

ALFANATIC

Plan Now for these August Events!

**Sunday, August 2,
10am to 3pm**

**The eighteenth annual
Italian Car and Motorcycle Show
(ICAMS)**

presented by AROC-Wisconsin and Reina International Motors

Use the entry form on the next page to reserve your place.

Friday, August 14

Summer Dining Event

Seven Seas Restaurant, Lake Nagawicka, Hartland

Watch for Details in the August *Alfanatic*



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Italian Car & Motorcycle Show



Sunday, Aug 2, 2015

Rain or Shine

Reina International Auto

12730 W Capitol Drive, Brookfield, WI

All Italian vehicles welcome: daily drivers or showroom condition

- 10 AM to 3 PM
- dash plaques
- awards (participant judging) & door prizes
- Italian coffee / biscotti
- food & beverage
- low key & fun
- Italian music
- spectators - free, but a good will offering to the American Heart Association is appreciated
- sponsor: Alfa Romeo Owners Club of WI in cooperation with Reina International Auto
- info: Gary 262.252.3750 alfaman@wi.rr.com or Reina Intl. Auto @ 262.781.3336 or 781.4077 info@reinaintl.com

Help celebrate the uniqueness & excitement of Italian design!
LA DOLCE VITA !!!

Net proceeds to benefit the American Heart Association



Donations welcome: They will have a booth on site.

Pre-registration by July 29th: \$10 per vehicle or \$18 / two
After July 29th: \$12 per vehicle
Make checks out to: AROC - Wisconsin

R. Swanson – ICAMS
N66 W6684 Cleveland Street
Cedarburg, WI 53012

Name _____ Phone (____) _____

Address _____ Email _____

City _____ State _____ Zip _____

Make _____ Year _____ Model _____

PRESIDENT'S COLUMN

It doesn't seem that long, but I've been an Alfa owner and member of AROC for twenty-five years now. My interest in Alfa Romeo goes back to when, as a college freshman, I read a *Road & Track* test report on the '69 GTV. The seed was thus planted and I hoped that someday when the budget allowed, I'd be an Alfa Owner. It took a while.

As a college student I could not afford any car, much less an Alfa. After graduation I was working to pay off a student loan. When Debbie and I were dating I let her know that someday I wanted to own an Alfa Romeo GTV. After paying for our wedding, buying a house and starting a family, I figured it was time to look in earnest. So off and on I looked, but Debbie in her wisdom suggested waiting a few years. Twenty-five years ago I found my '71 GTV in Cascade, Wisconsin. George Meikrantz accompanied me in my 82 Plymouth Champ for a second look at it. The green light was given. I got to drive the Alfa home and George the Champ.

I would not think about owning an Alfa without be-

ing a member of the Alfa Owners Club. There are too many benefits to be enjoyed. The following list is not comprehensive and in no particular order, but some of the memorable highlights of my AROC-WI membership include:

- Tech sessions at George's garage, Rex Chalmers, Al Pinkowsky, and Pat Slattery
- Autocross at the old AMC Proving Grounds
- Annual banquet/business meetings especially:
 - * Mike Besic presenting details of his record setting run at the Bonneville Flats
 - * Horst Kwech fielding questions on his Alfa racing experiences.
- The annual New Glarus Hill Climb
- Tours of Motion Products, Colin's Classic Auto, Stauffer Classics, and Alfa Heaven
- Driving the GTV to national conventions in Columbus, Ohio, with Bo Monroe as co-pilot
- Going to the national convention in Kansas City with Brad Trick in his 164
- Attending the national conventions in Phoenix, Seattle, and Sonoma Wine Country
- Driving with Debbie in her Milano to the national conventions in Nashville, Tenn., and (cont. pg.5)

2015 Local, Regional, and International Events Calendar

Anything missing? Send dates for events we've missed and we'll include them in the next calendar. email: rabhalter@att.net

