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 12340, Kansas City, MO 64116-0340.

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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.
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June 7 – Huntington Beach Concours; get info at hbconcours.org.

June 27-28 – New! TT & Race, Buttonwillow Raceway.


July 11 – Ventura wineries TBD. The less extensive, less expensive Wine Tour, in our own back yard.

August 2 – Summer Party and Garage Cleanout Auction with the Clines, Fountain Valley.

August 12-17 – Monterey Weekend: Monterey Motorsports Reunion, Concorso Italiano, Pebble Beach Concours d’Elegance, Concours/Tour de LeMons, etc.

September 19-20 – Coronado Speed Festival and Balboa Park Auto Museum.

September 19-20 – DE, TT & Race, Fontana infield.

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.

Our Wine Tour lunch on Saturday was at the Wolff winery, who let us set up in their covered picnic area. Though sheltered from the on-again, off-again rain, the chilly breezes kept us grabbing fly-away napkins, but Gene and Helen, Evie and Norm, and Susan and Erwin don’t appear to be suffering. Sheila Kutkus photo.
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Just like true Alfisti, we took the Spider on the Wine Tour despite the threat of rain. Its nearly new top might have something to do with our decision. And it did rain Friday night and Saturday morning. No, the top wasn’t a problem, but the wiper motor elected to go on strike. Thank God for RainX! The other Spider drivers fared well except for one (who will remain anonymous) who left his top down overnight.

Didn’t I advise people to get up to Arroyo Grande Friday night for the potluck? Nearly everyone did, and we had lots of great food and wine in a large private room. A few people snuck off to bed a little early, but most of us took advantage of the fact we weren’t driving. The next day we fired up the engines promptly at 10:00 AM and headed for the first of five wineries. Chris and I skipped the last one and returned to the hotel to rest up for dinner. When I mentioned the Rooster Creek Tavern to the lady at the hotel desk, she assured me that Margi had made a great choice for dinner, and she did. BTW, it is simply amazing how Margi gets into the raffle and comes up with loads of prizes. I usually do not take the raffle seriously, but did get a couple extra tickets for loudly and publicly asking Gene how his Montreal is coming along. Many thanks to Margi who generously engineered the whole weekend from her and Mo’s new home in the Bay Area!

Driving home on Sunday was a little more adventure than Chris and I bargained for. A very minor brake noise from Saturday rapidly progressed into an alarming, almost metal-on-metal, squeal. The car continued to stop straight and true, but we drove home very carefully to minimize braking. Monday morning I got the car up on jack stands and quickly found a leaking rear brake cylinder. Fortunately, they are being reproduced since Big Healeys share the same part. As I write this, the windshield wiper motor is still a work in progress, with the internal ground contact cleaned and treated to a little tuner lube, so I’m hoping for the best.

May’s Garage Crawl got killed because of two last-minute cancellations. We plan to reschedule, but it could be next year. We’ll keep you posted.

June 7th is the Huntington Beach Concours. It’s not an official AROSC event, but quite a few of us intend to go regardless. This is a great venue close to the ocean and the price is right (see www.HBConcours.org). Chris and I were coming, but we have a schedule conflict that day.

The Highway Earth Classic Car Show at Franklin Canyon Park in Beverly Hills (see http://highwayearth.com/ ) on June 28th is our first Club Concours of 2015. Evan Kline, an Alfa owner, automotive photographer and all-around nice guy started this event last year and survived to commit to a second. The venue is lovely with the cars parked all around the reservoir, and this year there’s a special section for Alfas. Registration is still open, but likely not much longer. Go to the site and click on Look Who’s Coming to check out the Alfa entries.
July 11th is the Ventura County Day Drive and wine tasting, ending at our house in Camarillo. When Chris and I proposed this, we had no idea there were so many wineries in Ventura County. Most are small. Some are good, some not so good, and some are excellent. We intend to visit three or four wineries and tour some good roads in between. Steve Edelman will pick the starting point and chart the route once we finalize the wineries. More details to come next month.

August 2nd is the Summer Party hosted by Chuck and Jan Cline. This draws a large turnout, and features fairly cool weather, a covered patio, a big backyard and a hostess who is an excellent cook. I can make no promises, but she might have a surplus of fresh fruits and/or vegetables, so bring a bag. See the writeup on page 21.

The Monterey Motorsports Reunion (the Historics) is August 12-17. I remember when the Historics and Pebble Beach were the only events that week. However, in the last few years Chris and I have done everything but those. Concorso Italiano on Saturday is the main destination for Alfa people these days; we are big fans of the Little Car Show on Wednesday, and I love the Concours de LeMons on Saturday. And of course there are several noteworthy auctions as well. Look on ARA’s website, http://www.alfaromeoassociation.org/ if you don’t have a room yet; you might get one of those they’ve reserved in Salinas.

