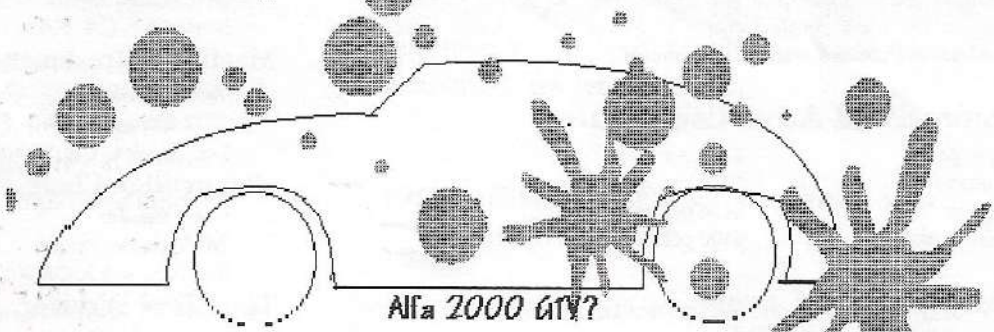


Newsletter of the Alfa Romeo Owners of Southern California

Welcome to the January ~~1900~~ ~~19100~~ 2000
edition of Alfacionada, written under the threat of the
Y2K meltdown and the "Happy New Year" computer virus.

This is coming to you from the safety of my bunker, written
by candlelight and crayon. Fortunately my bunker is located
in my wine cellar, and my corkscrew works! And I'm not likely
to run out of wine before the next millenium. Just as well, as
a wine tour may be out of the question this year (bloody
computer driven 164! Undriven!)

For you car buffs, who need your usual visual fix, a drawing
of an Alfa is provided. No photos, no scanner, no computer.



January 2000

**In This Issue: New Officers, Plans,
Alfa-Porsche Challenge, & 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

Happy New Year -- Happy Y2K

This month's cover art is solely the inspiration of the Editor, on a dark and moonless night, after a goodly sampling of the fruits (!) of the fall wine tour. I was pondering how to put a newsletter together with little input, and perhaps no computer for support. Any better ideas? Does anyone really read this space? Free goodies to all who read? Not!

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

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Disclaimer (a.k.a. Lawyer Repellent)

AROSC and the authors and editors of this newsletter assume no liability for the accuracy or legality of any technical information appearing herein. They are also not responsible for the safety or practicality of modifications performed by individuals or companies and described in these pages. You should always check with your mechanic before performing any work or modifying your car in any way.

AROSC Previews

An outline of coming events

AROSC Annual Meeting – Saturday 29 January, 12:30 pm

Join us for our annual kick-off meeting, with installation of new officers, awarding of trophies for last year's competition events, and general camaraderie. Note that this is a Saturday afternoon.

We are taking over an entire restaurant that is normally closed for lunch on weekends, and will have a great buffet lunch. BE There! Be sure to make reservations in advance so there is enough to eat! See further details on Page 4.

AROSC Time Trial & Race at Willow Springs Raceway – 22-23 January

Our first time trial of the year was thought to be a Super Bowl alternative, but they moved the Stupid Bowl to the next weekend! So come out and drive your car instead of watching some conference playoff football game.

For additional information or an entry form, contact Pierre Pfeffer at (619) 233-8603, or e-mail at: pspape@home.com or Charlie Thieriot at (310) 476-8812, or e-mail at: chthieriot@compuserve.com

AROSC Board Meeting — Thursday, 3 February

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 contact a club officer to find out where the Board meeting will be held, and plan to attend.

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. Check next month to verify the date, or contact Jay Negrin, Coordinator of Events. See the masthead for his phone and e-mail. The Peterson has had some issues with the County Museum that oversees or owns it, and we want to show our support to keep the Peterson open. LA needs a car museum. Since Briggs Cunningham sold his collection and it moved out-of-state, there are only private collections which are not as accessible to the general public.

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 lost of money on other stuff.

For additional information or an entry form, contact Pierre Pfeffer at (619) 233-8603, or e-mail at: pspape@home.com or Charlie Thieriot at (310) 476-8812, or e-mail at: chthieriot@compuserve.com

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

AROSC Annual Meeting

The January Meeting is the Scene of Our Competition Awards Luncheon

And Now for Something Completely Different!

