

Affacionada

NOVEMBER-DECEMBER 2016



**Concorso #3 Report and photos, pages 12-15
Fall San Diego County Day Drive, pages 18-21**



NEWSLETTER OF THE

Alfa Romeo
Owners of Southern California

Alfa Romeo Owners of Southern California

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Submissions

Please send classified ads, articles, letters and photographs to the Newsletter Address above, to arrive no later than the 25th of the month prior to publication.

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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.

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

Interior of that little-known treasure, the Automobile Driving Museum in El Segundo, site of our 3rd and final Concorso of 2016. See story on pages 12-15, with more photos by Steve Edelman. Bottom: Cordiano Winery in S.D. County has "great views and greater viticulture," says Jim Barrett, who took the picture and should know. See more on pages 18-21.

AROSC Board of Directors — 2016

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.*

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

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

January 14-16 – AROC National Mid-Year Retreat, Palm Desert.

January 28 – Annual Meeting and Awards Banquet, Palos Verdes Estates. See adflyer on page 16.

February 12 – Petersen Tour.

February 18-19 – DE, TT & Race, Willow Springs.

March TBD – AROSC Concorso #1.



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.



Tina Van Curen, tireless mistress of Best of France & Italy and Alfa lover from 'way back, proudly shows off her prize exhibitor at this year's edition, a splendid new Giulia Quadrifoglio. A host of minions with buckets and sponges stood ready to wipe off the drool marks ... Jim Barrett took the photo. See more on pages 22 and 23.

Join Us At the Track in 2017!

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

Always wanted to drive your car on a race track?
We have lunchtime Intro drives, or come to one
of our famous driving schools!

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



2017 Schedule

Dec 30-31 – DE, TT & Race, Laguna Seca w/Alfa ONLY Run Group!

Feb 18-19 – DE, TT & Race, Willow Springs w/Alfa ONLY Run Group!

Apr 1-2 – DE, TT & Race, Buttonwillow

Sep 9-10 – DE, TT & Race, Willow Springs

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

Other events to be added

***Save the dates, and make that New Year's resolution
to do it this year!***

You can sign up for our track event
email flyers at www.AROSCHPD.org

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

The AROSC outdid itself in October. We had a concorso, a wine country day drive, and an unofficial event at Huntington Beach High School. Don't know how our Editors are going to fit everything in this issue, but read and enjoy.

The Sprint was supposed to go to the concorso at the Automobile Driving Museum in El Segundo, but it spit and sputtered so badly going up the Camarillo grade, that I turned around and drove it home. Later I checked the fuel flow to the carb and found it was sadly lacking. A new fuel filter did not solve the problem, so I ordered a new fuel pump. The old pump did all the right things except it just wouldn't put out a respectable volume anymore. I suspect there was a rubber diaphragm inside that had stiffened up over the years. I haven't been up the grade yet, but the new fuel pump is installed and everything looks good.

Chris and I got back from a lovely two-week cruise the night before the Best of France and Italy. We told everyone we would be jet lagged and wouldn't make it, but I woke up bright-eyed at 4AM and started thinking of going, and by 9AM I was clearly overdue for a nap. I understand lots and lots of Alfas were there and the factory brought a Giulia sedan. This is also the prime event for attracting new members. See page 22 for a more detailed write-up and some great pictures.

Our Spider is back together, but is not running properly. It will start

and run, but it will not idle. It doesn't sound like a mechanical problem. Some quick checking showed very low fuel level in the rear carb. Not a big deal, but packing for the cruise became our top priority.

Elections are over. We were able to recruit John Britton, or rather, John Britton graciously volunteered to run for office in 2017. Since we only had nine names on the ballot, it is no surprise that all nine candidates were elected. Our 2017 planning meeting was November 20, and we will be able to publish our calendar of events in the next issue of *Alfacionada*. For future reference, know that all members are welcome to attend this working meeting. Come if you would like to see how we put our annual calendar together, suggest an event, or give us your two cents' worth.

Have you marked your calendar for the Holiday Party on December 10th? It will again be hosted by MJ and Sheila Kutkus. Those who have been before know they have a lovely area out back, not to mention MJ does a great barbecue and Sheila is the world champion of raffle managers with plenty of fun prizes to hand out. If you have never been, you really should come and see what you are missing. This is a potluck of sides and desserts, so be sure and RSVP. See the flyer on page 10.