“Remember, if the women don’t find you handsome, they should at least find you handy. And don’t forget the duct tape, the handyman’s secret weapon.”

— Mike and Chris
When you consider all of the development that has gone into the automobile over the last 129 years there’s one factor that has persisted through it all without which a car would not move in a controlled manner. That is friction. In mechanisms such as engines and gear boxes we try to minimize friction, since it consumes power, but there are several areas where friction is necessary. These are the tires, the brakes and the clutch. The brakes use friction to slow the car, the clutch uses friction to make the car go, and the tires use friction for both going and stopping. In this article we will concern ourselves with the clutch, in particular the clutch used with the manual gearbox. Automatic gearboxes also contain clutches but their operation is somewhat different.

Before you start a car’s engine you need to disconnect it from the drive wheels, otherwise the car will jerk into immediate motion, not usually desired. In addition, when you stop your car you need to disconnect the wheels from the engine, or the engine will stall. There are two ways to disconnect the engine from the drive wheels. One is to place the transmission into neutral, the other is to release the clutch. Putting the transmission into neutral is the easiest and simplest as it requires no extra parts. However reconnecting by placing the transmission into gear can cause the engine to stall or cause the car to hop down the road and, in either case, probably cause damage to the transmission. By placing a clutch between the engine and the transmission power can gradually be fed to the transmission, easing the transition.

The clutch, in the basic form, is composed of four items: the flywheel, the clutch disk, the pressure plate and the release (or throwout) bearing.

The pressure plate is connected to the flywheel and rotates with the engine. The clutch disk is connected to the transmission and rotates with it. The clutch disk sits between the flywheel and the pressure plate. As the name implies, the pressure plate applies pressure to one side of the clutch forcing the other side of the clutch against the flywheel. By gradually applying pressure the clutch disk and, by implication, the transmission can be brought up to engine speed. The amount of pressure that the pressure plate applies is regulated by the release bearing. The release bearing, in turn, is controlled by the clutch pedal. Pushing the clutch pedal in pushes the release bearing against levers or springs in the pressure plate, to move the pressure plate away from the clutch disk and disconnect the transmission from the engine. Releas-
ing the clutch pedal lets the springs in pressure plate capture the clutch disk between the flywheel and the pressure plate. The size of the clutch disk and the spring pressure are determined by the amount of power to be transmitted. The more power the more pressure needed to prevent the clutch from slipping.

The very purpose of the clutch system means that for some amount of time from fully released to fully engaged the clutch disk will be slipping. This needs to be kept to a minimum since this slipping generates heat and causes wear of the clutch plate. When the clutch wears sufficiently it will start to slip even when fully engaged. When that happens get it serviced soon. As with any automobile issue, the longer you wait the more expensive the repair will be.

You sometimes see people stopped on a hill, rather than using their brake, slipping the clutch to keep the car from rolling backwards. They should be arrested for “clutch abuse.” But they will eventually pay when they need an early clutch job.

So for those of you that are blessed with having a manual transmission car be gentle with your clutch, it is a disappearing part of the automobile world.

– Gene Brown
2015 AROSC Club Concours #1
Sunday, June 28th

*held in conjunction with*

Bring your **Alfa Romeo**
for Display or to be Judged

- Pay nominal $20 fee, bring your Alfa & friends
- Located at beautiful Franklin Canyon Park
- Special parking/display area reserved for AROSC

**To enter the FREE Club Concours**

*Reply to Jeff at rogueman1@mac.com or (818) 653-9679*

*after you Register w/ Highway Earth*

*but no later than June 19th*
We had it all this year on the annual Wine Tour in and around the San Luis Obispo region: a surprise restoration shop visit to kick off the weekend; a fabulous welcome reception hosted by ourselves; some delightful drenching rain; some spectacular sunny, breezy days and a thoroughly enjoyable selection of wineries to visit and savor.

Again lovingly organized by Margi Brown and headquartered at the Best Western Casa Grande in Arroyo Grande, we had a robust contingent of 32 attendees but just three Alfa Romeos (the prospect of spidering in inclement weather far from home dampened some of our bravado; others of us had mechanical meniunies at work in the preceding weeks) so go figure! Parking lot and vineyard photo ops had to go wanting, but we made up for it by visiting five delightful facilities and investing in some nice wine!

