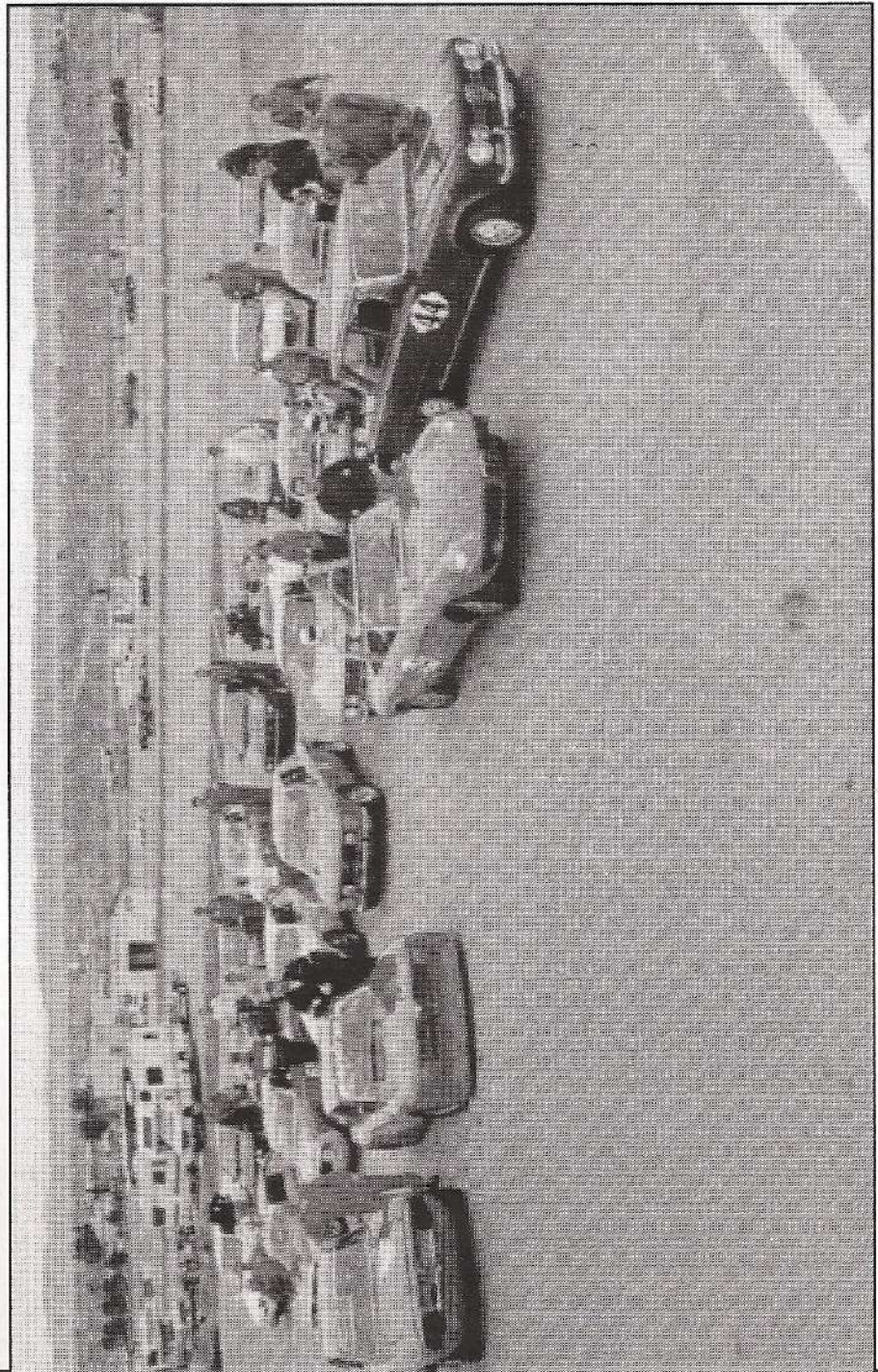


# *Giacionardi*

Newsletter of the

*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



February 2000

**In This Issue: Time Trials, Drivers  
School Q&A, & more . . .**





### Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Uruapan Room at Veterans' Memorial Park at the corner of Culver and Overland in Culver City. In November the meeting will be held on the last Friday if there are two Fridays after Thanksgiving, otherwise it will be on the Friday prior to Thanksgiving. A holiday party is held in December in lieu of the General Meeting that month.

Numerous special meetings and events are also held throughout the year. Check the Calendar information on the outside back cover for an overview of the year and review *Alfacionada* for details of events planned for the near future.

### AROSC Mailing Address

*Alfa Romeo Owners of Southern California*  
Post Office Box 3621  
Granada Hills, CA  
91394

### Membership Information

See the inside back cover of *Alfacionada*.

### Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive before the 20th of the month to permit publication in the next month's issue.

### General Information

*Alfacionada* is the monthly publication of the *Alfa Romeo Owners of Southern California*, a Chapter of the *Alfa Romeo Owners, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscriptions to this newsletter are included as part of the annual AROSC membership fees.

### Classified Advertising

Classified (non-commercial) ads are available as a free service to members and for a nominal charge of \$10.00 per insertion to non-members. Ad content must be *Alfa*-related.

### Commercial Advertising Rates

Full page	\$500 per year
1/2 page	\$275 per year
1/4 page	\$150 per year
Business card	\$100 per year

### This Month's Cover

*Alfas Apleanty at Willow Spring*

This month's cover photo is compliments of Art Russell, who gathered all the *Alfas* at the January Time Trial for a group photo. Unfortunately, ye editor didn't get there early enough to share in the moment. I'll find a way to get my car's picture in here some other day.

**AROSC Web Site:** <http://drive.to/arosc>

### AROSC Board of Directors - 2000

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### Disclaimer (a.k.a. Lawyer Repellent)

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# **AROSC Previews**

*An outline of coming events*

## **AROSC General Meeting – 25 February**

Join us for February's general meeting at the Veteran's Center in Culver City. Come see what you've been missing in the way of club activities. We will have tech questions & hopefully answers, 'buy' and 'sell', refreshments, door prizes, etc. We hope to have a special program as well, or some surprise entertainment.

## **Peterson Automotive Museum Tour and Clean Car Show – 26 February**

We are planning a tour of the Peterson Museum and a non-judged car show in the covered parking garage. Since Briggs Cunningham sold his collection and it moved out-of-state, there are only private collections that are not as accessible to the general public. See page 4 for more details.

## **AROSC Time Trial & Race at Laguna Seca Raceway – 11-12 March**

We are expecting milder/drier weather for this year's Laguna Seca happening: don't miss it. Even if it rains, it is worth going for. You can always go into Carmel and Monterey and spend lots of money on other stuff. For additional information or an entry form, contact Pierre Pfeffer at (619) 233-8603, or e-mail at: pspapc@home.com or Charlie Thieriot at (310) 476-8812, or e-mail at: chthieriot@compuserve.com

## **AROSC Board Meeting — Thursday, 2 March, 8:00PM at Art Russell's home**

The Board of Directors meets monthly at the home of one of the Board Members, for the purpose of planning the club's activities, conducting the club's business, etc. All members are welcome to attend. If you have some issue to bring to the board, or some ideas for events, etc., please plan to attend. See the masthead on page 2 for Art Russell's address.

## **AROSC General Meeting – 31 March**

Join us for the March general meeting at the Veteran's Center in Culver City. We hope to have a special program, or some surprise entertainment.

## **Tour "In Search of Wildflowers" – 2 April**

You know the drill. We get up early some Sunday morning. We all meet in a parking lot in the north end of the San Fernando Valley. We then wend our way through the mountains and valleys to the desert area that some call suburban Lancaster. On a good year we can be rewarded with the wonderful colors that are the California desert wild flowers in bloom. Once out in the desert, we sit ourselves down on whatever is available (sometimes even a picnic table) and have a picnic lunch in fine company.

Am I leaving anything out? Well, I could be honest and mention that the reason the tour has picked up the name of "In Search of Wild Flowers" is that there usually aren't too many, if any. This year looks like more of the same. The rains are staying too far north to do much good to the wild flowers. We, however, will still drive forth, over some of the best driving roads that I can find. We will hope to find flowers in bloom. Even if we don't, we still will have a wonderful time with wonderful people. I must also mention, or rather repeat the information in the title. The Sunday that we are doing all of this is the second of April. Don't let the proximity to April Fools' Day scare you. Then again, don't be surprised if something out of the ordinary finds its way into our tour while we are in Search of Wild Flowers.

It's like Huell Howser's search for California's gold on KCET – you never know where it will lead, but it's worth the trip.

**Visit the Len Frank memorial Web Site at: [lenfrank.com](http://lenfrank.com) for info about Len and some of his Articles from various publications -- like visiting our old friend**



## Let's Tour the Peterson Museum

Please Join Us

We are going to the Peterson Automotive Museum. We are going to make this another Saturday afternoon event. The day in question is the 26th of February. This is going to be a low-key, fun, show-what-you-brung type of affair. Our part of the day involves you, our loyal membership. We will arrive in style (which is to say in an Alfa, of course). We will try to park in the upper levels, so that we can all park together, and show off our cars. If it is clear, the plan is to park in the sun, on the upper-most level, which is on the top of the parking structure. If the weather is nasty, we can always take the next level down, which will afford some protection from the elements.