Last year's January meeting broke new ground when we had a dinner meeting. Forty people came out on a Friday night in West Los Angeles to meet the new officers, pick up trophies, and hear a speaker compete with the barroom noise on the other side of the door. This year, we are trying a similar but different approach.

We have found an Italian Restaurant in Long Beach (which is owned and operated by Italians who like Alfa's, and we need to sell them some), which although small, has great food. We are taking the place over for a buffet lunch on Saturday, January 29. The cost will be only \$12 per person, with plenty of great food. We will have time in daylight to peruse the parking lot for interesting Alfa's, then enjoy a feast and perhaps some vino, pick up some trophies, and head home before the pre-pre-game show for the next day's Super bowl. We had originally planned to do this on Sunday, but didn't want to interfere with the couch-potato crowd. We have room for about 80 people, so mark your calendar, give us an RSVP, and come see us there.

Location: Cirivello's Trattoria
3843 E. Anaheim St
Long Beach, Ca 90801
(562) 434-9394

Date: Saturday, January 29

Time: 12:30 p.m. to 3:30 p.m.

Cost: \$12 per person

RSVP: by January 23, 2000
Phyllis Gaylard,
(714) 377-6377 or e-mail
to Phyllis3@aol.co



Directions: From the San Diego Fwy (I-405) exit at Lakewood Blvd., between the Long Beach Fwy (I-710) and the I-605. Go south, and at the traffic circle, turn out onto Pacific Coast Highway, heading southeast. Turn right on Ximeno Avenue, and right again onto Anaheim Street, and head west for about 1/2 mile. If you miss Ximeno Avenue, turn right onto Anaheim Street, and head west for about 1 mile. The restaurant is on the right, and parking is on the west side, or on the street.

View from the Top

Miscellaneous rumblings from El Presidente !

COORDINATED EVENTS

Well here I am El Presidente for 2000. I owe a lot of thanks to Charlie Schwartz and the past several years' board members who have given us a healthy treasury and membership up over 340. So all I got to do for the next 12 months is to not mess it up.

As usual we have at least 1 club event every month. Doug Bender, Charlie Thieriot and "the Kid" Anthony Rimicci have the usually thorough Competition events planned. We have 5 Time Trials, 2 schools (yours truly is still an instructor), and 2 Concours.

We have another tour to add to our already stellar list from past years. Jay will have some work to find some wildflowers this year as we go "In Search of . . .". The Fall Wine Tour will be held with the Central Coast chapter like we did a couple of years ago. And new VP Kevin Coughlin will see about a drive "In Search of Some Apples" in June.

The August Picnic and December Holiday party are still with us.

There are a couple of other car-related events that are too early in the planning/wishing stages to talk about now.

Now for the soap box part of my little article. AROSC like any other group/club has it's usual core group of about 20 - 30 who will show up just about anywhere, with the least amount of warning. Yours truly is certainly a part of this group. Kind of makes you wonder what life we have outside of the Alfa Club??!!

That leaves about 310 of you others. We see you from time to time at a picnic, Wine Tour or at the

Holiday Party. It's really nice to meet you and find out what got you involved with this group of Alfanatics.

Because it is so neat to meet you of the "310" we, the Board, will make it part of our Y-2000 goal to get some of you to at least 1 event this year. That probably means that the Club will have to give more than a couple of weeks notice of an event. If you "310" have an interest in a weekend event you probably need a couple of months to make plans, and find time to clean up your Alfa. I noticed last year that our events that had dates announced at least 2 months in advance had a bunch of you "310" show up. The Picnic and Woodley Park are examples. The Wine Tour, with its last minute change of dates and the Holiday Party with its changing date were examples of how we failed.

So, lets review, class: Plenty of notice, plenty of people. Sounds like a plan for 2000.

Now on a more serious note. . . I have lifted this from the Dec. 27 Autoweek. A Canadian youth was going to take a breathalyzer test at the request of the RCMP. He ripped the crotch out of his underwear and stuffed it in his mouth in hopes of absorbing enough alcohol to pass the test. He blew a .08, the legal limit, and was acquitted of impaired driving. So remember what mother told you about clean undies.

Oh, if you want to know about my signature below, you have to come out to a Driving School this year. It will become clear quickly.