Before the tour, the Friday afternoon contingent took advantage of a unique opportunity to visit the amazing world of Scott Grundfor, a master restorer with a collection of show prototypes, favorite marques and fabulous toys, like go-karts and
motorcycles that he still drives. Oh, and he makes his own wine too. We drove inland from the hotel to his secluded 12-acre estate and workshop, and walked among some marvelous machinery. He specializes in Mercedes-Benz and has several amazing examples in varying stages of work, but has also taken on a 365A Porsche and a Hispano-Suiza. We left with eyes glazed and heads buzzing.

We settled in at the hotel and gathered in the Best Western’s upstairs lounge/breakfast room where we only left oh, maybe 15 dead soldiers.

Soon after, we snoozed to the sound of falling rain. Rain?! Well, it washed off the road dust, sort of, soaked the insides of one Spider whose top had been left down, and gave us a beautiful morning for a drive.

First stop was Chamisal Vineyards, whose selections were poured in a graceful, high-ceilinged tasting room with oversized photography on the walls. Their list was heavy on whites and they did not disappoint. Stop two was Claiborne & Churchill, where we had visited in a previous year. The small, almost English country style tasting room and gardens were filled by our group. They specialize in whites and we tried the latest in dry rieslings and gerwurztraminers. Yes, they were dry, thank you, who knew? By now, the weather was definitely moving out and a stiff breeze accompanied us to our third winery and lunch stop, Wolff Vineyards. That Wolff is situated atop a nice knoll made for an interesting lunch set-up.

Donning all our layers and assigning various friends to be table-cloth weights got us situated for a custom group pour executed by Wolff wine club members. They brought the wines to our tables and discussed their heritage and differences while
we sipped and got lunch under way. Wolff is unique in that they have always dry-farmed their vines, and this has stood them in good stead to weather the drought. Reds are top of the pops here and we enjoyed a number of velvety examples while competing for Margi’s picnic spread awards.

Our organizer also provided the other level of competition we’ve all come to love: the raffle kerfuffle wherein we answer her clever questions for a ticket and await the drawings that take place at dinner. Never a dull moment on the AROSC Wine Tour!

Stop number four was Sextant on the main road back toward Arroyo Grande. Located in a mini preservation district with renovated local historic buildings serving as museums and B&Bs, and surrounded by fabulous farmland, it was charming and very popular. A band played on the front porch, the tasting room had a great little store and we bought baby vines and ice cream and vintage lace goodies while crowding around the wine counter.

Last stop came in town on our triumphant return: Phantom Rivers, housed in a charming house on one of the main drags into Arroyo Grande. This organization purchases grapes from a variety of vineyards and blends their own, mostly reds, for local and club sales. We enjoyed the town views from the home’s windows and could keep track of our cars parked in front on the street.

It was a short skip out to the hotel to prep for dinner and come back to
Saturday night dinner. Much warmer than lunch, and the service was better. Sheila Kutkus photo.

the Rooster Creek Tavern to occupy its longest table. Raffle and picnic winners (names unfortunately not recorded) got some very nice wines.

We made it a moderately early night and regrouped at the popular Arroyo Grande Huckleberry’s for a farewell breakfast before scattering back to our region-wide homes.

Thank you, Margi, for another fabulous weekend getaway. We understand Paso Robles has been pointed to for the 2016 tour. Please make it so!

— Elyse Barrett
The AROSC Race Weekend held May 2nd and 3rd at Chuckwalla Raceway was hosted by ExtremeSpeed/Redline Time Attack and shared with AROSC Race/TT, and the run groups were full for the event! The days and evenings were very warm with Sunday buffeted by wind that brought a small bit of rain, providing a welcomed bit of cooling for the afternoon.

It had been a year since our last event at Chuckwalla and I forgot what it is like to drive at speed with airplanes landing beside the track. Hello, is he supposed to be there? Oh yeah, there is a landing strip adjacent to the “Bowl.” The 2.68-mile track is a mixture of constant radius single- and double-apex flowing turns, with a wake-up uphill. The surprise this year was not only an airplane buzzing the track, but a very late night/early morning helicopter buzzing and dusting.

We arrived Friday, and the evening was not quite the same as we were missing The Cook (Dennis Fibrow, BBQ Ace). We filled that void with a community propane gas grill that worked pretty well for fish, chicken, burgers and some hot links from Mike Easterman! The usual campers: Showtime Greg, Blast-Off Bruce, No-Sleep Tony, Magic Mike McMulligan, Headgasket Gary G, Mustang Mike E, Club Golf Kart-Hauler Asa (Timing Too), Right-on-Time Mckibbins, Handy Dan Walker, Fix-it-Again Gil Rios were present to kick off the weekend.