The Competition group has rented Laguna Seca at year-end, and a few of us non-racers have decided to go up and join them for the New Year's celebration. We'll watch them race

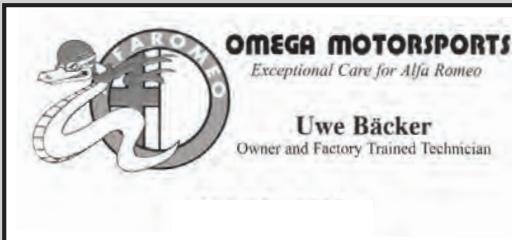
at the most famous race track in the West, do a few parade laps at lunch, and party with them afterwards. A block of rooms has been reserved at the Laurel Inn in Salinas. I know it's a long drive, but it should be worth it.

Also, see the flyer on page 16 for our Annual Meeting in January. This is where we present our year-end concorso and race trophies. As a result, this luncheon is well attended by both

concorso and race people. Who wins the overall trophy? Why, people who do both of course! Come and make some new friends. Who knows, you might catch the bug and want to sign up for a driver's school.

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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GARY TODISCO

The Tech Guy ... As the Gear Turns

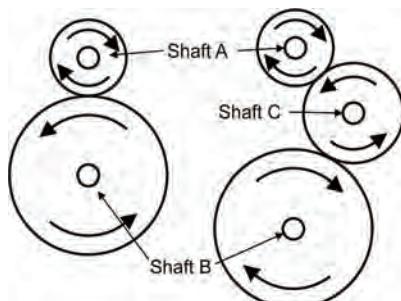
Continuing along the drive train from last month's column the next stop is the transmission. *Transmission* is a term that refers to the part of the drive train that *transmits* power from the engine to the axle, hence its name. It is more correctly named the *gearbox* since it is a box full of gears, connected in a systematic manner so that it can transmit power from one end to the other.

Why is it even necessary to have a transmission? Couldn't the engine just be coupled to the wheels? As was pointed out in the previous columns, the engine likes to run all the time while the vehicle starts and stops. Just as we have the clutch to disconnect the engine from the wheels, we need the gearbox to adjust the amount of power and speed we send from the engine to the wheels. When starting from a stop, the wheels need lots of power but not a lot of speed. As the speed of the vehicle goes up, the need for power to sustain that speed drops. A multi-speed transmission allows us to adjust the speed/power ratio to smoothly cover a range of driving conditions, including backing up.

It takes more power to increase the speed of a vehicle than it takes to move the vehicle at a constant speed. And since the engine produces a varying amount of power based upon its speed, it is necessary have some method of varying the amount of power provided to the wheels. This is done through the transmission.

Most automobiles do this through gears, although pulleys and other methods will also work. The basic principle is that by sacrificing one

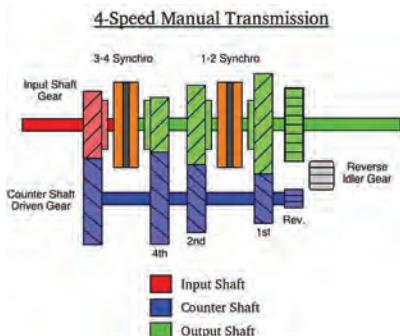
value we get an increase in another value. In the case of the gearbox we are changing RPM for power. For example if we have two shafts, A and B, connected together by two gears. If the gear on shaft B is twice as large as the gear on shaft A, we have to turn shaft A two revolutions for every revolution of shaft B so shaft B will be turning half the speed of shaft A. But at the same time, the power at shaft B is twice that as applied to shaft A. Therefore, if we put 5 pound-feet of torque into shaft A we will get 10 pound-feet of torque at shaft B. So we gave up speed at shaft A for power at shaft B.



Gear Rotation

Gears can also change the direction of rotation. In the example above shaft B turns in the opposite direction of shaft A. By using an intermediate gear on a third shaft we can have the input and output shafts turn in the same direction. Some gear trains have many intermediate shafts. Automotive transmissions usually have one intermediate shaft for the forward gears and two intermediate shafts for the reverse gears.