The museum's part in the equation is just to be there for our amusement and edification. The Peterson, for those who don't already know, is an automotive museum (as the name strongly suggests) which focuses on the automotive history from the Los Angeles perspective. It is not just a bunch of cars lined up, one after the other. Rather, they have tried to instill some perspective on how the car has influenced history in our city. There is also some information on how the the history of Los Angeles influenced the direction of transportation, in our city and elsewhere.

As with many other museums, the Peterson has some permanent vehicles on display, but they also have several displays in which some of the cars are on loan, from individuals and other establishments. They usually have several of these displays going on at any one time. They also have several rooms upstairs dedicated to the younger crowd. By younger I mean too young to drive, as in the pre-teen set. As quickly as I say that, though, watch some of the post-teens mob the driving simulator, so that the kids get left out.

So, how are we going to do this? We are working with the Peterson to get a group tour and discounted entry fee. Every vehicle will probably have to pay the obligatory parking fee, but mention that you are with the Alfa club and see there is a discount. The last time I went it cost four dollars. If you aren't a member, the entry tariff is (I believe) seven dollars. Again, mention the Alfa club and see if there is a discount. Once inside, we will

gather for a group tour; then everyone is on their own. You can expect to spend from one hour to many, depending on how much interest you have in various displays and individual vehicles. Knowing our group, I wouldn't be surprised to see at least as much time spent in the parking lot as in the museum itself. If you haven't been in a while, consider it worth your while to visit the Peterson with the Alfa Club.

When: Saturday, February 26  
10:00 AM

Where: Peterson Automotive Museum  
SE corner of Wilshire Blvd. at Fairfax,  
on Museum row, Los Angeles

Parking: Access is from Fairfax, behind the museum; Alfa group parking will be on the top level if it is sunny, one level down if it is wet. Park near the museum end of the structure for visual impact!

Cost: Parking \$4 max  
Entry fee \$7 max



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## **Driver's School Q & A**

By Paul Blankenship

At club meetings members ask me questions about the Club's Driving School.

Since I have been teaching at the School for about 5 years, I figured that rather than answer these questions several times to several of you, I will place my fingers to keyboard for all to read.

Q1: Do I have to have a roll bar, safety harness, etc.?

A1: No. Only Spiders need a roll bar (with one exception \*, which I'll get to later). The stock seat belts are fine for the Street Performance Class. Only the Time Trial and Race classes need to get serious.

Q2: Do I have to have special clothing?

A2: No, unless long sleeves and long pants with shoes are special for you. A flannel shirt, jeans, and tennis shoes work fine. Remember we advertise motorsports as the "most fun you can have **with** your clothes on". You will need something over your eyes. (No your hands don't count) Sunglasses are fine, if your helmet has a shield that is fine too

You need gloves. String back or "Isotoner" types with holes are no good. You could even use those old cotton or leather work gloves. Or use this as an excuse to buy those Gucci leather driving gloves you always wanted.

Q3: Where do I get a helmet? Can I rent one?

A3: I think this is the toughest requirement for Driving School. You must have a "real" helmet, which means one that has something called a Snell 85 sticker. This means that the helmet has passed some tests (in 1985, then later 90 and 95) which earn it the Snell certification sticker. Motorcycle helmets work fine, so long as it has the sticker, located inside, usually under some of the foam padding.

We sometimes have helmets for rent, but because we rent them from another school at the track, they may not be available for us. So don't count on it.

Q4: How do I prepare my car?

A4: The one thing you will use the most at the School is your brakes. So check the front brake pads and calipers first. If you have less than 1/2 of the pad left, change them. Normal (Normale?), or stock pads are OK, but if

you want to upgrade to a brand like Metal Master (Veloce?) that's better. Also bleed the front calipers until clear brake fluid comes out. (You probably haven't ever done this anyway!) That way lots of clean fluid is in the calipers. Don't change to synthetic, or whale oil. For the rear brakes, just make sure that they are in good shape. The front brakes do most of the work so I pay attention to them first. The tires should also be in good shape. Put about 35 lbs. of air (cold) in them.

Q5: Can a friend and I share the same car?

A5: The School is 2 days, Saturday and Sunday, about 6 hours each day, so don't plan to share one car for two people. This is possible but the two of you will be spending valuable time changing over rather than listening to part of my valuable instruction. So each of you should have your own car.

Q6: What is Tech?

A6: Cars are required to pass a Technical Inspection before driving on the track. It covers basic stuff to see that your wheels are not falling off, and that your tires are not bald. You should (I want to say must) have your car "Teched" the weekend before School. Some students wait and have Tech done Saturday morning at School. If there is something wrong with your car, I will make you fix it before you can drive it. Notice there is no mention of "refund your money".

We have a list of shops from San Diego to Sacramento that are Authorized AROSC Tech Shops so finding one near you isn't a problem.

\*Exception: About Spiders without roll bars. At last May's School I allowed Carrie Adrian to do a limited school with her '94 Spider. We didn't let her drive at speed on the track, but she got to do most of the School. Please call Steve Hamilton for more info on this experimental deal.

### Some general info for all Students:

Get to the track early, at about 7:30, on Saturday. I would rather have you waiting for us rather than you missing out on your first class.

Bring your own lunch. There is often a snack bar open, but don't count on it.

Don't worry about crashing your car into a flaming heap. In 6 years I remember only 1 accident, and that



Continued from page 6

was to a BMW race car (which doesn't really count anyway) that broke a wheel bearing and crashed.

The track I use was designed for School. It's the same track that the Celebs train on for the Toyota Pro-Celeb race at the Long Beach Grand Prix. You will only drive in 2<sup>nd</sup> and 3<sup>rd</sup> gear, so speeds are moderate.

For more info look at 2 places:

- 1) Our AROSC Web Site at "drive.to/arosc" has a page for the School
- 2) please call Steve Hamilton, Director of Instruction at (310) 214-5110 to get registered, or e-mail to [mr2steve@aol.com](mailto:mr2steve@aol.com).

Our next Driver's School is scheduled for April 15-16 at the Streets of Willow, so get those taxes done early and plan to learn more about driving your car (which doesn't have to be an Alfa). There is instruction for all levels: Improved street driving, beginning time trial, experienced time trial, and race driving.

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## Tech Tip: Soggy Headlights

Soggy Headlamps may be more of a problem in a rainy climate, but look out when you wash your car. This Tech Tip applies to headlights with removable halogen bulbs, such as Milanos. Older USA cars had sealed beam headlights that don't leak -- Ed.

By Fred Lennard

(Fred is a stalwart of the New Zealand Alfa Owners Club, and this article is reprinted from their newsletter, AlfaNews, December 1999.)

Months back, last Easter in fact, I was up north at Kaikohe attending the birthday celebrations of a lady friend of mine. She was 90 and way back in the fifties when I was a youthful yachtie she and her family became good friends of mine. You see she and her husband had five daughters, three of them at a very desirable age. Of course they are all grandmothers now ... but that's not what I am here to write about. Your see, it was over this weekend that the rains came down. Easter Sunday and Monday seemed to be a continuous deluge. When I came to my car to drive home Tuesday I noticed two of the headlights had considerable amounts of water in them. One of the lights was almost new and nothing can ruin headlight reflectors quicker than water. At first it dulls the aluminum reflective coating and later of course rust sets in.

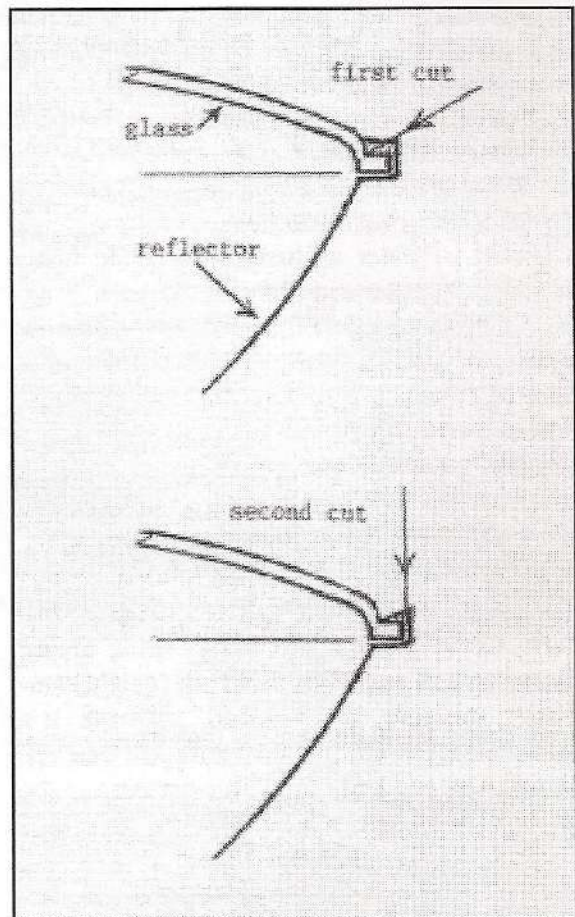
I have had considerable trouble in the past with moisture condensing on the inside of the lenses in wet weather but have not been able to stop it. I tried sealing the rubber boot on the rear of the light, but this seemed to make little difference, and to be honest I was lost for a reason or a cure. Removing the offending lights, drying them out and replacing them was only a temporary measure; the moisture returned. It's rather disappointing when headlights that are almost new suddenly fill with moisture and the reflector goes dull.