July 10-11	21st Annual Millers at Milwaukee, Milwaukee Mile, West Allis, WI
July 12	Indycar ABC Supply Wisconsin 250, Milwaukee Mile, West Allis, WI
July 16-19	The Hawk with Brian Redman, Vintage Racing, Road America
July 24-26	SVRA U.S. Vintage Grand Prix (& Alfas at the Glen), Watkins Glen, NY
July 28	Brew City Cruise Night, Exotic Night featuring Italians, Pøga bar & Yummys restaurant, 10250 N. Cedarburg Road, Mequon, http://www.brewcitycruisenight.com/
August 2	AROC-Wisconsin, Italian Car and Motorcycle Show , Milwaukee, WI
August 6-9	Continental Tire Road Race Showcase, Road America
August 8	Alfa Demo Day at Simeone Foundation Automotive Museum , Philadelphia, PA +
August 14	AROC-Wisconsin, Summer Dining Event, Seven Seas Restaurant, Lake Nago wicka
August 16	Pebble Beach Concours d'Elegance, Monterey, CA
August 16-20	Ferrari Club of America International Meet, Monterey, CA
August 27-29	NASCAR XFINITY Series, SCCA Pro TransAm, Road America
August 22-23	Milwaukee Masterpiece , Veterans Park, Milwaukee
September 6	Lake Mills Cars and Coffee, Lake Mills, WI
September 11-13	VSC Ephraim Hillclimb and Concours, Ephraim, Wisconsin
September 11	Goodwood Revival
September 18-20	VSCDA Elkhart Lake Vintage Festival, Road America
October 3-4	MVP Tracktime , 6th Annual Cheese-heads on Track, Road America
October 4	Lake Mills Cars and Coffee, Lake Mills, WI
June 3-5, 2016	Concours d'Elegance of Chicago , Northerly Island, Chicago, IL



Tom Caulfield - A Remembrance

Fellow Alfisti,

I am saddened to hear of the passing of my friend Tom Caulfield, and would like to add a few memories to augment his informative obituary, which I urge you all to read: <http://henkeclarson.com/l-t-caulfield/>

We all owe Tom a debt of gratitude for being a founding member of the Alfa Romeo Owners Club of Wisconsin. Tom and others were the ones who sat down with lawyers and drew up the papers necessary to become a legal entity and operate in the State of Wisconsin. His passion for the cars and camaraderie was boundless.

He had a great and informed respect for engineering and a keen sense of stewardship with his cars. He became an innovator in the use of Viton for vintage Ferrari applications and distributed them through his company L.T.C. Engineering. Tom's knowledge of Ferrari was firsthand and encyclopedic and no doubt aided many in preserving their vehicles to this day.

I was fortunate to be with Tom and Kevin at Pebble Beach in 2012, when their Ferrari 212 Export ("The Coupe") was unveiled after a long restoration process. For those familiar with the story the result was especially satisfying as the car took top honors in the Ferrari Competition Class. I compiled photos from the day in a short video:

<https://www.youtube.com/watch?v=DEKrOpelWeA>

Back in 1995, rather unceremoniously, Tom drove the Coupe to Pebble Beach. He accepted the Chairman's Trophy, promptly drove off the dais and drove

home—2,280 miles. The deft act left an impression with the Judges ("Hey, maybe these cars should be rewarded for actually DRIVING longer than the length of a polo field!") and Tom became the anecdotal inspiration for the Pebble Beach Tour.

Though born and bred in the Midwest, Tom had the air of a back-East gentleman. He picked his words carefully and purposefully, and was courteous and gracious. He had a great presence. When he visited my home in Elkhart Lake I was often asked by curious neighbors, "who is that distinguished gentleman?" I learned many things from Tom, not the least of which was to dress sharp for dinner, drink your Scotch neat, and never skip dessert.

I am including a few favorite photos of Tom with his beloved Frazier-Nash ("The Nash") which—true to his plucky nature—he drove everywhere. He will be sadly missed, but fondly remembered.