A good crowd filled the paddock both days. Extreme had sponsors, including Eibach Springs, which donated a case of hats, shirts, gloves and decals, and I gave these to Alfa Club competitors throughout the paddock.

On Saturday the fire-safety/ambulances were unfortunately needed as
a late model VW Golf required fire professionals and a Honda S-2000 tested the pit-in barrier when the rain started Sunday afternoon. The 15 or so placed tires softened the blow somewhat and it appears the driver got away lucky and hopefully the only lasting injury will be his ego (AROSC Driving School recommended.). The car did not do so well.

Saturday night food and spirits were everywhere as usual, and nighttime gamers were entertained with a full driving simulator and a real BIG screen, with high DB sound effects that probably would have been booted from the Laguna Paddock. But that’s okay, they did bring a big grill as well!

**Weekend Quick Hits**

- My Travel to Chuckwalla included a flat trailer tire (maybe an omen for Sat-Sun?)
- Temp quote from Mike Mulligan: “HOT.”
- Macy Walker, grid girl! We have a job for everyone!
- First session dust storm. Warfare in the Desert or Desert Storm?
- Miatas how many in race group, 14 total?
- Porsche Panamera: track day realization that this is not a track car?
- Bruce had the 3.2 914 out again. His car had difficulty on the track, and was showing progress and gremlins.
- My Miata gave up in the 3rd session. KABLAMO! (is 260° too hot?)
- Look out Jack, Mitch is back … TT this time. We really miss the Race Commentator Mitch!
- Beverly’s School Student requested tires, instead I gave him Mike Mulligan. Kyle Koh (another Miata) improved greatly with his line and feel, even in the rain!
- Newbies, Alan Super Miata, Oldies, Val in 914 is back.
- Lots of conversation with Emilio Cervantes of Super Miata. Keep you posted.

**Desert Warfare (Racing)**

Saturday and Sunday the racing was spectacular with many battles throughout the field each day. The 16-20 car fields had three or four multiple-car race distance battles, producing more smiles than 100 degree temps should allow. Terry Watson was feeling particularly racy, passing and getting passed inside and outside many times. In one race he started 8th and moved all the way to 3rd by turn 1. Beverly was feeling pretty racy as well, as she jumped three cars on the start of the final race, only to give it back around turn 7. Frank has that on video!

Terry was racing Alan and Phil, pulling multiple over/under moves giving him some confidence. We are now calling Terry the Ice Man due to the 40 lb. of ice needed in his cool vest system. He spent more on ice than entry fees!

Greg and Tony both got cool suits and felt pretty good in the heat. But wait, there was snow in the desert at
101 degrees! Oh, sorry, that was the Fire Bottle being emptied in Bruce's cockpit while on track; maybe too many switches in the car? Mike McKibbin has been racing so-called Mustangs for a long time. I think we solved that problem. He had a pretty good scrap in a Miata: Mike, welcome to the club! Phil, Dan, Fedelle, Jorge, Alan are glad to have you!

Somebody finally gave Greg some competition in the Saturday and Sunday open race, Supra, Yellow Miata, and Chris Mayring. Greg and Chris made it a weekend battle as well and I know this one is NOT over.

The usual suspects finished in their semi-usual places, but things always change so stay tuned for the battles to come.

We want to thank all AROSC competitors, volunteers, and directors, as well as ExtremeSpeed and Redline Time Attack for the weekend. Special thanks to Asa Keszek for taking care of the AROSC timing and hauling the AROSC Luxury Transportation Hospitality Kart. Be sure to check the AROSC High Performance Driving Facebook page to post and see weekend videos!

– Terry Major, with a little help from his friends

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It was a little dusty at times. Photos by Larry Koh.
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AROSC Open Race Overall
Chuckwalla May 2, 2015

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AROSC Open Race Overall
Chuckwalla May 3, 2015

Lancia  Alfa Romeo  FIAT

Santo’s Italian Car Service

Santo Rimirici
8816 Amigo Avenue
Northridge, CA 91324

Telephone (818) 701 - 1614

Monday thru Friday 8 to 6, Saturday 9 to 3
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 Buttonwillow Raceway

2015 Schedule
February 28-March 1: Streets of Willow – High Performance Driving School
May 2-3: Chuckwalla Raceway – Race & Time Trials
NEW! June 27-28: Bottomwillow Raceway – Race & Time Trials
September 19-20: Auto Club Speedway – Race & Time Trials
November 7-8: Streets of Willow – TBD: Race & Time Trials or Driving School
December 5-6: Buttonwillow Raceway – Race & Time Trials

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
Ventura County Wineries Tour

Save the Date: Saturday, July 11th
Join your fellow Alfisti for an exhilarating day drive through Ventura County on July 11th.