Later,
Frequently Sideways

Beast or Beauty? 2600 SZ

Mark Carpenter

Reprinted from the Alfa Romeo Owners' Club of New Zealand *Alfa NEWS* October 1999, issue 239:

In the great Italian tradition of coachbuilding, Alfa Romeo has commissioned extremely small production runs from several of the major Italian coachbuilders. Even couched in terms of 1960s production numbers, the thought of tooling up to create a mere 100 cars is practically unheard of, and certainly not profitable. Nonetheless, at the 1963 Turin Auto Show, Alfa Romeo displayed a 2600 with body by Zagato. During the next four years, a total of 105 examples would be built, of which only 44 are accounted for today.

The Alfa Romeo cars of Zagato fall into two categories – street and race. The race cars, including the SVZ, SZ, TZ and variants, have a purposeful, almost brutal appeal. Their performance matches their appearance.

The street cars have always generated controversy. They are deemed to be stylistic exercises with no apparent purpose. The Junior Zagato does not perform markedly better than a 105 GTV, and if the engine from the ES30 were placed in the Milano, the lap times would be correspondingly similar.

The 2600 SZ is hailed as a masterpiece of custom coachbuilding by some, and the ugliest Alfa ever built by others. While not particularly respected in Europe, the car is highly prized in this country and Japan, both for its own intrinsic handsomeness, and for the low production numbers.

The 2600 SZ is based on the more elegant Bertone-bodied 2600 Sprint. The SZ did not have the luxury touches, such as power windows, of the Sprint. The SZ cars are unique in some ways that are obvious to the casual observer and other ways that take time to discover.



The Concours Winning 2600 SZ of Al Cortes

Some nice touches are the wood-grained finish of the dash and center console, and the Recaro seats. The rear seat backs fold down to give access to the trunk, allowing your fishing poles or skis to be easily carried. The final interior touch of class is the Belgian wool headliner.

The exterior of the car is quite distinctive, as all Zagato cars seem to be. The lights are stock items that show up on a number of other cars of the same period. For instance, the tail lights can be found on Maseratis and the headlights interchange with the Ford GT40 (try that combination at your local parts house!) The Borani wheels are unique to the car, and have an aluminum rim riveted onto a steel center. The body is not constructed of aluminum but rather a steel unibody from and shell that, when stripped to bare metal, will reveal hand fitting marks, welds, and even factory lead and plastic body filler.

The mechanicals are a mixed bag of parts and pieces available to the European automobile community in the mid-sixties. The car has Girling kingpin front suspension. The brakes are enormous Girling discs front and rear that are so large the factory wheels are 400mm (approximately 15 3/4 inches). Very few 15-inch wheels will clear the calipers.

The engine and drive train consists of mostly 2600, a few pieces from the early 2-liter cars, and a smattering of 101 parts snatched from the available bins as the car was constructed.

The car is a delight to drive. The 2600 engine is not simply a Giulietta with two more holes. Its big six is a very smooth, quiet and silky running engine, feeling much like the Jaguar engines of the period. This car in stock 165 hp form is quoted to attain 135 mph. With some modifications the car can produce nearly 300 hp.

These cars are prone to corrosion, and can be difficult to repair. My own SZ, S/N 856041, sits stripped and dipped, and now awaits only the proverbial year of Sundays to become a runner again.

Time will look kindly upon the 2600 SZ, for it stands not just as a car but as a continuing example of the commitment of Alfa Romeo to encourage talented coachbuilders to work their

art, regardless of the bottom line. Our automotive heritage is richer for it.

2600 Zagato: Points of Interest

By Al Cortes

Reprinted from the Alfa Romeo Owners' Club of New Zealand *Alfa NEWS* October 1999, issue 239:

- ▶ The radiator is unique to the Zagato, smaller than the stock 2600 Sprint.
- ▶ The motor mounts are about 1/2 inch shorter than the stock 2600, to allow for ample hood clearance. Stock 2600 mounts will fit but raise the engine.
- ▶ The gas tank comes from the 1300 - 1600 cars, with a relocated filler neck.
- ▶ The frame crossmember under the engine has a bumper welded on to it to react to forward movement of the engine under braking. This seems to be unique to the 2600 Zagato.
- ▶ The heater assembly including controls are from a Duetto (early 105 Spider).
- ▶ The running gear is stock 2600.
- ▶ The wiring harness is stock 2600 with some unusual wiring just taped over it.
- ▶ The instruments are from the old 2600 cars.
- ▶ The rear quarter window latches are the same as the 105 GTVs.
- ▶ The outside door handles are the same as the early 2000 Spiders.
- ▶ The door lock mechanisms are striker plates unique to the SZ, and not found on any other Alfa.
- ▶ The trunk release mechanism inside handles are the same as a 105 Spider or Coupe.
- ▶ The parking light assembly is unique to the 2600 SZ.

