncheon, where and when the year-end winners will be announced and trophies presented (see page xx for details). In addition, I am looking forward to an even better 2018 Concorso schedule, which will be announced in our calendar, to appear in the January issue of *Alfacionada*, online and in eblasts throughout the year. Thanks again!!

*– Jeff Srinivasan, AROSC
Club Concorso Director*



Above, Concorso Guy Jeff at lunch. Below, a sweet 1941 Chevy.



Above left, teens doing the '50s thing very well; right, Ride a tub? No, thanks! Below, HBHS parking lot panorama. It was fun; don't miss it next year!



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AROSC Visits the Galpin Collection!



The Galpin houses one of the largest and most pristine collections of hot rods created from the fabulous imagination of Ed "Big Daddy" Roth. Below: some excellent Ford-powered automotive icons. All photos by David Waelder unless noted.

In September, AROSC was treated to a tour of a modern collection of American auto innovation at the Galpin Collection in Van Nuys. Carnifornia creations and classic Detroit iron were mixed in the indoor displays. We toured the museum and relaxed with a lunch brought in to the facility's meeting room. What a great surprise viewing, hosted by a gracious Galpin staff!





Top: Gene, Charlie and Susan enthuse about the collection. Upper left: Chuck and Jayne compare notes. Right: Paul and Stephanie acknowledge the genius in the room. Left: We were also treated to a closeup of Liberace's Zimmer Golden Spirit!



Above, Chuck Allison, our guide for the tour; left, whatever it is it has to be French! Below, lunch was provided for us in the meeting room. Photo by Bonnie Schwartz.





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Best of France & Italy 2017



Scene setter Giulia Spider, '99 non-US Spider and delightful Duetto. Jim Barrett photo.

Our annual participation in the Best of France & Italy, the largest regional gathering of Alfa Romeos (and their under 3-liter friends, Fiat, Lancia, Citroen, Bugatti) was another happy autumnal reunion. About 75 Alfas were arrayed on the green-and-brown of a Woodley Park attempting recovery from the drought, with nearly 20 AROSC cars among them.

Iffy weather had us watching the skies as showers rolled around the Los Angeles Basin, but by showtime they had whisked away to the east, minimizing the dust, but not creating mud. We hung our new Chapter banner, set out the A-frame info board and raised the AROC pop-up to define our picnic headquarters, and the gang dispersed to shop the swap meet, grab a cappuccino and greet the neighbors.



Larry Sr. and the mostly-complete '82 GTV6 he was offering as a parts source. Some of us have seen cars worse than this used as daily drivers in a few places we've lived ... Jim Barrett photo.



Sublime and sublimer: Giulia Ti, 4C and '70s Spiders mingle happily at BoF&I. Elyse Barrett photo.

This year's Alfa field for some reason included an increased number of GTV6s (including an almost-whole parts car on the Alfa Parts Exchange trailer), Giulia TI/Supers and '60s classic Spiders, plus a couple of lovely 2600s. The Aenlle Zagato Autoroute helped transport the AROC canopy in its trailer. Gene Brown's and Tony Santarelli's Montreals were there, and among the new cars were Alessandra Russell's Giulia, one red and one black 4C, and one of the never-sold-new-here Spiders in a multi-chromatic paint scheme. The "special interest" group included the ever-popular Alfa-powered Healey, a Sprint with a fuel cell and fabulous paint job, and a sleeper white GTA with decklid wing.



Glories of French Logic run wild: The stubbornly practical Deux-Chevaux in a blushing pink (Left Bank), and the working prototype of Gabriel Voisin's Biscuter, later Spain's basic transport for decades (Right Bank). Both photos by Will Owen.



Alex Russell's new blue Giulia TI and Gene Brown's 40+ YO Montreal; two visions of different futures, both worthy in their own right. Elyse Barrett photo.

Lunch was a community affair, thanks to the Silvermans for providing the main-course cheeses, meats and breads from the always-fabulous San Carlo Italian Deli. The rest of us did our best to fill in with *tacchino tonnato* (turkey breast in tuna mayonnaise), fruit salad, veggie sides, designer olives and sweets.

As a casual entry in the 2017 calendar, we had no Chapter meeting and no concorso. The lack of structure allowed us to tour and entertain family and friends, spend more time among the cars (yes, the over 3-liter vehicles are interesting too) and linger over lunch. Let's think lawn-growing/healing thoughts and do it again next year.



Above, goofy Citroen DS "Submarine." E. Barrett photo. Left, Bugatti of L & J Wilburn is roadworthy once again. J. Barrett photo.

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AROSC Annual Meeting & Awards Banquet

P.V. Grill in Palos Verdes Estates

The same great restaurant in the same plaza, same great chef!

Sunday – January 28, 2018; Noon – 4:00 pm



**2017 Wrap-Up
2018 Kick-Off**



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**Please RSVP to Sheila by Monday, January 22nd
Sheila.k@verizon.net or (310) 542-3448**

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



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MOTOR WORLD

4C Passion Day



Motor World campus, Stuttgart, May 2017. All photos T. Klein, except as noted.