We will visit three, possibly four wineries along a route planned by our most excellent day tripper and tour planner, Steve Edelman, so you know it will be a great driving experience!

Bring a picnic lunch to be enjoyed at one of the wineries and, to conclude, we will head over to Mike and Chris’s (Il Presidente and First Lady’s) house. Yes … for more food and wine! Bring a favorite bottle of wine to share. Mike and Chris will provide the rest.

Mark your calendars in ink! You won’t want to miss this fun event! Stay tuned for the details coming soon via E-Blast.

Summer Party 2015!!

Save the Date: Sunday, August 2nd, 12 noon to 5 PM
Start planning now for the AROSC Summer Party, to be held again in the cool breezes of Fountain Valley!

Now is the time to collect all car parts, books, posters and other Alfa-related items to sell at our Auction. It is your opportunity to clean out your garage, recycle stuff to other Club members and benefit the Club.

Bring food for the potluck and adult beverages of your choice. RSVP at info@arosc.org so we don't have four potato salads!
In AROSC’s “Year of Living Differently” we have embarked upon some new activities, the first of which was a drive out to the Simi Valley for a tour of the Ronald Reagan Presidential Foundation and Library. This event took the place of our traditional Spring trip to the Petersen Automotive Museum, which is closed for a major renovation.

Nearly a dozen Alfas (and three non-Alfas) showed up to ease into special up-close preferred parking spaces, and our group of about 30 enjoyed the personal touch of Alfacionada Tech Guy columnist and Petersen docent, Gene Brown, in a personalized tour of the facility, including Air Force One. To keep us connected with our usual Petersen visit, a number of cars from the famous Vault at the Museum were on display. Gene commented on these for us, and then we went indoors to view the various collections and memorabilia, including a replica Oval Office.

We lunched at the on-site cafe, then event organizer Norm Silverman led us on a lively run up Black Canyon (steep, narrow, and challenging for the more antique gearboxes) and across some country lanes not marked in older map atlases, to the piece de resistance, Santa Susana Pass. Oh Susana,
was that one fun! And the views were great – probably the only green scenery we’ll see in this part of our world this year. That leg deposited us near Norm and Evelyn’s Chatsworth home, where we retired to their leafy backyard for late afternoon spirits and nibbles.

It was great to have Val and Monique and their award-winning 1960 2000 Spider with us, and to welcome some new and (as Il Presidente describes them) seldom-seen members: Bill from Camarillo; Ed and Monica, Steve and Lilli and Jean-Luc.

Let’s do something like this again soon!

Monuments to a Presidency: top, Air Force One (yes, the actual one); above, exact replica of Reagan’s Oval Office; below, the President himself, none the worse for wear.

Gene in his Docent outfit appears to be presiding over lunch.

Afterwards, the drive up Black Canyon was glorious but sometimes challenging …

… but the view from Santa Susana Pass was breathtaking!
Wine and cheese at the Silvermans’ Chatsworth digs – the perfect end to a perfect day!
FOR SALE – 1991 Alfa Romeo 164L
5 Speed, $2500 California Car, Silver over black, 170K miles. New clutch, tires, brakes. 20K on timing belt; new belt comes with the car. Steppers all work, both windows, seats, sunroof and electric mirrors; cold A/C. Good paint, body and interior. Passed CA smog 4/15 – buy before July to transfer certificate! Located in Altadena, CA. Tina Van Curen, 626.797.1512 btinavc@sbcglobal.net

FOR SALE – 1988 ALFA ROMEO SPIDER GRADUATE VELOCE by passionate owner lacking the means to address its mechanical needs. Original paint, tan leather interior in great shape, new tan soft top. Passed smog in 2014; estimated 110K miles (40K on odometer). $5K or best offer. Contact Kelley Francis through Facebook or email: Connect (@) KelleyFrancis .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 12340, Kansas City, MO 64116-3040. You may also join online using your credit card by visiting aroc-usa.org, or by telephoning 877.399.2762.

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 Alfacionada 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.
## Our 2015 Calendar of Events

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<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
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<tr>
<td>7 - Huntington Beach Concours</td>
<td>11- Ventura wineries TBD. The less extensive, less expensive Wine Tour, in our own back yard.</td>
<td>2- Summer Party and General Meeting with the Clines, Fountain Valley.</td>
<td>19-20- Coronado Speed Festival and Balboa Park Auto Museum.</td>
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<td>28 - Highway Earth Classic Car Show, Concours #1</td>
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