When I was at Festa d'Argento in October some rain fell on the Friday night, and Saturday morning I checked on the headlights of several Alfettas present and noticed the same problem I had had. The headlight lenses were covered internally with moisture, so I was not the only one with a problem. This all resolved itself when I took off one of the lights one day to dry it out and I happened to squeeze the rubber boot on the rear. Immediately bubbles came out from around the glass where the sealant holds it to the reflector. I had found the leak, and the cure was to reseal it.

To do this I had to remove the original sealant around the glass, so with a reasonably sharp pocketknife I cut into the rubbery sealant as indicated in the accompanying illustration.

To my surprise the sealant did not adhere to the glass, and after making the first cut right round, the piece peeled out quite easily. Then I found I needed to cut right against the steel outer rim of the reflector. This was not quite so easy and one has to be very careful not to put any pressure on the edge of the glass with the knife, as it will crack very easily. However, even this part of the sealant comes off relatively easily also. But a warning, do not try to prize or knock out the glass at this stage, as it will probably break. It would seem the glass lens is cemented in place then the rubbery compound is poured in to fill the outside gap.

Having cleaned out all this compound and generally removed any loose rust etc., refill it with black non-acid RTV silicone rubber and your problem is gone. Put it aside 12 hours to harden and then it can be put back in the car. Don't forget to put the rubber boot back on the rear of the light. I finally resealed all four of the lights on my Alfetta and the problem appears to have been cured. At about \$240 each, these headlamps need to be saved. Recently I looked over my store of spare lights and found I had no spares for the high beam





*Continued from page 8*

lights so this led me to collect all the old ones I could find, remove the lenses (with great difficulty I must say) and have the reflectors electroplated with pure silver. After this the lenses were replaced using the silicone rubber; two reconditioned headlamps for \$45 each: not bad.

Both now and in the past I have found headlight lenses very difficult to remove (unless broken) and have not yet found a good method to remove them safely. To date I think I have broken more lenses than the ones I have removed successfully. Maybe if they were soaked in a solvent ... must try that ... will let you know if it works.

A couple of things pertaining to headlights I think are worth mentioning here: first one is never handle halogen bulbs by the glass. If you do so, immediately wipe the whole bulb with a soft cloth dampened with methylated spirits. I have handled them by the glass myself and have been amazed when the filament dropped off. Second suggestion: it is often a good idea to put a good ground from the headlamp back to the point where the battery is grounded, as this will often improve the brilliance of the light emitted.

Thirdly, does this problem of moisture getting into headlamps happen to all Alfas? This probably depends on the manufacturer and the type of compound used to seal in the lens. I have seen some lights that have had the lens sealed in with a hard whitish substance, not the soft rubbery compound I have encountered in the Carrello lights that fit the Alfettas.

## Get Re-Wired!

*AROSC reminder service needs update*

Are you a member who is Internet "wired"?

Unfortunately, Jay's computer bit the dust, and he needs to rebuild his mailing list, so please e-mail him again if you have been on the list and want to continue.

Would you like a reminder of upcoming AROSC events?

*Have we got a deal for you !*

AROSC is now sending out e-mail reminders of AROSC events to those who wish to have their memory jogged. Your presence on our "wake-up call" mailing list is strictly voluntary and you will be removed from the list whenever you desire.

If you wish us to add your name to those who want to be reminded shortly before each AROSC event or meeting, send an e-mail request to Jay Negrin at:

*[jmnegrin@earthlink.net](mailto:jmnegrin@earthlink.net)*

If possible, send your request from the same address to which you wish AROSC to send reminders. This will simplify adding your e-mail address to the AROSC mailing list for reminders. If you must send the request from a different address than the one to which you desire us to send reminders, please state clearly in your request that the address is different than your return address on the request.

### IT'S OFFICIAL!

By popular demand and with a great deal of well appreciated support and encouragement – as of July 1, Uwe Backer has opened shop in Culver City under the well known name of *Omega Motorsports*.

You'll be glad to know we've recently acquired some additional rare and precious *Alfa* tools including the computer testers vital to the electronic diagnostics of the later models.

Feel free to drop by or call – we are looking forward to serving you!

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# Willow Springs Time

*Is it Going t*

by Doug Bender; photos by Art Russell

AROSC's first time trial and race of the year 2000 (and maybe the first of the millennium, depending on how you count) was held at Willow Springs International Raceway January 22-23. This was also our third time trial in a row at the very fast Willow Springs track...we should be getting good at this track by now! A quick look at the results, and the results from November, shows that some drivers got faster and some didn't...but that's racing.

We again had a good turnout, and several interesting cars. Dirk Stoehr seems to have a new collectors-item Alfa every few months, and this time he had two, recently purchased from Dino Crescentini. One was a magnificent GTV-based tube-frame SCCA race car, reputed to hold some track records. The only original GTV parts on the car are the roof and front windshield, and the engine had an '80's style European twin-plug head.



*Just your everyday drive-to-work GTV*

Dirk's other new car was a GTA with a four-valve head (with eight small header tubes coming out of the exhaust side). Dirk wasn't the only one with interesting cars...there was a GTV race car with Pepsi logos, the car that Harry Theodoropolous raced in Trans-Am around 1973. This car was only at the track on Saturday, being driven quite gingerly by new owner Shelly Zide, and alas I did not have a good look at it. There was the usual collection of Alfa GTVs, Spiders, Alfettas and GTV-6s. There were some nice non-Alfas...a Pantera, a Cobra (might have been a replica, I didn't have a close look), a Shelby Mustang, the Dunestang, an open-wheel Formula Ford racecar, two Saab Sonnetts, at least two NSXs, a Sunbeam Tiger, a first-

generation Camaro, several Porsches (356, 911, 914), some late-model Ferraris, and many others. (Some people might drool over a late-model Ferrari over the other cars I've listed, and I can't argue taste, but a Ferrari has to age at least 20 years before it gets my attention!)

The weather was excellent on Saturday, balmy, sunny, and no wind. Sunday was not so nice...cooler, windy, and a light rain during the timed laps and race in the afternoon. The rain was worst during the race and made things quite interesting...but more on that later. I noticed a fair number of "offs"...during one practice session on Saturday, there were three cars off the track at the same time, amounting to a full-course yellow flag condition. Fortunately, no cars were severely damaged. There were the usual mechanical maladies that old cars undergoing track stresses will have...broken distributors, dirt in carburetors, etc...all were fixed as far as I know although the crowd was down somewhat on Sunday compared with Saturday.

Speaking of fiddling with mechanical maladies at the track, I've done my share of it. Sometimes I ask myself if this hobby is worth it, with so many hours of fiddling with the cars, looking for parts, hanging out at out-of-the-way garages, all for a few hours of pleasure at the track or on the show circuit. And then I get to work the day after a time trial or the Monterey weekend, exhausted and sunburned, and several hundred dollars poorer. And I think, maybe I need to get a life! But as I look around the office, the most excitement most people had was a round of golf or working on their house. And then I look at the great new picture of my car in Turn 4 at Willow that I've just put on the wall, and I think about the thrill of going flat-out through Turn 8, and the friends I saw at the track, and how few people can (or care to) drive an Alfa GTV, one of the most beautiful driver's cars ever built, and I realize life is good after all.

Anyway, now for the results. Times were again quite fast, although due to the rain a little off the torrid pace set last November.

Alfas are usually clustered into Classes C and D, and this event was no exception. But, this time there were several Class A cars and drivers as well. Dirk Stoehr



# Trial -- January 22-23

*Rain Today?*

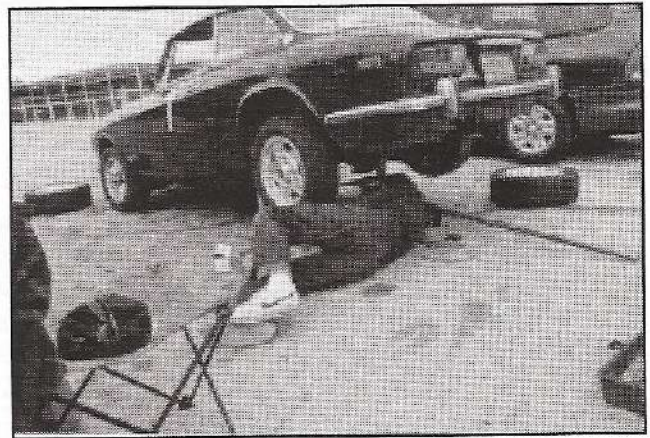
won Class A in the tube-frame SCCA car with a blazing 1:39.2 (and with more practice this car is probably capable of going several seconds faster!) Sergio Perticucci was a few seconds back in a GTV. Ray Kohl, out for only the second time in his new race Duetto, was the only car in Class B. He was consequently bumped to Class A and took third.

Class C again had five entries, and all turned in fast (and closely contested) times on the damp track. The first four places were separated by about a second. Chris Mayring in a nice yellow GTV lightweight (gutted interior but fairly stock engine) won the class at 1:41.9, and was followed closely by Alex Brown, Terry Manchester, and Phil Giural, all in GTVs (Phil in the same yellow one that took first).

Ted Kattchee won over ten other entrants in Alfa Class D at 1:45.9 in his Giulia Super. Between them, Ted and his brother Chris have dominated Class D the past several events. But, Eric Sands improved his previous best time by about four seconds in his purple GTV ("Uva Bella") to take second. Eric is going to be out of action for a few months, and I'm sure we will miss him but maybe a little less now...he's getting too darned fast! I was a little disappointed in my own time...I'll be glad to move on to a new track.