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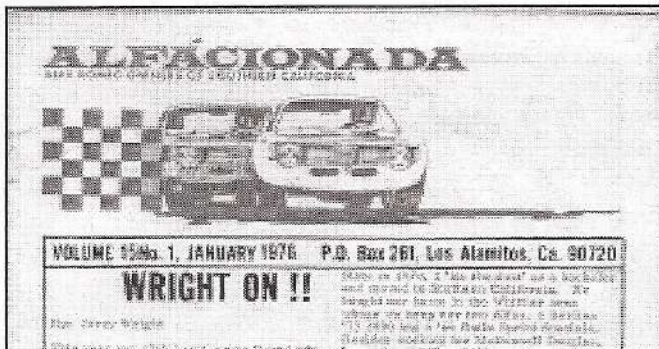
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Alfacionada Retrospective

This is the time of year when everything you read has a retrospective of something. I remembered that I have some old copies of Alfacionada lying around the garage somewhere, so in the interest of tradition, and of filling up the newsletter with something, I present the following from past issues:



January 1976: Jerry Wright took the reins from Allan Gott as club President, and notable board members included Tom Suter as Vice President & Competition Director, and Charlie Thieriot as Co-Tech Chair (with Blake Morris) and Tech Session Chair. Final competition points standings were listed for Slaloms, Solo I, Racing, Concours, Rally, and Time Trials! Plans for 1976 included 4 rallies, 2 or 3 tech sessions, several tours, and f time trials. The newsletter was 8 pages of 8 1/2 X 7 edited by Henri Laborde. There were some thumbnail introductions to the board members, and I reprint the following for your edification:

"Tom Suter: Tom was born and raised in Charleston, West Virginia, which I suppose makes him the Club's token hillbilly. After receiving a BS in Aeronautical Engineering from Purdue, Tom came to smoggy California to work for Douglas Aircraft in Oct. 1961. En route his 1960 Guiletta Sprint averaged 70+ MPH and 35.6 MPG. In June of 1966 he heard of a bunch of oddballs who were meeting each month at the god-forsaken place called Little Lake Par. Immediately sensing kindred spirits, he joined them and found himself a member of AROSC. He currently belongs to a 1969 Berlina, a 1974 Volvo Station wagon, a home in Huntington Beach, a wife, a daughter, three dogs, six cats, and one goldfish (not necessarily in that order). With his mathematician mind, I know that Tom will be able to handle the point standings for the year, keep everything in order, and stand in often throughout the year at various events."

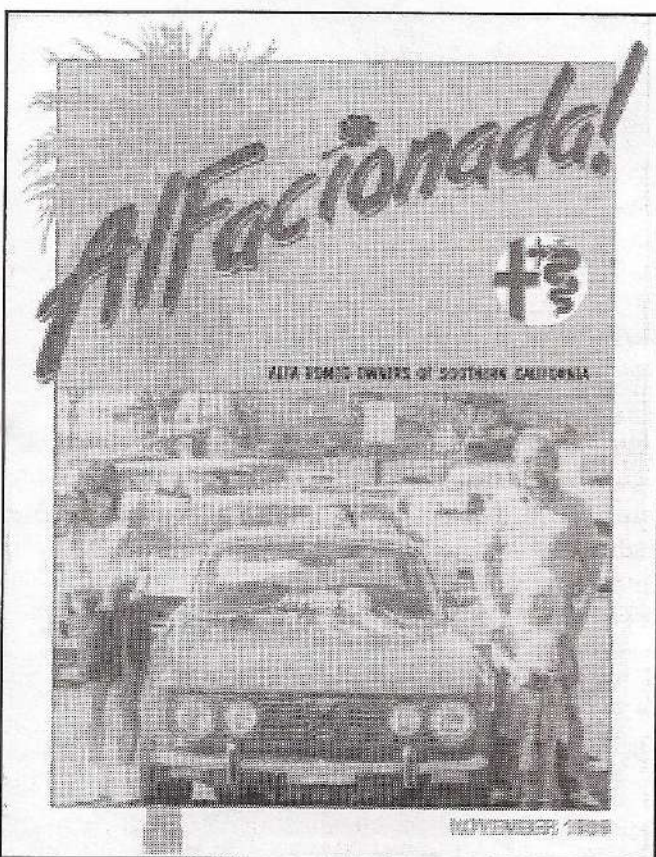
"Charlie Thieriot: Charlie has owned an Alfa since 1966 but has been a member of the club for only three years. He currently owns a 1966 1600 GTA factory competition car and a 1968 Ferrari 275 GTB-4. He has raced the GTA for three years in the Trans-Am Sedan Championship, in 1970, '71, and '72. Charlie has driven about 8 solo Cannonball runs across country round trip. He made it five times; DNF's included one engine, one transmission, one differential, and one Oklahoma jail."