Bill Hall 🍀



Do you have memories or pictures of Tom you would like to share? Please send them along and we'll publish them in a future edition. Email: rabhalter@att.net

Alfa Giulia Debuts

By Bob Abhalter

On June 24 Sergio Marchionne and FCA delivered the next chapter in his plan to revive Alfa Romeo as a leading car brand. The new Giulia was introduced to the press at the revived and refurbished Alfa Romeo Historical Museum in Arese, outside of Milan. It wasn't just any Giulia, but the range-topping Giulia Quadrifoglio, the contender for the BMW M3's performance crown, which made its debut. Although presumably no one outside of the FCA family has actually driven the car, the specifications released by the factory are impressive: rear-wheel drive with all-wheel an option, 50/50 weight distribution, 510 hp from a Ferrari-derived V-6, and 0-100 km/h in 3.9 seconds. The press release is full of high tech references to power/weight ratios and superior Cx numbers, supporting the new motto of "La meccanica delle emozioni", more or less translatable as the mechanics of emotion. This slogan is presumably meant to draw a contrast between the Italian passion that went into the Giulia's development in contrast to the perceived German penchant for a more sterile and objective application of technology.

Fiat/Chrysler did its best to conceal the looks of the new sport sedan until its reveal and was successful for the most part. Definitive spy photos were rare until just the day before its presentation, although some of the artist's renderings shown in the months prior were pretty close to what we saw on the 24th. Overall, the new Giulia presents a thoroughly contemporary shape, styled with an obvious Italian flair, mixing styling clues from earlier Alfas with some common modern styling devices. Comparisons with the BMW 3-series range are inevitable, as the Giulia was designed to compete in that market space. The look is striking without being shocking or revolution-



President's Column (continued)

Manchester, New Hampshire

- Driving to the convention in Pontiac, Michigan—Debbie and I in the GTV and our 3 daughters following in the Milano
- Taking second place in division with the GTV at the Pontiac convention and again in Frederick, Maryland
- Seeing Alfas on the track at Road America whether it be Vintage races or the June Sprints (I hope you caught Filippo Reina with his E Production '84 GTV-6 at this year's June Sprints.)
- The annual Italian Car and Motorcycle Show
- The Fall Color Tour
- Perhaps what I treasure most is the many long-time relationships and friendships Debbie and I have made with other Alfisti.

Not all members are active members. I encourage you to take full advantage of your membership. Don't miss out on the fun.

Not all Alfa owners are members of the Alfa Owners Club. If you run across a non-member, please encourage them to join in the fun.

I hope to see you at an event soon.

Ciao,
Gary 🍀

ary and should appeal to a range of customers. There are no official photos of the interior, perhaps suggesting that some details are yet to be decided. However the press release promises a driver-friendly environment with the important controls accessible on the steering wheel.

For the time being, the only place to see the new Giulia is in the greater Milan area, either at Expo 2015 or at the Alfa Museum complex in nearby Arese. Your editors are heading there in September and will attempt to bring back some first-hand observations. Full production is slated for the fall at the retooled Cassino assembly plant. U.S. sales are slated for late 2016 or 2017, but I'm reasonably sure the FCA marketing machine is already hard at work at plans to rev up interest in their new offering and will do their best to make the wait unbearable for this continent's die-hard Alfisti. It would be nice to think that we will be able to see and drive examples of the car in Montreal at the 2017 convention.

The press reaction so far has been generally favorable. Some have quibbled about such details as the shape of the door handles and the level of taste exercised in some of the details, but most see the design as modern and aggressive. Most of the critical writing has been focused on the recurring theme of whether FCA and Alfa Romeo can sell enough units to be successful in their admittedly uphill battle against the established German performance marques. Writers point out that, at least in America, Alfa will have to spend precious marketing dollars educating the general buying public on the brand and its heritage, as well as teaching them how to pronounce "Giulia." Only time will tell if *La meccanica delle emozioni* can replace *The Ultimate Driving Machine* in the minds of North American sports sedan buyers. 🍀

For the full text of the press release, visit alfaromeo-press.com



Alfa Family Reunion Satisfies

By Bob Abhalter

Last year we reported that the organizers of Alfa Famiglia Nordest 2015 had promised a lot and wondered if they could deliver. I'm happy to report that they delivered as promised. The New York and New England chapters put together a package that drew one of the largest number of entrants in recent years. One informal count of the parking lot Friday afternoon yielded about 125 Alfas of all current vintages.