Pierre Pfeffer in a GTV-6 was the lone driver in Class E, driving steady, low-key timed laps (but decent times)...anytime you want to get some race tires and move up a class, we'll be ready for you Pierre!

James Brady won Class M in a Porsche 911 Turbo at 1:36.8 (top time of the day). He was followed by two Corvettes, an NSX, and a Camaro. Justin Sallows took Class N in a Toyota Supra followed by Robert Brown in a Formula Ford open-wheel race car, Paul Gulsrud in a Ferrari and Bud Clark in a vintage-racing Saab Sonnett. Bob Blizzard took Class O in a Mustang followed by an array of cars. Class P was the largest, won by Daryl DeArman in an MR2, followed closely by Kim Nelson in an RX7, who in turn was followed closely by a Volkswagen GTI and a Mercedes 190E 2.3-16 (the one with the Cosworth 16-valve head). The rest of Class P spread out from there, with 84-year-old Fred Hamilton



***Terry Manchester apparently forgot his umbrella!***

right in the middle in his Buick Regal.

There were quite a few cars entered in race group, but by the time of the race on Sunday afternoon it was raining fairly steadily and the track was very slippery, and only seven cars actually raced. Doug Hayashi won going away (lapping the entire field) in his NSX. Wayne Mello in a Porsche 944 Turbo easily took second, although not without some excitement...on the first lap he spun big time at Turn 3 and had to re-pass the entire field. There were three RX-7s in the race. The oldest one, driven by Rick Lee, looked a little battle-worn and put out big clouds of smoke on each downshift...but it was the fastest. Rick dogged Paul Ellis in the Dunestang in a fierce race for third, and actually took third when Paul spun in one of the late laps. The latter places were taken by the other two RX-7s and the lone Alfa in the race, Dave Burgoon's GTV.

Finally, let me thank the usual gang for arranging and running everything...Charlie Thieriot and John Cote' in the tower, Alex Brown, Pat Rinaldi, and Phyllis Gaylard in Timing, Pierre Pfeffer ably handling Registration, Randy Harris (Classification), Steve Hamilton (Intro and Novices), and Brad Grey (Intro). And, thanks to Art Russell for taking the pictures you see accompanying this article.

PS: We did have a Y2K problem with the timing computer, but Alex Brown figured out a work-around fix and we were able to collect times as usual.



# Alfa Romeo Owners of Southern California

*Continued from page 11*

#	Driver	Car	Best Lap	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
<b>Class A</b>								
69	Stoehr, Dirk	GTV	1:39.258	1:41.423	1:40.579	1:41.454	1:42.088	1:39.258
381	Peticucci, Sergio	GT	1:43.639	1:47.943	1:45.835	1:44.982	1:43.639	1:44.259
444	Nitoglia, Peter	GT Jr.	1:48.205	1:48.598	1:48.205	1:48.253	1:49.200	1:49.383
169	Rimicci, Anthony	GTV	1:59.160	3:43.534	1:59.160			
<b>Class B</b>								
64	Kohl, Raymond	Duetto	1:44.192	1:48.841	1:46.523	1:45.778	1:44.977	1:44.192
<b>Class C</b>								
15	Mayring, Chris	GTV	1:41.897	1:43.890	1:41.897	1:42.255	1:43.641	1:43.033
50	Brown, Alex	GTV	1:42.106	1:51.839	1:45.468	1:43.416	1:43.148	1:42.106
7	Manchester, Terry	GTV	1:42.944	1:46.154	1:44.274	1:48.239	1:54.794	1:42.944
5	Guiral, Phil	GTV	1:42.991	1:43.964	1:43.115	1:43.271	1:42.991	
18	Goldenson, Craig	GTV-6	1:45.506	1:46.558	1:45.506	1:59.035	1:46.682	1:47.279
<b>Class D</b>								
144	Kattchee, Ted	Super	1:45.852	1:45.882	1:46.506	1:46.107	1:46.004	1:45.852
86	Sands, Eric	GTV	1:45.921	1:48.155	1:46.863	1:46.514	1:46.726	1:45.921
68	Stoehr, Dirk	GT Jr.	1:46.475	1:48.854	1:48.059	1:47.421	1:46.475	1:47.177
41	Hesthal, Mark	Alfetta	1:46.875	1:46.996	1:46.875	1:47.249	1:47.124	1:47.522
116	Harris, Michael	GTV-6	1:47.585	1:49.391	1:48.546	1:47.990	1:47.993	1:47.585
44	Kattchee, Chris	Super	1:48.340	1:51.377	1:59.809	1:49.096	1:49.386	1:48.340
168	Rimicci, Anthony	GT Jr.	1:48.948	1:51.835	1:50.651	1:50.213	1:50.107	1:48.948
83	Bender, Doug	GTV	1:49.235	1:51.334	1:50.772	1:50.428	1:49.235	1:50.301
410	Jarman, Jerry	GT Jr.	1:51.180	1:56.453	1:55.256	1:53.061	1:51.180	1:53.533
84	Russell, Arthur	GTV	1:53.591	1:55.195	1:55.673	1:54.908	1:54.241	1:53.591
<b>Class E</b>								
47	Pfeffer, Pierre	GTV-6	1:59.935	2:01.140	2:01.053	2:04.615	2:01.769	1:59.935
<b>Class M</b>								
164	Brady, James	911T	1:36.797	1:36.797	1:43.183	1:45.267	1:39.195	1:40.575
678	Alter, Mark	Corvette	1:41.383	1:44.988	1:42.986	1:41.858	1:41.383	1:43.077
65	Fultz, Gary	Corvette	1:42.742	1:42.742	1:42.760	1:43.502	1:43.243	1:43.209
26	Hedlund, Mike	NSX	1:43.926	1:47.695	1:44.725	1:43.926	1:45.113	1:44.593
71	Norman, Bill	Camero	166:39.0					
<b>Class N</b>								
371	Sallows, Justin	Supra	1:37.363	1:45.185	1:39.061	1:37.861	1:39.831	1:37.363
1	Brown, Robert	RP16	1:40.746	1:44.228	1:41.869	1:42.297	1:41.090	1:40.746
36	Gulsrud, Paul	328GTS	1:47.881	1:48.241	1:49.255	1:48.498	1:47.991	1:47.881
92	Clark, Bud	Sonnett	1:56.108	1:56.108				
32	Littrell, Anne	M3	2:02.853	2:07.319	2:08.009	2:02.853	2:03.549	2:05.588
<b>Class O</b>								
99	Blizzard, Bob	Mustang	1:37.727	1:43.411	1:38.859	1:38.197	1:38.310	1:37.727
867	Garcia, Richard	Charger	1:40.413	1:43.525	1:40.413	1:40.423	1:44.925	1:41.021
110	Moore, Charles	MR2t	1:40.775	1:40.775	1:41.400	1:42.410	1:43.480	1:43.529
375	Roe, Bob	914-6	1:43.935	1:45.631	1:44.010	1:48.156	1:48.249	1:43.935
60	Wagner, Donald	Mustang	1:45.051	1:45.761	1:45.690	1:45.051	1:45.786	1:45.876
188	Slade, John	911	1:49.907	1:52.676	1:52.975	1:50.823	1:49.907	1:50.516
58	Soderberg, Robert	Sonnett	2:17.886	2:20.728	2:19.778	2:19.997	2:20.452	2:17.886



**Class P**

511	DeArman, Daryl	MR2	1:41.072	1:43.915	1:42.147	1:41.072	1:41.676	1:43.108
291	Nelson, Kim	RX7	1:42.507	1:44.747	1:44.235	1:42.507	1:43.435	1:42.810
73	O'Connell, Craig	GTi	1:43.173	1:44.357	1:43.794	1:43.868	1:43.311	1:43.173
45	Kubiniec, Tom	MB 190	1:43.842	1:44.468	1:44.243	1:43.842	1:43.917	1:43.952
10	Luftman, Steven	MR2	1:45.331	1:48.382	1:45.946	1:47.731	1:45.331	1:45.564
51	Fibrow, Dennis	MR2	1:47.586	1:49.707	1:48.345	1:49.135	1:49.322	1:47.586
57	Wakamatsu, Peter	Integra	1:51.844	1:54.456	1:52.451	1:54.149	1:51.844	1:52.611
775	Gregory, Scott	RX7	1:53.928	1:54.060	3:12.784	1:54.946	1:53.928	
81	Hamilton, Fred	Regal GS	1:55.531	2:02.084	1:55.531	1:56.583	2:00.111	1:57.938
43	Chun, Jacob	RX7	1:55.875	1:58.875	1:55.875	1:58.899	1:58.408	1:56.631
17	Herman, James	RX7	1:57.704	2:02.663	1:59.185	1:57.704	1:59.339	2:01.209
75	Burns, Paula	RX7	2:01.269	2:01.269	2:01.835	2:01.500	2:01.934	2:02.479
46	Watson, Terry	Merkur	2:03.240	2:08.273	2:04.340	2:04.851	2:03.240	2:03.917
171	Bezek, Peter	RX7	2:07.648	2:15.693	2:12.025	2:09.072	2:07.648	2:08.469

**Race Class M**

Pos	Name	Car
1	Doug Hayashi	Acura NSX
2	Wayne Mello	Porsche 944 T
3	Paul Ellis	Dunestang

**Race Class O**

1	Rick Lee	Mazda RX-7
2	Greg Nelson	Mazda RX-7

**Race Class P**

1	Tony Presto	Mazda RX-7
2	David Burgoon	Alfa GTV

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*Sergio Peticucci shows the line through turn 4*



## **ANDIAMO!** *How I Spent my Christmas Vacation*

By J. Scott Carter  
(Thanks for submitting this fun, unsolicited article -- Ed.)