In the image of the 4-speed transmission you can see the arrangement of the gears. The input shaft turns the



counter shaft which turns the intermediate gears. The intermediate gears rotate freely on the output shaft while the synchros are coupled to the output shaft through splines and are moved by the gearshift. When the gearshift is moved, the synchro engages one of the intermediate gears thus coupling that gear to the output shaft and transmits power to the wheels. For fourth gear, the 3-4 synchro couples the input shaft directly to the output shaft and both shafts turn at the same speed. For reverse, the reverse idler gear is moved to engage both the counter shaft and the reverse output gear. The extra shaft results in the output shaft rotating opposite that of the input shaft.

It is important that only one gear be engaged at a time or the transmission will lock up, and severe damage may occur. The design of the shift linkage will ensure that only one gear is engaged at a time.

In transmissions it is common to denote the number of forward gears with the term "speed". A transmission with three forward gears is referred to as a three-speed; if there are five forward gears then it would be called a five-speed.

Some early transmissions, such as in the Ford Model T, had only two speeds, low and high. But as cars got heavier and faster, the number of gears in the gear box increased. Most U.S. cars had only three speeds while European cars with their smaller engines had four speeds. In the late '60s, five-speed transmissions started to be common with the fifth gear being an overdrive to improve gas mileage. Today there are manual transmissions with six or more speeds.

Next column we'll cover synchromesh, the device that makes manual transmission easier to drive.

— Gene Brown




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AROSC 16th Annual Clubhouse Holiday Party

Saturday, Dec 10th, 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 Bocouri Fish

Bring your **specialty dish, salad or dessert!**



**Wine tasting table,
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**Bring your favorite
wine to share!**



Door Prizes, oh yeah!

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and what you will bring.

Happy Holidays! See you at the party!!

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Club Concorso #3

A Car-Guy Venue with Special Perks



Concorso entrants line “Gasoline Alley” behind the Museum. Photo by Steve Edelman.

The Automobile Driving Museum is a not-very-well-known facility in a commercial neighborhood just south of LAX. But behind a nondescript facade lies a bevy of super-cool cars that span nearly the entire history of motorized vehicular travel. And the most special thing about this place is they give you rides in their cars on the streets of El Segundo!

The AROSC descended upon this venue on Sunday, October 2nd to stage our third Club Concorso of 2016 and provide the lucky group of attendees an exclusive look at the collection and the partake in fun rides in vintage convertibles from the 1940s, '50s and '60s. What more could an Alfa nut ask for? How about an AROSC Club Concorso to spectate and/or participate in?

This final Club Concorso of the year was a excellent ending to an excellent year of competition. After

starting the year at the Camarillo Air Museum in May, we joined the Highway Earth Classic Car Show in June for our second event. Capping off the year at the Automobile Driving Museum, we had eight Alfias being judged by an experienced group of judges, who examined the cars with a fine-toothed comb (figuratively, of course).



Two Montreal owners, T.J. and Gene, and a visitor look over T.J.'s car's engine room. D. Waelder photo.

The judges were Jay Mackro, Mike Rielhe, Jim Reising and Jeff Srinivasan and I think the judges (including me!) had as much fun as the competitors.

After the dust had settled (again, figuratively), the ribbons were presented to:

Closed Class

1. Fred Stewart & Hector Vazquez
2. Jay Mackro
3. TJ Grewal

- 1960 Giulietta Sprint Veloce
- 1966 Sprint GT
- 1973 Montreal

Open Class

1. Fred Stewart & Hector Vazquez
2. Peter Norman

- 1958 Giulietta Spider Veloce
- 1965 Giulia Spider Veloce

Daily Driver

1. Pat & Cindy Terrise
2. Mike Tauber

- 1978 Spider Veloce
- 1974 GTV

People's Choice: TJ Grewal

1973 Montreal

Best of Show: Fred Stewart/Hector Vazquez 1960 Giulietta Sprint Veloce



The winners: Jay Mackro, Pat Terrise, T.J. Grewal, Mike Tauber, Peter Norman, Fred Stewart, Hector Vasquez. Photo by David Waelder.

Congratulations to all of the entrants, each of whom brought a very special and coveted Alfa Romeo to share with their fellow Club members. A special thanks to my fellow judges, without whom none of these events would be possible. Thanks go to members and friends who brought another seven Alfas to add to our judged fleet, all making a

very impressive show in the “Gasoline Alley” parking area of the Automobile Driving Museum. Finally, a nod of heartfelt appreciation to Tara Hitzig, Executive Director of the museum, who, along with her entire staff, made our Club feel very welcome.