The parking lot from our window. The concorso field is in the background.

In addition to putting together an apparently seamless internal organization, they mustered outstanding civic support for the event and somehow even got Mother Nature to cooperate, delivering chamber-of-commerce weather for the duration. This after your editors drove 1,100 miles east pursued by sometimes severe storms. The weather in Rhode Island was perfect from Wednesday right through Saturday evening and the completion of all the driving events, after which nonstop rains began and dogged us all the way home to Wisconsin.

The Cars



4Cs lined up for inspection at concorso

At least five members put their wallets where their hearts were and brought their new red Launch Edition 4C coupes to the event. At least one was so new that it still bore temporary plates, fresh from a Chicago-area dealer. All of the coupes took to the track, sounding lusty and purposeful, and all were entered in the “shine and show” division of the Concorso. The judges had the impossible job of picking three of the five nearly identical and brand new cars as the best looking and prepared. The five racing-red coupes were joined by a flaming yellow 4C Spider, provided for our drooling pleasure by the guys from Alfa Romeo. Other cars of note included an 8C Competizione, a Tipo 33 Stradale and 8C Monza from the Auriana collection, George Pezold’s Giulia TZ, one of the few Zagato GTZ3s, a freshly restored Giulietta Sprint SZ, a beautiful 6C2500 cabriolet, a pair of 6C2500 racers, a 1900 Super Berlina, and braces of every modern-era Alfa from 750 series Giulietta through 164.

erner than it was in reality, as everything tended to be reasonably close-by and accessible.

Events



New chases old at Thompson. All the 4Cs hit the track.



Parking lot stars: Auriana 86 Monza and 33 Stradale, Pezold GTZ

The Setting

The facilities were also high level. The Crowne Plaza in Warwick served as headquarters and was up to expectations for service and food quality. The staff was cooperative and the signage generally got one to where you wanted to go be. There was no question about parking as we had a enormous lot dedicated for our use with another out-lot earmarked for trailers and the like. Thompson Speedway Motorsports Park, just across the border in Connecticut, was a nice venue for the speed events, at least from a spectator’s point of view. It looked like the competitors had a good time as well. The thought of having events spread across four states seemed more intimidating to this Midwest-



Entrants queued for TSD rally start

Your editors participated in the rallies – one TSD and one Gimmick. We placed second in the TSD and fifth in the Gimmick. Guess which one we enjoyed more. There was some grouching about having to travel about forty minutes up the road to Massachusetts to get to the start of TSD, but the roads and scenery were both very good and it was near impossible to get lost following the route instructions. Our critique of the Gimmick rally was that while it was well constructed it was too long, covering too much territory and putting us in the heavy traffic of noontime downtown Newport as a result. Some of the clues were obviously written by a madman, which is normal. So, in all, the rallies were good sport.

Entries in the art show were light this year, with a smattering of art, photo, and craft submissions mak-

ing up a still-interesting show, supplemented by special guest and art judge Chris Osborne’s (no relation to Donald) display of her works pairing celebrities with the iconic cars with which they were associated.



An example of Chris Osborne’s work. Rita Hayworth with her 6C2500.

The dining events were one of the highlights of the convention, with no fewer than three opportunities to chow down on high-quality fare. Most innovative and enjoyable was our night on Federal Hill in downtown Providence. The Italian community organization blocked off four blocks of Atwells Ave. and welcomed our Alfas to park and be admired by the locals, making for one very lively street party. Atwells is lined with some great Italian restaurants and it would be safe to say that everyone went away satisfied with their dinners and the event as a whole. The event was covered by the local paper and it was obvious that it enjoyed great community support.



Alfas gather on Atwells Ave.

For some reason, I was thinking Friday’s “clambake” would be one of the usual casual parking lot events that have become the norm for Alfa conventions. I was wrong. This clambake was a full-on buffet style shore dinner including a whole Maine lobster and all the fixings. Served in a large air-conditioned party tent, it could have passed for the banquet—less the obligatory after dinner speakers—at any other convention.