The quick flash of German headlight filled my rear view mirror. A Morse code signal to get my butt out of the fast lane. At 210 kph, the Mercedes coupe slid by on the left, as I weaved around another Lancia.

My Alfa 156 is running silken on the Autostrada south of Modena. My two sons and I had just visited Maranello to pay homage to Ferrari. Unfortunately we arrived just at the beginning of lunch, and nothing was to be seen for another two hours except settling workshop dust. Even the factory museum, the "Galleria Ferrari: was closed temporarily. We'd only seen the Daytona body buck mounted on its tail outside the entrance. Across the parking lot, an enthusiast's store was still open, so we spent some productive time inside, away from the winter chill, looking at the huge collection of Ferrari artifacts for sale. Derryl bought a Maranello pen to draw with, and Morgan bought a F355 poster. There were some really cool things there -- old autographed leather helmets, driving suits, accessories for many Ferrari models, competition wheels, paintings, trophies, jewelry, and about 2000 different scale model cars.

Returning from Ferrariland to our Christmas holiday apartment in Florence, on the swift A1 Autostrada, I felt lucky to have left behind so little of my hard-earned money.

The mid-size Alfa 156 sedan cruised along at 175 kph. The steering wheel falling comfortably to my grip after years of not having an Alfa at home in Los Angeles. I'd once had a lovable Alfa Milano 3.0L Verde. Drove the thing for years. Before that, an Alfetta. This new rental car, a 1.8L Twin Spark four, had all the right familiar feelings about it. This was a surprise to me, however, since the car is front wheel drive. But it remains quick, and silken, and well balanced as all Alfas. I adjusted the thick leather steering wheel to fall low in my lap the Italian way. The gearshift was smooth and fell easily to hand. The brakes solid and powerful.

This family trip to Italy for three weeks at Christmas is to celebrate my fiftieth birthday. I'd booked an apartment on Piazza Santa Croce in Florence for two weeks, as the hub for our travels. We traveled there through Rome. I'd lived for a year in Florence while in college, and wanted to show my old home to my three kids and patient wife. You know, introduce them to High Art: to Michelangelo, Leonardo, and Donatello. "Oh! The Ninja Turtles", they chorus.

Our first Italian lesson took place at the Rome airport: at the Avis rental car counter. "Senor Carter? Your macchina is ready. Eeet isa cena espace B 73. Eeet isa rrrRed. Eeet isa Alfa. Eeesa OK? You bet your tooties it isa!

Gleefully I hustle down the escalator, suitcases and coats flying, and wife and kids shadowing at intervals. I load the wife, the two teenagers, the other son, and three weeks of luggage for five in the Alfa sedan, twist the key, and motor elegantly away from the parking structure looking for Rome. Vroom, vroom, uh, where's the mirror adjustment? Uh, where's the seatback release? Uh, why are we listening to Italian/Serbian polka music? "Dad, can you move your seat off my toes?" "Sorry, 'mi dispiace'." "Dear, you're going awfully slow for a 60 zone." "Uh, honey, that's in kilometers." "Oh yeah, dear, let's see: 60 times nine divided by five plus 32...you should be driving 140 here." "Uh, honey, that's the formula for finding the temperature...the thermometer on the dash says it's '4'." "Dad, that's the radio station number." I fiddle with the silver buttons. "WATCH OUT!" they all scream in unison, "that 'Multipla' nearly cut you off!" "Wha you say?"

We are suddenly diving off the airport Autostrada offramp into Rome's best morning traffic. Zoom. Zoom. Vespa on the left of me, Lambretta on the right. Zoom. Zoom. Gosh, they're going fast! I forgot how aggressive these Italians are. But, hey I'm getting the hang of this! Outta my way! It's been thirty years since I drove like this, but "pedal to the metal" here we come. Kids in the back are frozen in shock. Eyes like pizzapie! Amusing to me looking in the rear view mirror. Dart car left, hole on right: fill it! Zoom. Zoom! Cars, and motorscooters, and trucks, and cabs, and buses are everywhere, and they are all seeking that empty spot to my left. And that is just the first block!

These Italians, these Romans! They all drive like Aryton Senna. Well, actually, like the way he might drive if he were still alive. Although I'm loaded to the gunnels with family and luggage, the low slung Alfa is zooming with the best of them.

Thirty years ago in Italy, I drove a VW Bug. To my California kids, that thirty years ago infers I must have carpooled with Michelangelo. My old aggressive VW style doesn't quite translate to the speed potential of this new Alfa. Hold the pedal to the metal long in this car, and you can seriously get into thick traffic trouble. This car is not for the traffic-commuter challenged. The powerful Alfa owns the Italian road. It knows it belongs there. It knows that patch of uncovered asphalt barely visible between the Audi and the Fiat idling at the red light just ahead of two intervening scooters belongs to Alfa Romeo. The light's GREEN! We all shout! Motors gun, clutches snatch, the automotive buzz of 10,000 killer bees race for the open roadway ahead. I'm cut off by that Cinquecento. No time for brakes: dodge left, gun it! Whoa, scooter coming in hard from left. Zig right. PEDESTRIAN! Hold breath. Left, slipstream behind a Fiat Brava Taxi, pedal down, now right, YES! We have the spot! Red light! Smirk. Look left: Audi. Right: Fiat. Alfa owns this spot. This next light is mine, I think, mine all mine. Wait. Long light.



Continued from page 14

Wait. In the eight-inch space between me and the Fiat up pulls a student on a Vespa – followed by an old doctor on a beater scooter. Still red light. On my left, next to the Audi: two more scooters. They squeeze through and pull up in front of you, awaiting that same damn red light. Crescendo of buzz, the bees are back, idling motors spring to life. The opposing light turns yellow...THEY'RE OFF! Two-cycle scooter motors fill the road ahead of the Alfa in clouds of burnt oil. The light turns GREEN – we're already behind! Zoom. Zoom. Cut and THRUST! Hit 60...90...90! Next street: Red Light. I murmur to myself "next light, I get that spot between that Audi and Fiat, heh, heh". We've traveled another block.

The family has been overexposed to Italian driving and the enormous capabilities of the Alfa even before we reach the hotel near the Colosseum. They were downright glassy-eyed. "Only twenty more days to go", I shout, and weave between two city buses.



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It's a shame Alfa Romeo no longer offers cars for sale in America. Beside this wonderful mid-sized 156 sedan, they have smaller 146's, and the larger executive sedan, the 166. The 156 offers about six standard engines, including two turbo diesels. The Twin spark four I drove had plenty of punch for Italian driving, but little low-end torque. Lack of fear of the tachometer yields fast driving. The body design is distinctive, flowing, with an odd rear door handle placement that puzzled my kids the first few days. The 166 brethren featured larger scale but similar styling – very handsome in a sleek way. Sort of mysterious, because its smooth body made it hard to judge scale: was that a large car or not? The sleek 166 executive sedan was very Audi A6-like – however the high rear trunk and handsome rear design gave the Alfa a superior road presence.

Now if Alfa could figure out what to do with the need to apply the oversized traditional center oval grille. What a visual disaster. The vertical grille gave the appearance that the car had just clobbered another motor scooter dead center. Since that occurrence seemed likely in the city traffic daily, maybe it is better to create a design that recognizes the inevitable.

Driving in Italy eventually requires a stop at a filling station. In the cities, these enterprises often consisted of two pumps and a phone booth stationed at curbside along a busy boulevard. There could be six of these stations within one busy block. Passing cars would make diagonal dives to the curb when they decided to buy fuel. It was much like coming into the pits. Fortunately, the fuel filler was on the right, so pulling fully out of the line of passing traffic wasn't completely required.

At first I would estimate the amount of fuel I would buy, and once pulled in, would shout to the attendant "twenty thousand lire of senza peimbo (unleaded), per favore" like an old pro. Soon I realized they had no idea what I was saying – the traffic noise was too great. So then I adopted the caesarian "thumbs up" and pointed to the unleaded pump. That little "fill it" gesture resulted in a 100,000 lire tab. With the exchange rate hovering around L1900 per dollar, those tankups cost \$52. Better that one not know that, and enjoy the driving instead. Driving a total of 3,600 km in three weeks, I spent probably \$300 on fuel. But in hindsight, and factoring in the entertainment value of driving in Rome traffic, and hitting 110 mph on the highway without watching for cops, it was well worth it.

Alfisti: I recommend a trip to Italy: get a flavor of what Alfas were bred to do. Bring your family.

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# We Got Mail!

Phyllis:

As a non-Alfa owner or *AROSC* member, perhaps I'm out of line. As an Italian, I'm not. Recently a friend gave me a copy of the January 2000 issue of your Newsletter. Italian to the core, fluent in its language and proudly nationalistic I enjoyed reading of the Clubs' events and exploits "con l'Alfa". The Newsletter definitely tips its hand regarding the Members' passionate love affair with everything Italian. Why then choose to print the Newsletters' name in Spanish? "ALFACIONADA"...Hmmm? "ALFASSIONATA"...Si!

"El Presidente" is a luxury hotel in some Latin country. Mr. Blankenship should be honored as "Il Presidente". Did the Club choose the Spanish spelling of both these words because of our proximity to the border?