Remember AROSC members: you are welcome to visit the Automobile Driving Museum FOR FREE for the



The glassed-in main display for special, do-not-touch cars is a reproduction of a posh Los Angeles dealer's showroom of the 1920s and '30s. The white car above is a 1936 Packard phaeton; below is a Stutz from the early '30s, either a DV-32 or SV-16 model (DOHC 4-valve or SOHC 2-valve straight eight).

next 11 months. Just mention your Club membership at the ticket desk, and you are good to go!! So make plans visit (or revisit) this uber cool car venue soon.

Please watch this newsletter for our 2017 Club Concorso schedule, and I look forward to seeing even more of you at our future events.

—Jeff Srinivasan, Concorso Director





Above, Mike decides he doesn't have garage room for a '56 Lincoln convertible after all. Even without the other cars! Below, Gene rocks it in the snazzy 1941 Cadillac.



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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!

Saturday – January 28, 2017; Noon – 4:00 pm



**2016 Wrap-Up
2017 Kick-Off**



**2325 Palos Verdes Dr West,
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**Year-End Trophies
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♦ **Fine Italian Buffet**

\$20/pp for members
\$30/pp for non-members
Full cash bar available

♦ **Door Prizes**

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wonderful afternoon

Bring family & friends!



Please RSVP to Sheila by Monday, January 23rd
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.

ALAN WARD MEMORIAL ALFA RACE WILLOW SPRINGS RACEWAY, FEBRUARY 18-19, 2017

A few weeks ago I was hanging out at Santo's Italian Car Service, and in conversation Anthony suggested that the Club do something to honor our recently passed member and skilled competitor, Alan Ward. "How about a Memorial Alfa Race at the February Time Trial at Willow Springs? Let's do it on Saturday, February 18th," he said.

Why not indeed! I also couldn't think of a better way to recognize our friend Alan than with a track event. Alan was one of the founders of our Club and our competition program.

So let's dig out those competition Alfias. If your Alfa is not suitable for Race Group then enter it in Time Trials. If it's not ready for the track, then bring it out anyway. We will have a special "Pace Lap" or lunch-break parade for all Alfias present.

Stay tuned for more info as we dream it up.

I first really met Alan back in the early '90s at Phoenix Raceway at a Time Trial. My Alfetta lost its thermo actuator and wouldn't run worth a damn. Alan wandered over, diagnosed the problem immediately, and jury-rigged some bits and pieces to get me back on the track. I said, "Thanks". Alan shrugged and walked back to his GTV to get ready for his next track session.

So here's a way for me, and probably a whole lot of other Alfisti, to properly say, "Thanks, Alan".

If you're interested in joining the Alan Ward Memorial weekend, visit <http://aroscchpd.org/> to sign up for the race or time trials. If you want to come out to spectate and cruise your Alfa on the Big Track, let us know at info@arosc.org or sidewaysalfa@msn.com.

See you at the track!

—Paul Blankenship

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Fall Day Drive Among the Vines

A Perfect Dip into North San Diego County



Red cars at Cordiano; we tried to fill the parking strip and pretty much succeeded!
Elyse Barrett photo.

Fall in Southern California is really a season and it gives us changeable weather, that storied angled “California light” that the plein-air impressionist artists fell in love with in the early 20th century, and a fresh enthusiasm for exploration.

The AROSC Fall Day Drive through North San Diego County gathered up 29 Alfisti in 17 vehicles. We were a colorful bunch, from two red and one grayed-out GTV6s to a pewter 164 and a white Milano, to two red Sprints, and one red and one white Spider, plus those odd bits of German and Japanese engineering.

Most of us made it to the morning walking tour at our meeting spot, Mission San Luis Rey, just inland from Oceanside. As a working mission, there were spaces where we could not tread, but the museum tour, church, chapel, lavanderia, military parade ground and viewing area for

the West's oldest living pepper tree were available.

Our route out to our lunch stop at Cordiano Winery took us through the burgeoning burbs around Vista,



The Mission San Luis Rey church has a special entry. Jim Barrett photo.