The Banquet

Ah, the formal banquet. Sad to say, although the organizers tried they didn’t meet the challenge of mixing business and dinner speakers with food service. We thought they were ahead of the curve when, after serving the opening course, a nice caprese salad, they introduced George Pezold for the obligatory spoof of an annual meeting and then Jason from FCA/Alfa Romeo to tell us what we should have already known about Alfa’s heritage, flog the 4C, and introduce the new Giulia.

On to the second course of mostaccioli, thinking, “Hey, maybe they have things figured out. They’re going to spread the presentations out between the courses and it will be less painful that way.” As the pasta plates were being cleared, the organizers began the usual course of acknowledgements and recognitions and national president Cindy Banzer encouraged us to teach our children and grandchildren how to drive stick shifts. Bob McLean made a presentation on next year’s Nashville convention.



Donald Osborne addresses the banquet.

The program was beginning to run a little long, as it usually does. This would have been the perfect time to cue the Sea Bass and Roast Beef, but instead our dinner speaker, Donald Osborne, was introduced. As he launched into his well prepared, engaging, and not overly long presentation the mood of the crowd changed perceptibly. They had been seated by 6:30; it was now 9:00 p.m., and the main course was not yet in sight. Nonetheless, Donald’s presentation on the do’s and don’ts of car collecting was warmly received and dinner was finally served—devoured by the hungry and by now fatigued diners.

Over dessert a few of the more forward attendees felt free to take the organizers aside and tell them what they thought about being kept waiting. We later learned that Mr. Osborne doesn't like to speak after dinner over the clinking of spoons in coffee cups and so influenced that part of the scheduling. Unfortunately, the organizers failed to satisfactorily rearrange the schedule to balance his preferences with the needs of the audience.

The raffle drawing followed, mercilessly extending the evening past what some of the attendees felt reasonable, thus the crowd dwindled. Points to the organizers for presenting some truly useful door prizes—a good looking Alfa bike being the grand prize—and for cutting their losses when repeated folks didn't answer the call for the lesser prizes. (Thanks for the 164 oil filter, by the way.) Points also for recycling and use of resources. The organizers purchased an iPad and two printers for use in registration and gave them away during the drawing, their initial purpose fulfilled. The same happened with some of the signage which was presented as a memento to some of the awardees and key volunteers.

The Concorso d'Eleganza



Judges confer while judging an immaculate Duetto

An event innovation that worked arguably better was the introduction of a two-tiered concorso, combining a “shine-and-show” event with a separate Certificato d'Oro class judging. The shine-and-show was judged under less stringent rules which favored cars with a high overall level of preparation, placing less emphasis on originality and minor details. The Certificato d'Oro class was reserved for cars that were prepared for judging under the AROC's well-developed concours rules and were candidates for the award, given to the cars scoring 95 points or better. The effect was

that there were far fewer cars in the d'Oro judging and far more in the shine-and-show. Most of the d'Oro cars were worthy of the designation, while many of the shine-and-show winners went away happy as first through third places were awarded in all of the several groups.



Local collector James Taylor's 6C2500 Pininfarina Cabriolet was one of the stars of the concorso.

The only hitch in the plan was a minor one. At least two former Certificato winners wanted to be re-judged in the d'Oro class, but this was not envisioned as being part of the event. As it turned out, one of them was recognized with a special award and one won his class in the shine-and-show division, so no one was totally disappointed. It was a win-win, in my opinion.

Here once again, the organizers showed a high level of preparation, laying out the concorso on the expansive front lawn of the Crowne Plaza. By Wednesday, they had the display areas marked and were placing cars for the show as early as Friday afternoon for Saturday's show. The result was an impressive and inviting display.