And a last thought... Mr. Coughlins' balls may be Bocci...all the other Italian ones are Bocce!

Saluti a Tutti!  
Roberto della Santina

## EDITOR'S REPLY:

Thanks for the corrections! I can't find my English-Spanish or English-Italian dictionaries since I moved a year ago, so I've been picking up what I see other ill-informed people write. I have enough trouble with spelling Giulia (as do many others).

The newsletter name has been in place since the early 1960's - so named, as you guessed, because of our Southern California locale and indigenous Spanish heritage, according to the man who named it, Larry Nerell, a member when the club was formed, and who came to our January luncheon.

El Presidente is a carry-over from the last newsletter editor, and has been corrected, but I can't speak for Kevin Coughlan's balls.

Phyllis Gaylard,  
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# **AROSC Annual Awards**

*The January Meeting was the Scene of Our Annual Competition Awards*

As reported in the President's Column by Paul Blankenship, we had a great Annual Meeting at Cirivello's in Long Beach. The primary business at hand, beside the change in officers, was the handing out of year-end competition awards.

There were many club members in contention for the silver award trophies, some trying to complete service for 8 or 10 in dinnerware. The trophy winners are listed below in the three categories: Concours, Time Trials, and Overall.

The Overall trophies are awarded for competition in more than one category. This year, there was a tie between Phyllis Gaylard and Anthony Rimicci for first place overall, and there was no way to break the tie, so a first place trophy was awarded to both.

Silver goblets were awarded to key workers as well: Directors of Registration, Concours, Timing, Classification, Race Group, etc. Many thanks to those hard workers who keep the programs going.

## **1999 OVERALL TROPHIES AWARDED**

	TT Pts	Concours	O/A Pts
Phyllis Gaylard	10	4	14-1
Anthony Rimicci	6	8	14-1

## **1999 YEAR-END TIME TRIAL TROPHIES AWARDED**

		F	M	J	S	N	Tot-Pl
<b>CLASS A</b>							
Gaylard, Phyllis	GTV		9		9		18-1
<b>CLASS B</b>							
Kohl, Raymond	Duetto					3	3-1
<b>CLASS C</b>							
Brown, Alex	GTV	9		9	6	9	33-1
Manchester, Terry	GTV	6	6	6	9	6	33-2
Harris, Randy	Duetto	3		4	2	4	13-3
<b>CLASS D</b>							
Hesthal, Mark	Alfetta	9	9	9	6	4	37-1
Bender, Doug	GTV	4	3	2	3		12-2
Russell, Art	GTV	6	2	1	1	1	11-3
<b>CLASS E</b>							
Pfeffer, Pierre	GTV-6	4	3			6	13-1

## **1999 YEAR-END CONCOURS TROPHIES AWARDED**

### **Open Class**

Name	Car	April	July	Nov	Tot.	Place
Bianchi, Norm	74 Spider Veloce	196	205	197	598	1
Adrian, Carrie	93 Spider Veloce	195	192	186	573	2
Harris, Randy	62 Giulia Spider	203	214		417	3

### **Closed Class**

Name	Car	April	July	Nov.	Tot.	Place
Duncan, Bud	73 GTV		214	218	432	1
Sands, Eric	67 GTV/92 164 S	193	199		392	2
Rimicci, Anthony	67 GTV/Milano V.	189	191		380	3



## **Willow Springs - Nov. 13<sup>th</sup> & 14<sup>th</sup>**

*The last AROSC Time Trial of 1999 draws a good turnout*

by Doug Bender

AROSC's last time trial of 1999 was held at Willow Springs International Raceway November 13-14. Out of five time trials this year, three were at Willow; dedicated time trialers had plenty of practice at the "fastest road in the West." The blazingly fast times posted at the end of the weekend showed the effect of all this practice.

There was a large turnout this weekend—something over a hundred entries, and close to twenty cars in the race group. Among the more interesting cars were Dirk Stoehr's GTA race car and a newly-acquired Abarth 595SS ("severely underpowered" according to one driver). The Dunestang came to race and spent much of the weekend dicing against a Ferrari 308GT4. There was also a very nicely prepared Lotus Europa, and a greater than usual number of Porsches, including an early 911S in the race group that caught my eye (and made me drool even though my natural inclination is toward Alfas). Ray Kohl unveiled his Duetto Spider, completely restored and prepared to race standards (which also made me, and several others, drool).

Other than one fairly minor fender-bender during the race, there were no major "incidents" that I know of. A few cars went off into the dirt with no major damage, and I saw an RX7 (or maybe it was an MR2) perform a spectacular spin at Turn 9, going off the track backwards at high speed.

The weekend ended with a great example of Alfa Club camaraderie. It began just after Art Russell completed his timed laps on Sunday, when his GTV quit running and had to be towed off the track. Santo Rimicci took a good long look at it and concluded that Art's fuel injection pump had a big problem. Going against tradition, Randy Harris' Duetto was still running at the end of the weekend, which made it possible for him to offer the use of his trailer while Randy's wife Adrienne drove the Duetto home. So far so good...I helped load Art's car onto Randy's trailer and saw them off. Later I learned the plan fell apart when the Duetto stopped running on the very busy 405 freeway in the dark just north of the 101 interchange. To make a long story short, it took several hours to get both cars home and Adrienne sat in a Denny's restaurant for several hours waiting for Randy

to get home and listen to her message on their answering machine. Despite all this the Harris's are still on speaking terms with Art! This kind of resourcefulness and selfless helpfulness is what makes Alfa Club time trialing so much fun.

As I stated earlier, the times were blazingly fast. I should know; I improved my own best time by over a second and ended up seventh in my class with a time that very recently would have been good for second or third. Here is a summary of the results.

Alex Brown took Alfa Class C with a blazing 1:40.9, a full second faster than Terry Manchester; Randy Harris was third, another second back. Class C used to be the most hotly contested class but this time there were only five entrants compared to nearly a dozen in Class D. Dirk Stoehr took Class A in the GTA at 1:44.1 and Ray Kohl was the only entrant in Class B, turning a fast 1:46.2 in his Duetto's first outing.

Chris Kattche won over ten other entrants in Alfa Class D at 1:44.9 in his Giulia Super. I don't have the full records of AROSC time trialing but I would not be surprised if this was a track record. It certainly ups the ante significantly. Zamani Zambri finished second in D at 1:45.5 in a Milano, and this might well be a track record for D-Class 6-cylinder cars. Mark Hesthal, who had dominated Class D for the past year, finished third (less than a second behind first). Mark is moving on to race group...maybe just in time! The next eight cars were within about four seconds of each other, and the slowest car posted a time that would have been quite respectable in D only a few months ago. In fact, it can be said that there were no slow drivers in Class D, only fast drivers and really fast drivers.

Joel Quaid won Class M at 1:37.9, but top time of the day was taken by Mike De Angelis in his Class N 280Z at 1:36 flat, with Robert Bassett in a Porsche 944 close behind in a crowded field. Patrick Saunders took Class O in a Honda Prelude at 1:42.6, and Rick Lee took Class P in an RX7 at 1:41.5, well ahead of his opposition. Fred Hamilton, at age 84, took seventh out of ten in Class P at a very respectable 1:54 flat.



Continued from page 18

The race is becoming quite popular; as I stated earlier there was a large field, with several new entrants. Doug Hayashi won easily in his Acura NSX. The more exciting action was farther back in the pack. In particular, Paul Ellis in the Dunestang gave Erik Hibsham in the Ferrari 308 a run for his money in a battle between low-tech and high-tech. The Ferrari was supported by a full team with enclosed trailer, two-way radio, etc. while Paul flat-tows the Dunestang to the track behind his old Ford pickup truck with camper shell. There was at least one three-way race involving RX7s and a Porsche 944.

There were two Alfas in the race: Dave Burgoon in a GTV and Mark Hesthal in an Alfetta (his first race). Mark spent the entire race trying to pass the BMW that got gridded up ahead of him. Pretty exciting to watch, and a nice finale to the weekend.

Finally, let me thank the usual gang for arranging and running everything...Charlie Thieriot (back in action!), John Cote', Alex Brown, Phyllis Gaylard, Pierre Pfeffer, Randy Harris, Steve Hamilton, and several others.