San Marcos and Escondido, through the quieter horse and vine country of Elfin Forest which skirts the northern side of Olivenhain Dam, an important local reservoir. Communities were preparing for their harvest festivals and there was a holiday feeling in the air. En route, David and Lucy found us and they whipped their red Spider into our convoy in time for the nice run up Highland Valley Rd.

At Cordiano we had a portion of the lower terrace set aside for us to enjoy their excellent freshly fired pizzas, a glass or two of their award-winning red and white blends named Duetto, plus estate merlots and tempranillos, and each other's company. AROC-San Diego's Lance and Jennifer did the entire drive with us and their vice president, Morgan, popped in with his Junior Z.

Post-lunch, the route took us down Bandy Canyon to the San Pasqual



Valley east of Escondido through citrus orchards and plots growing a variety of crops and through the San Pasqual Battlefield, site one of the biggest confrontations of the Mexican-American war. At the western edge of this country on a low hillside



A line to order lunch at Cordiano's doesn't cramp anyone's Alfachat style as Norm (right), John and Dave swap notes. Jim Barrett photo. Above, pizza worth the wait! Steve Edelman photo.



Happy lunch bunch at Cordiano: Chuck, Jayne, Chris, Mike and Jay. Elyse Barrett photo.

was our last stop, Orlfa Winery, in Escondido.

Popular among locals for afternoon tastings and weekend music concerts, parking was challenging and a car or two began trying to overheat while idling around the driveways. Pat's new Sprint, just in from Northern California, caused him enough worry to buy a half-dozen bottles of water for his drive back to Laguna. Here we were able to find outdoor tables in the shade and chat over, among several reds, an estate sangiovese and

montepulciano and a fun white blend called Lotus.

With Daylight Saving Time still on, we could disperse well before dusk and for a day that started early, we had just enough of everything (history, walking, country roads, lunch and wine) to leave us smiling on the drive home.

Thank you, everyone, for making the Fall Day Drive a success. We look forward to further adventures next year!

—Jim Barrett



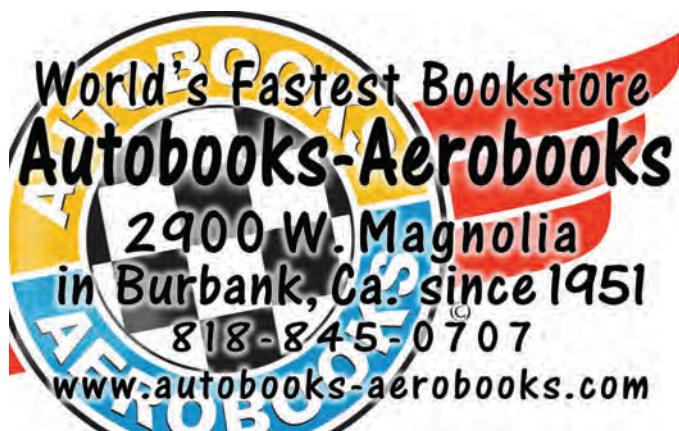
Catherine, Ginger, Lily, Jim and Jay enjoy Orlfa's lawn. Elyse Barrett photo.



Pat's new-to-him Sprint causes a bit of overheating anxiety. Elyse Barrett photo.



The west lawn view at Orfila, both lush and rugged. Steve Edelman photo.



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It was the Best of Days; it was the Best of France & Italy



This lovely orange Montreal clashes happily with the surprisingly green grass of Woodley Park. Photo by Steve Edelman.

The annual Woodley Park amalgamation of odd, wild and wonderful automotive creativity was again just that, a pleasing assortment of marques, with the alpha group again being the Alfa Romeo group. There were more than 100 examples, from elegant fresh restos to precious spiders taken out of the garage for the first time this year, to a tuner 164 and a 24 Hours of Le'Mons racer Milano, plus, drum roll please, the new Giulia sedan.

Jay Leno visited, the swap meet row did a brisk business, our Club lunch was set up nearly an hour early because our hunger was still on PDT, and Chuck and Tina's updated soundtrack was fun to hear

throughout the day.

A little dust, a lot of camaraderie and a loaf of bread beneath the bough, with several seldom-seen/sincerely-missed members coming in to say hello, it was the best of days. Although not an official Club event, the Best of France and Italy will again be on the calendar in 2017.