From this attendee's perspective, Alfa Famiglia Nordest 2015 was an unqualified success, showing a high level of organization and providing the opportunity for attendees to connect with the larger Alfa community. Although we are ostensibly drawn to these events by the cars, it is really the people that make the event worthwhile. We come away having forged new friendships and renewed old ones, eager to repeat the cycle the next time out, be it on a local or a national level. 🍀



Not all Alfas are sportscars. This special-bodied A-12 car carrier employs Giulia running gear to power a much more functional vehicle. (as seen at Alfafamiglia Nordest 2015)

More largely unedited convention photos are available on my Flickr page: <https://www.flickr.com/photos/97210503@N07/sets/72157653312217583>



Italian street scene? No. Diners on Federal Hill, Providence, RI.

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Classifieds

Alfanatic will post brief non-commercial classifieds for members and friends at no charge. Email the [editors](#) to make a submission.

For Sale

1987 Alfa Romeo Spider Quadrifoglio



Luxury trim package. Silver on gray leather including factory hard top, custom wooden MOMO steering wheel & gear shift, new tires, nose bra, bikini cover & full cover. Garaged, no winters, rust free original. Fun ride. Pulls strongly & idles smoothly. 37,240 miles \$15,000 O.B.O. Rockford, IL dek_cmk@yahoo.com

1985 Corvette

Red/Red, 4+3, removable hard top. 51k miles and stored inside since new. All original. Body and interior in great shape. This car is move-in ready and is a nice ride. Blue Book value \$12,000.

Contact: Jim, 262-642-5068 or jzyla@wi.rr.com

Two Engines

1987 2.5l from a rusted out Milano. Approximately 90k. Make Offer.

1991 3.0l S motor. Approximately 200k. Make Offer.

Steve Wirtz, West Bend, WI
262.306.8238 Home swirtz@charter.net

Parts - Make offer

Several Milano parts—Engine parts, oil pans, valve

covers, heads, small interior parts, hood, and sunroof. Don't have a Milano so I don't need the parts.

1974 Spider Hood, Cowl, Doors, Transmission and interior parts. New Left rear quarter panel and lower nose pan.

Steve Wirtz, West Bend, WI
262.306.8238 Home swirtz@charter.net

164 Parts Available at LKQ U-Pull It



Member Brad Trick spotted this 1991 164L in the yard and though it might be of interest to the membership. It looks to be in fairly decent shape and could yield some needed parts for your projects. Adam, the manager of the lot located near Mitchell Field, is eager to get the word out. The car is available at:

LKQ Self Service
6102 South 13th Street
Milwaukee, Wisconsin 53221
(800)962-2277

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CONTACTS

PRESIDENT / MEMBERSHIP

Gary Schommer (alfaman@wi.rr.com)
W141N6672 Memory Rd, Menomonee Falls, WI
53051-5119
262.252.3750

TREASURER

Randy Swanson (RSwanson4@wi.rr.com)
N66 W6684 Cleveland, Cedarburg, WI 53012
262.377.7144, 781.5568 (w)

V.P., EVENT COORDINATOR

Bob Ludwigson (rludwigson@aol.com)
N88W22526 N. Lisbon Rd, Sussex WI 53089
262-255-1676

EDITORS

Bob and Chrystal Abhalter
(rabhalter@att.net)
5406 2nd Ave, Unit 2B
Kenosha, WI 53140
262-577-5212

WEBMASTER

Steve Wirtz (swirtz@charter.net)
1947 Wallace Lake Rd
West Bend WI 53090
(262) 306-8238
www.aroc-wisconsin.org

TECH. ADVISOR

Al Pinkowsky (apinkowsky@wi.rr.com)
520 Capitol Dr.
Pewaukee, WI 53072
262.695.4238 414.774.8938

SUBMISSIONS

Do you have a story you'd like to share? Have a restoration in progress or finished? Taken a memorable road trip or have a funny car story? Pictures, lessons learned, maintenance tips? Whatever. The *Alfanatic* is always looking for material to publish. Email your submissions to the editor at rabhalter@att.net and share with your fellow Alfisti.

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CLUB MEMBERSHIP is \$60 per year and includes both national and local memberships. Renewals or new memberships may be sent directly to the National Office or visit <http://www.aroc-usa.org/application.php>