**Willow Springs -- November 14, 1999**  
**AROSC Time Trial & Race # 99-5**

Place	Car #	Driver	Car	Fastest	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
<b>Class A</b>									
1	67	Stoehr, Dirk	Alfa GTA	1:44.106	1:44.106	1:44.652	1:45.562	1:49.799	1:48.426
2	381	Perticucci, Sergio	Alfa GTA	1:45.164	1:45.164	1:45.929	1:46.625	2:32.417	1:45.687
3	167	Rimicci, Anthony	Alfa GTA	2:08.265	2:08.265	2:51.360			
<b>Class B</b>									
1	64	Kohl, Raymond	Alfa Duetto	1:46.189	1:51.928	1:49.340	1:47.497	1:47.332	1:46.189
<b>Class C</b>									
1	50	Brown, Alex	Alfa GTV	1:40.485	1:42.825	1:41.150	1:41.006	1:40.674	1:40.485
2	7	Manchester, Terry	Alfa GTV	1:41.943	1:43.785	1:42.600	1:42.027	1:41.943	1:42.060
3	28	Harris, Randy	Alfa Duetto	1:42.765	1:44.666	1:43.362	1:43.470	1:42.765	1:45.172
4	410	Jarman, Jerry	Alfa GT Jr.	1:52.462	1:52.462	1:54.442	1:53.205	1:53.887	
5	53	Dickman, Larry	Alfa GTV-6	1:53.681	1:57.325	1:54.711	1:54.982	1:53.681	1:57.064
<b>Class D</b>									
1	44	Kattche, Chris	Alfa Giulia Super	1:44.858	1:47.318	1:47.221	1:46.526	1:46.310	1:44.858
2	8	Zambri, Zamani	Alfa Milano	1:45.509	1:47.323	1:46.664	1:46.454	1:45.509	1:47.257
3	41	Hesthal, Mark	Alfa Alfetta GT	1:45.713	1:46.497	1:46.621	1:45.836	1:45.713	
4	144	Kattchee, Ted	Alfa Giulia Super	1:46.903	1:47.542	1:47.786	1:46.929	1:48.049	1:46.903
5	1	Thieriot, Charlie	Alfa 164	1:47.292	1:47.536	1:47.292	1:48.000	1:47.979	1:47.867
6	84	Russell, Arthur	Alfa GTV	1:47.958	1:48.686	1:47.958	1:48.052	1:48.797	1:49.731
7	83	Bender, Douglas	Alfa GTV	1:48.729	1:50.697	1:50.238	1:49.567	1:52.531	1:48.729
8	43	Kemos, Peter	Alfa GTV	1:49.178	1:52.289	1:51.196	1:49.783	1:49.342	1:49.178
9	86	Sands, Eric	Alfa GTV	1:49.300	1:51.318	1:50.140	1:49.300		
10	56	Zambri, Nizam	Alfa Milano	1:50.209	3:22.228	1:51.648	1:51.505	1:50.209	
11	38	Dalberg, Jon	Alfa GTV-6	1:51.203	2:00.925	1:52.182	1:52.552	1:52.309	1:51.203
<b>Class E</b>									
1	400	Valsecchi, Emilio	Alfa GTV	1:56.063	1:59.964	1:58.690	1:56.920	1:56.063	1:56.187
2	47	Pfeffer, Pierre	Alfa GTV-6	1:58.433	2:00.468	1:58.433	2:00.017	2:00.042	1:59.044



## Willow Springs Time Trial -- November 13-14, 1999 Results

*Continued from page 19*

Place	Car #	Driver	Car	Fastest	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5
<b>Class M</b>									
1	21	Quaid, Joel	Ferrari 355	1:37.876	1:38.058	1:38.822	1:37.876	1:38.040	1:39.402
2	71	DiOrio, Phil	Ferrari	1:46.696	1:46.767	1:47.369	1:47.314	1:46.696	1:46.864
3	74	DiOrio, Chris	Ferrari	1:54.028	1:55.839	1:54.028	1:55.188		
<b>Class N</b>									
1	841	DeAngelis, Mike	Datsun 280Z	1:36.014	1:38.941	1:36.900	1:37.458	1:36.014	
2	19	Bassett, Robert	Porsche 944 T	1:37.650	1:37.981	1:38.298	1:37.650	1:38.429	1:38.686
3	42	McFadden, Mathew	Porsche 944 S	1:38.538	1:40.665	1:39.214	1:38.538	1:39.113	1:39.237
4	77	Knoke, Jim	Porsche 944T	1:39.604	1:41.594	1:40.283	1:41.914	1:39.604	
5	75	Stoehr, Dirk	Camero	1:40.574	1:41.759	1:41.727	1:41.299	1:40.574	1:44.011
6	2	Rogers, Matthew	BMW M3	1:42.790	1:42.924	1:42.790	1:43.580	1:44.039	1:43.190
7	175	Stoehr, Hans	Camero	1:43.712	1:44.834	1:44.917	1:44.468	1:43.712	1:46.196
8	218	Groth, Claus	Porsche 944T	1:45.671	1:48.206	1:47.441	1:46.309	1:45.671	1:46.417
9	451	Reitman, John	BMW M3	1:46.664	1:48.120	1:47.332	1:46.910	1:47.343	1:46.664
10	52	Heesacker, Greg	BMW M3	1:47.012	1:48.543	1:47.436	1:47.086	1:47.012	1:47.144
11	745	Wynne, Richard	BMW 325i	1:53.683	1:53.917	1:53.683	1:55.369	1:55.630	2:01.264
12	150	Herman, James	BMW M3	1:59.126	2:02.331	1:59.126	2:01.427		
<b>Class O</b>									
1	45	Stern, Gary	Toyota Supra	1:40.026	1:41.067	1:40.530	1:40.026	1:40.222	1:40.450
2	58	Saunders, Patrick	Honda Prelude	1:42.612	1:42.612	1:50.903	1:43.370	1:42.815	
3	70	Hohwart, Rick	Toyota Celica	1:44.041	1:44.545	1:44.220	1:44.041	1:44.261	1:44.081
4	247	Rusciolelli, Remy	Lotus Europa	1:45.661	1:49.974	1:48.480	1:47.221	1:46.376	1:45.661
5	60	Wagner, Donald	Mustang	1:46.108	1:46.108	1:46.435	1:46.536	1:46.475	1:46.547
6	72	Barnes, Paul	Porsche Carrera	1:46.889	1:47.354	1:50.615	1:49.234	1:48.429	1:46.889
7	111	Barring, Michael	Porsche Carrera	1:47.370	1:49.091	1:56.122	1:49.248	1:47.370	1:52.224
8	57	Wakamatsu, Peter	Acura Integra	1:47.850	1:50.484	1:49.609	1:48.986	1:47.987	1:47.850
9	14	Cobb, Joe	Mustang	1:49.396	1:51.813	1:52.795	1:52.137	1:49.396	1:50.543
10	595	Stoehr, Dirk	Fiat 595ss	2:19.904	2:19.904	2:20.024			
<b>Class P</b>									
1	9	Lee, Rick	Mazda RX7	1:41.473	1:43.082	1:41.833	1:41.473	1:42.158	1:42.470
2	54	O'Connell, Craig	VW GTI	1:43.363	1:44.447	1:43.363	1:43.766	1:44.131	1:43.592
3	291	Nelson, Kim	Mazda RX7	1:44.455	1:44.675	1:46.113	1:46.597	1:44.645	1:44.455
4	356	Clemens, Bruce	Porsche 912	1:44.863	1:44.959	1:45.037	1:44.907	1:45.006	1:44.863
5	10	Luftman, Steven	Toyota MR2	1:45.904	1:50.304	2:23.945	1:51.163	1:45.904	1:46.395
6	511	Fibrow, Dennis	Toyota MR2	1:48.686	1:49.273	1:49.555	1:48.887	1:49.142	1:48.686
7	81	Hamilton, Fred	Buick Regal	1:54.025	1:57.068	1:55.541	1:54.025	1:56.796	1:54.968
8	63	MacDonald, Brian	Mazda RX7	1:54.234	1:54.432	1:55.500	1:55.459	1:54.234	1:59.121
9	68	Pizzuti, James	VW GTI	1:55.066	1:59.350	2:10.533	1:58.651	1:55.189	1:55.066
10	3	Watson, Terry	Merkur	2:02.677	2:02.677	2:02.801	2:08.266	2:05.630	2:03.664

Fastest time by DeAngelis, Mike car # 841, 280z, Class C: time of 1:36.014



# Concours at Woodley Park - 1999

*Last AROSC Concours of the Millennium Is A Big Success*

By: Anthony Rimicci

Our last Concours of 1999 was a great event. The turnout was good and the weather could not have been any better. All of the cars were put into place and the judging began at around 10:30 thanks to Paul Mitchell, Dan Ritter, Dirk Stoehr, and myself.

We saw a large variety of Alfa's. There was everything from a 1900 Sprint to a 164 Quadrifoglio, and something called the "Super Toy" (more on this car later on). We also had a large turnout of GTV's and Spiders. There was a total of around 50 Alfa's at the park plus a handful more in the parking lot.

A few notable Alfa's were Bud Duncan's perfect 1973 GTV that won both 1st place in Closed Class and Best of Show, Allen Evan's very original and clean 1967 Duetto took honors in the Open Class, and Dirk Stoehr's 1967 Super Toy. He actually took a Giulia Super, cut it, and put a Toyota bed on it! The car (or truck) actually looked good and drew a lot of attention from everyone trying to figure it out if the bed was a factory option.

A total of 12 cars were judged and divided into two classes, one for open cars and another for closed. It was a shame that not enough people sent in their entry forms ahead of time because there were enough cars to make four different classes. If everyone would realize how important it is to get their entries to me by the due date, more people will go home with ribbons. The results are as follows:

### Open Class

1st	Allen Evans	1967 Duetto
2nd	Norm Bianchi	1974 Spider Veloce
3rd	Kevin Coughlan	1991 Spider Veloce

### Closed Class

1st	Bud Duncan	1973 GTV
2nd	Biba	1975 Alfetta GT
3rd	Murray Levy	1973 GTV

*Continued from page 20*

## Race Results November 14, 1999 Willow Springs Raceway

Overall Class	Car #	Driver	Car
1	1 - M	9 Doug Hayashi	NSX
2	2 - M	32 Erik Hibsham	Ferrari
3	1 - N	581 Doug Ota	BMW
4	3 - M	11 Paul Ellis	Dunestang
5	2 - N	841 Joe DeAngelis	280Z
6	3 - N	20 Danny Choi	BMW
7	1 - O	78 Phillip Schindler	280Z
8	2 - O	94 Richard White	944
9	1 - P	29 Greg Nelson	RX7
10	2 - P	24 Don Mock	Honda
11	3 - P	48 Tony Presto	RX7
12	4 - P	12 David Burgoon	GTV
13	3 - O	45 Brad Gray	Supra
14	4 - N	145 John Reitman	BMW
15	5 - P	41 Mark Hesthal	GTV
16	6 - P	51 Daryl DeArman	RX7
17	5 - N	42 Mathew McFadden	944

On a personal note, I would like to thank everyone who participated in the Concours Program this year. Attendance was up this year and I would like to see it go up next year. I am looking forward to working with all of you again next year.