More 4Cs than we'll ever see! Motor World Passion Meeting 2017

Our national membership ads declare “We own, we are, the Alfa Romeo passion in the United States”, which cannot be more true. We celebrate every member who keeps their classic Alfa roadworthy, and we applaud whoever is fortunate enough to acquire a new Alfa. The 4C got us enthused again about the future of the marque on this continent, but it is amazing to see what else is going on with this model elsewhere. Occasionally we get input from our friend Thorsten in Germany, a frequent visitor to SoCal and an adjunct Alfista, and he has again delivered some great insider views.

This past spring, he was able to attend the first 4C Passion Meeting, staged at his local cars and coffee hangout, Motor World Stuttgart, and the sights were eye-popping. The event, organized by 4C Club Schweiz and Squadra Infernale brought nearly 200 4Cs to the expansive Motor World parking lot. Noted as the biggest meeting of its kind, the versions ranged from an original Launch to highly modified examples, complimented with displays of Giulias and Stelvios. Any visitor arriving in an Alfa was able to park in special area where the classics could be also appreciated.

Be assured there will be a 2018!



Two different paint and hardware schemes; the purple one appears to be a fabric appliqué. Below, the "Outer Row East Side 4C Lineup." This is a lot of 4Cs!



Our host, Thorsten Klein, in an AROSC Driver School tee shirt, with GTV at Motor World. Photo by D. Klein.

Join Us At the Track

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

Alfas encouraged but not required.

All marques welcome.



2018 Schedule

Feb 3 & 4	Willow Springs DE, TT and Race. with our Alfa Only Run Group
Apr 21 & 22	Streets of Willow, Driving School
Sept 15 & 16	Streets of Willow, Driving School
Oct 13 & 14	Big Willow, DE, TT and Race
Dec 8 & 9	Auto Club Speedway, Infield Course

More events are being worked on, stay tuned

You can sign up for our track events at:
www.AROSCHPD.org

Sometimes It Gets Serious At the Track ...

Yes, it is not always fun and games at our track events. Don't worry, everything turned out just fine, but we did have a scare at Willow Springs on September 9th.

Some of you old timers may remember my two Teddy Bears that always accompany me and my Alfaetta GT on the track. Well, they came up for the fall Willow Springs weekend, and both insisted they be along for my first drive in the new Stelvio.

We put them in their usual comfy riding place, stuck between a rear window and the frame (see the picture). Kourtney, the Hunter Alfa Romeo, Lancaster Sales Manager, was riding in the back seat, probably to make sure I did not break the Stelvio that she had to try to sell on Monday.

Off we headed onto the track. It was pretty hot in the car so I reached down to push the window up switches as I was entering the track at speed. My fumble fingers pressed down, not up, on the rear window switches. I heard a shriek from Kourtney in the back seat, "The Bear fell out!!!! But I grabbed the other one!" she said. "Oh, now what have I done?" I thought, as I looked in the review mirror to see Bear 2 lying right in the driving line at the entrance to Turn 2. "Maybe the Bear is OK," I said to myself hopefully. "It does have a helmet and a Nomex driving suit on."

So on we drove, with two other new Alfas circulating behind us. Track time is valuable, the show must go on. The Bear will understand. Right? It has survived Alfa Club racing and also several 24 Hours of LeMons races.

Well, there is a happy ending to the story. After we finished our last run, the track crew came in, Bear 2 securely in the hands of Scott, the head of the corner workers. Bear 2 only had a few scratches on the helmet visor and one hell of a story to tell. Bear 1 sent Kourtney a lovely thank you note.

– Paul Blankenship



Terry Major and Paul Blankenship with Stelvio and bears, smiling here ... before things got really scary!



Classified – Cars/Parts For Sale



HISTORICAL ALFA ART PORTFOLIOS – I am cleaning out space at home, and have found two identical sets of old-model Alfa prints. They are 8.5” x 11” landscape format on cardstock with 14 different profile drawings in each set. They are both housed in red folios (folios are not pristine, but the prints are like new) \$35 per set. Shipping to be negotiated. Lloyd, 310.951.9097; lloydlehrer@gmail.com

Classified (non-commercial) Advertising

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

Commercial Advertising

Please contact the Editor at info@arosc.org for a detailed rate card and complete advertising information.

MEMBERSHIP APPLICATION

Alfa Romeo Owners of Southern California

Dues for a one-year membership in the Alfa Romeo Owners of Southern California (AROSC) and the Alfa Romeo Owners Club - US (AROC) are \$78. Please fill in the information blanks in this form, clip and mail with your check, payable to Alfa Romeo Owners Club, to Alfa Romeo Owners Club, P.O. Box 92155, Portland, OR 97292. You may also join online using your credit card by visiting aroc-usa.org.

NAME _____ SPOUSE _____

STREET _____ CITY _____ STATE _____ ZIP _____

HOME PHONE _____ WORK PHONE _____

E-MAIL _____ ALFA(S) OWNED _____

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

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 2017-18 Calendar of Events

December

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

January

13 – AROC 5th Annual Mid-Year Retreat, Palm Desert.
28 – AROSC Annual Meeting and Awards Banquet, Palos Verdes Estates.

WATCH THIS SPACE!!