Above, 4C and Berlina a study in contrasts. D.Waelder photo. Below, Giulia wannabe-owners Randy and Paul. Jim Barrett photo.

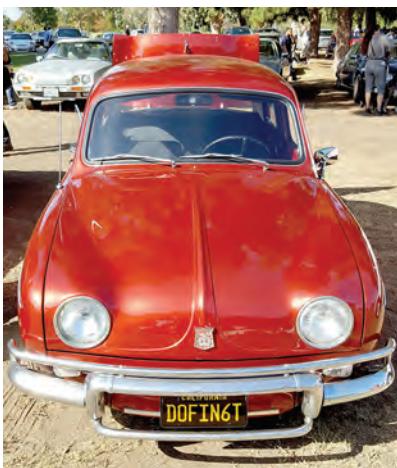


John, Steve, Alessandra and Fabio have a nice sit-down. Dave Waelder photo.





*Above, 4C and GTV share the shade.
Dave Waelder photo. Below, Fiat-Abarth 750; Alfa hood-count roughly 100.
Jim Barrett photos.*



*Two more from Steve Edelman: 1960
Dauphine (read the tag!), Fiat Topolino.*



*Rich, Norm, Jay, Jim, Rich's neighbor and Catherine stand around looking
decorative. Dave Waelder photo*

HBHS Classic Car Show & Club Lunch

A whirlwind morning in Surf City



Main Street procession through HB en route to lunch. Photo by Elyse Barrett.

Well, after a few sleepless nights worrying about how our first Huntington Beach High School benefit car show and Club lunch would pan out, I am happy to report we all had a wonderful time.

Our stop at Starbucks just north of Huntington Beach High School for an early morning cup of cha was perfect for a short chat, and a form-up for a procession of spiffy Spiders and a GTV, led by a real ring-in Audi S4. Wow, that car seems to be at every event. Who is this chap?

Our hosts at HB High were wonderful to us and got us lined up together. During the day, our members happily discussed their cars with passers-by eager to learn about what the hell a carburetor or a set of points was.

We were able to depart together for lunch and our next procession went down Main Street to Pacific Coast Highway and 1st Street, to Pacific City, the new two-story mall of posh

shops and eateries with commanding views of the Pacific Ocean and Catalina Island.

The owner of Ola Restaurant, Toby Reese, really took care of the Club in working with parking structure manager, Anthony, to reserve 14 spots for us. Thank you both very much.

At Ola, we were seated in a prime part of the restaurant, and the modern Mexi-Cali fusion food, service and ambience of Ola, are in my opinion, satisfactory to the most discerning patron. I would recommend them for future events.

What a day: we were done with a show which started at 8:30AM, followed by a little drive, then a sit-down lunch by 1:00PM. Wow, this has got to be some sort of record.

Thanks to all our wonderful Club members for supporting Huntington Beach High School's Sports Hall of Fame, a really worthwhile cause.

—John Britton



Above, People's Choice contender was this magnificent Mercury. Jim Barrett photo.
Below, Giulia to GTV6, the AROSC lineup at HBHS. Steve Edelman photo.



Lunch bunch included HB locals Pat and Bruce. Photo by server, John's phone.
Right, early arrivals Vic, Cindy, Jerry and Jeff had a coffee before the show.
John Britton photo.



Classified – Cars/Parts For Sale



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



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

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

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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.

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Non-AROC members, automobile enthusiasts, industry friends and special associates may subscribe to *Afficionada* for \$20 per year, and attend meetings and events. To become an affiliate/subscriber, or renew your affiliation/subscription, send this form with a check payable to AROSC to AROSC Treasurer, 27152 Paseo Del Este, San Juan Capistrano, CA 92675-4927

*Alfa Romeo Owners
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20072 Cove Circle
Huntington Beach, CA 92646-4700*



Our 2016-17 Calendar of Events

Month	January	February	March	
December	10 – Holiday Party, Redondo Beach 30-31 – DE, TT and Race, Laguna Seca.	14-16 – AROC National Mid-Year Retreat, Palm Desert. 28 – Annual Meeting and Awards Banquet, Palos Verdes Estates.	12 – Petersen Tour. 18-19 – DE, TT and Race, Willow Springs.	TBD – AROSC Concorso #1.