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## Classified Ads

Free advertising for members

**1978 Alfetta GT:** Silver/gray, xInt cond., Cromodora 5-stars, Konis, Shankle sways and heel/toe, Marelliplex, not driven in wet since 1984; A.C works, recent brakes, headgasket; \$2,700. Call Jim at (562) 865-3176 or e-mail [Pantdino@aol.com](mailto:Pantdino@aol.com) (2/0)

**1978 Spider:** Red with black/red leather custom interior, new rear window, 5-spoke MOMO wheels and wooden MOMO accessories, full tonneau cover. Runs and looks excellent; \$5,500 OBO. Call Kelly at (310) 763-0929 or e-mail [uchmanks@aol.com](mailto:uchmanks@aol.com) (2/0)

**Wanted:** Used car for my daughter, a starving college student; willing to pay around \$3,000. Call Ray Nichols at (310) 900-6783 (2/0)

**1979 Spider: Project car,** 75K miles, stripped to bare metal, primed, needs interior; includes 2 sets Turbina wheels, Euro-bumpers, rebuilt transmission, new tail lights, console, and dash; garaged past 5 years with certificate of non-operation; \$2,500. Call Wilson Miller at (562) 691-4443, [wilson@marnel.com](mailto:wilson@marnel.com) (2/0)

**1983 GTV-6: Project car,** S/N ZARAA6692D1003319; 103K miles (?) with usual rust, complete; includes stock wheels, new Dunlops, new carpet, runs good, needs registration update; \$1,500.

**1985 GTV-6 Maratona: Project car,** S/N ZARAA6696F1007165; 64K miles, heads off (timing belt failure), sunroof, Recaros, stock white pain, NO RUST, metric and prior-style wheels, looks complete, needs time and a good home; \$800. Call Jim Barrett at (714) 964-9530, [eddinab@mindspring.com](mailto:eddinab@mindspring.com) (2/0)

**1957 Alfa Romeo 1900 CSS:** burgundy/gray, aluminum body, only missing eyebrows, 5-speed column shift, Borrani wire wheels, 5 new Michelin tires, straight body, CA black plates, original owners manual and tool kit, needs complete restoration, serious inquires only.

**Alfa Romeo 2.0 Twin Spark Engine** out of Alfa 75, hard to come by in United States, runs good with low kms, can fit into Alfetta/GTV6/Milano, will also fit into GTV's and Spider's with modification

Call Anthony or Santo at (818) 701-1614 (work) or (818) 673-5151 (voice) (2/0)

**Parts:** Spider Racer's Special: 1) AutoPower SCCA-legal bolt-in roll bar and 5-point harness;  
2) 4 Prime 5-Star Alloy rims, 2 have Kumbo R-1 race tires mounted, 2 have BFG Comp T/A R-1 race tires mounted, all in 205/50XR15, used but lots and lots of laps left on wear indicators;

3) 4 Firestone Firehawk race tires 205/60XR15, used; First \$150 takes the whole lot.

**Wanted:** Giulia SS, or Giulia Sprint Veloce; call Bill at (310) 544-0332 (2/0)

**1992 Spider Veloce:** White with black leather interior, like new; AM/FM stereo/cassette/CD player w/12 discs, powerful sound system; new top, new tires, A/C; 41K miles, stylish, fully loaded, a real eye catcher. All records, one owner, immaculate condition. Must sell, departing overseas soon; serious inquiries only.  
Call Elizabeth for price, willing to negotiate: (909) 860-5906 (2/0)

**1967 Giulia T I:** Rare model, red/grey, very nice daily driver, runs great, looks beautiful, some spares. Hate to sell it, but I'm moving; \$5,900. Gerry (818) 985-1556 or [GerWoolery@aol.com](mailto:GerWoolery@aol.com) CA (2/0)

**1985 Spider Veloce:** Red, Black leather, new top, new brakes, p/window, p/mirror, runs & looks excellent, \$5,100. Call Mike at (619) 458-0663 or e-mail [mdeka@aol.com](mailto:mdeka@aol.com) (1/0)

**1974 GTV:** Red, electronic ignition, racing springs, new exhaust. Car was restored 4 years ago. Excellent condition inside & out; \$6,500 OBO. Call Johan at (818) 841-6573. (1/0)

**1971 Berlina:** Fresh 2.0 liter with Webers, many other new parts, cosmetically challenged. \$2,500 as is, \$3,500 all cleaned up.

**Parts: 105 series GT: Bolt-in roll bar,** \$225; many other trim parts for same; One N.O.S. gray seat for GT Junior \$100; lots of clean used oil pans \$150 for both parts; lots of other 1600 motor stuff and some bellhousings as well. Call Fred at (714) 379-9084. (1/0)

**1991 164 Sedan:** Silver/gray, A/C, 5-speed, 70K miles. Mechanically A+, body & interior A-. \$6500.

Call Charlie at (310) 476-8812. (9/9)

**1973 Spider Iniezione:** Smog exempt, one Arizona owner for 26 years, less than 60,000 miles; documented - complete registration and maintenance records. Yellow, Spica fuel injection, all original, new top, recent valve job and new clutch. Runs like new. \$6,800. Call Rich at (323) 782-2555. (9/9)

**1991 164L:** Black with tan interior, 5-speed, sunroof, original owner, all service records, in great shape. 78K, new clutch, new air, runs like a top! \$8,000. Call Bob at (818) 995-8100. (9/9)



**Classifieds** continued from pg 22

**Wanted: 1988/89 Milano Verde:** Hoping to find excellent to very good condition, low mileage example.  
 Call Jere at (360) 416-7099 (days) or (360) 336-3267 (evenings). Or fax to (360) 416-7097. (9/9)


**Project cars: Three 2600 Sprint Coupes:** Make one from three! Asking \$2,000.  
**1982 GTV6:** Not running, 69,000 miles, good interior, electric sun roof, fair Anthracite exterior. \$1,000.  
**1988 Milano engine:** 3 liter, condition unknown, no accessories. Asking \$750. Call Al Cortes at (310) 214-5657 (W) / (310) 970-0127 (H) (u1/0)

**Surf's Up!**

If you are among the *Alfisti* who spend some of your time surfing the Internet, we want you to know that for some time now you have been able to find AROSC there. Yes, Virginia, there really is an official web site for the *Alfa Romeo Owners of Southern California*.

Rather than attempting to describe everything you will find there, we will let the AROSC web site speak for itself. To sample this new dimension to the club at first hand, visit us at:

<http://drive.to/arosc>



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VISA

**Membership Application**  
*Alfa Romeo Owners of Southern California*

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Please fill in the following information, make checks payable to "*Alfa Romeo Owners Club*", and mail to:  
*Alfa Romeo Owners Club, 10 Raskin Road, Morristown, NJ 07960*

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AROC Member Number (if applicable) \_\_\_\_\_ Check enclosed for \$ \_\_\_\_\_

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Member of another AROC Chapter wishing to add AROSC affiliation/subscription ..... \$22.00

Send above information with check payable to AROSC to:  
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## Our 2000 Calendar

January	February	March	April
6 AROSC Board Meeting 22-23 Time Trial - Willow Springs 29 AROSC Annual Meeting 12:30pm Luncheon Cirivello's Trattoria, Long Beach	3 AROSC Board Meeting 25 General Meeting - 8pm, Culver City 26 Peterson Museum Tour & Clean Car Show	2 AROSC Board Meeting 11-12 Time Trial - Laguna Seca 26 Swap Meet TBA 31 General Meeting - 8pm, Culver City	2 Tour "In Search of the Wildflowers" 6 AROSC Board Meeting 15-16 Driving School - "Streets of Willow" 28 General Meeting - 8pm Culver City
May	June	July	August
4 AROSC Board Meeting 14 Concours Long Beach 20 Tour Bothwell Antique Race Car collection 26 General Meeting - 8pm Culver City	1 AROSC Board Meeting 3-4 Time Trial at Buttonwillow 23-25 Tour to Julian 30 General Meeting - 8pm Culver City	6 AROSC Board Meeting 19-23 <b>National Convention, Portland, OR</b> 28 General Meeting - 8pm Culver City	3 AROSC Board Meeting 13 Summer Party at Phyllis Gaylard's home 18 Concours Italiano in Monterey 25 General Meeting - 8pm Culver City
September	October	November	December
7 AROSC Board Meeting 9-10 Time Trial - Las Vegas 17 Concours - San Antonio Winery 24 Swap Meet TBA 29 General Meeting - 8pm Culver City	5 AROSC Board Meeting 14-15 Driving School at "Streets of Willow" 27 General Meeting - 8pm Culver City 28-29 Wine Tour	2 AROSC Board Meeting 5 Concours at "Under 3 Liter", Woodley Park 11-12 Time Trial- Willow Springs 17 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	9 Holiday Party 10 AROSC Board Meeting