January 1980: Dan Bernstein was the new President, taking over from Rick 'Bear' Clemente, and Tom Suter was the National AROC President. The club had reserved a block of 300 seats for the 1980 F1 Long Beach Grand Prix in the top 10 rows of a grandstand to cheer on the factory Alfa F1 team. Other events planned included at least 4 time trials and a rally. The 1979 Board of Directors voted a Life Membership to Briggs Cunningham for his outstanding contributions to motor sport and as a friend of Alfa Romeo (I think this fell into a crack in later years). The newsletter was 12 pages in the same format as in 1976, and was sent out bulk rate for 8.4 cents! Current bulk rate is 30.3 cents.



December 1984/February 1985: Joel Hoffman was the new President, taking over from Teri Wood. Competition Director was Phyllis Gaylard and Newsletter Editor was Gene Zettle, starting a long period of improvements in the newsletter. It was still a 12-page 8 1/2 X 7, but with a 2 color *Alfacionada* design on the front and back covers. The planned activities look just like a typical year, with 6 time trials at Riverside, Willow Springs, and Carlsbad raceways, 2 club rallies, 3 Concours, a swap meet, and monthly meetings. In addition, plans were being made to attend the Monterey Historic Races since Alfa Romeo was the Honored Marque in 1985.



November 1989: This was the only issue I found after the mid-'80s, and was notable in being 12 pages of 8 1/2 X 11 glossy paper, with a cover photo and 2-colored art on the front and back covers. Gene Zettle was still Editor, and continuing his upgrade of *Alfacionada*. The cover photo was of Rex Chalmers and family with a GTV covered in Concours rosettes. Dan Ritter was President and Charlie Thieriot was Competition Chair. The slate for the 1990 Board showed no change in President, Editor, or Competition Chair. A particularly interesting item in Dan's President's Column listed several movies that featured Alfa Romeos:

1. *Amarcord* – Fellini, 2300 A or B sedan
2. *La Dolce Vita* – Fellini, Guilietta Spider
3. *Nights of Cabiria* – Fellini, 1900 Sedan
4. *The Mechanic* – with Charles Bronson, Guilia TI and 2600 Berlina
5. *The Barefoot Contessa* – with Humphrey Bogart, Ava Gardner, and Rossano Brazzi, and a beautiful 6C-2500 convertible
6. *Marriage Italian Style* – with Sophia Loren and Marcello Mastroianni, directed by Vittorio De Sica, 2600 spider and 1900 sedan
7. *The Pink Panther* – by Blake Edwards, with Peter Sellers, 2000 Berlina (could be 2600)
8. *The Italian Job* – with Michael Caine and Noel Coward, Guilia Super cop cars chasing Minis all over Turin
9. *Magical Mystery Tour* – by the Fab Four, Guilietta Sprint
10. *The Graduate* – by Mike Nichols with Dustin Hoffman, '67 Duetto in undeniably the most famous of all Alfa films
11. *House II* – a boring horror flick, '85 Spider Veloce
12. *Octopussy* – Roger Moore as James Bond, GTV-6

Editor's note:

13. ? There was a Richard Pryor film with a Spider, sometime in the late 80's
14. *The Amsterdammed* -- a thriller in with a boat chase through the canals of Amsterdam and a Guilia Sprint (?) on the streets

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>

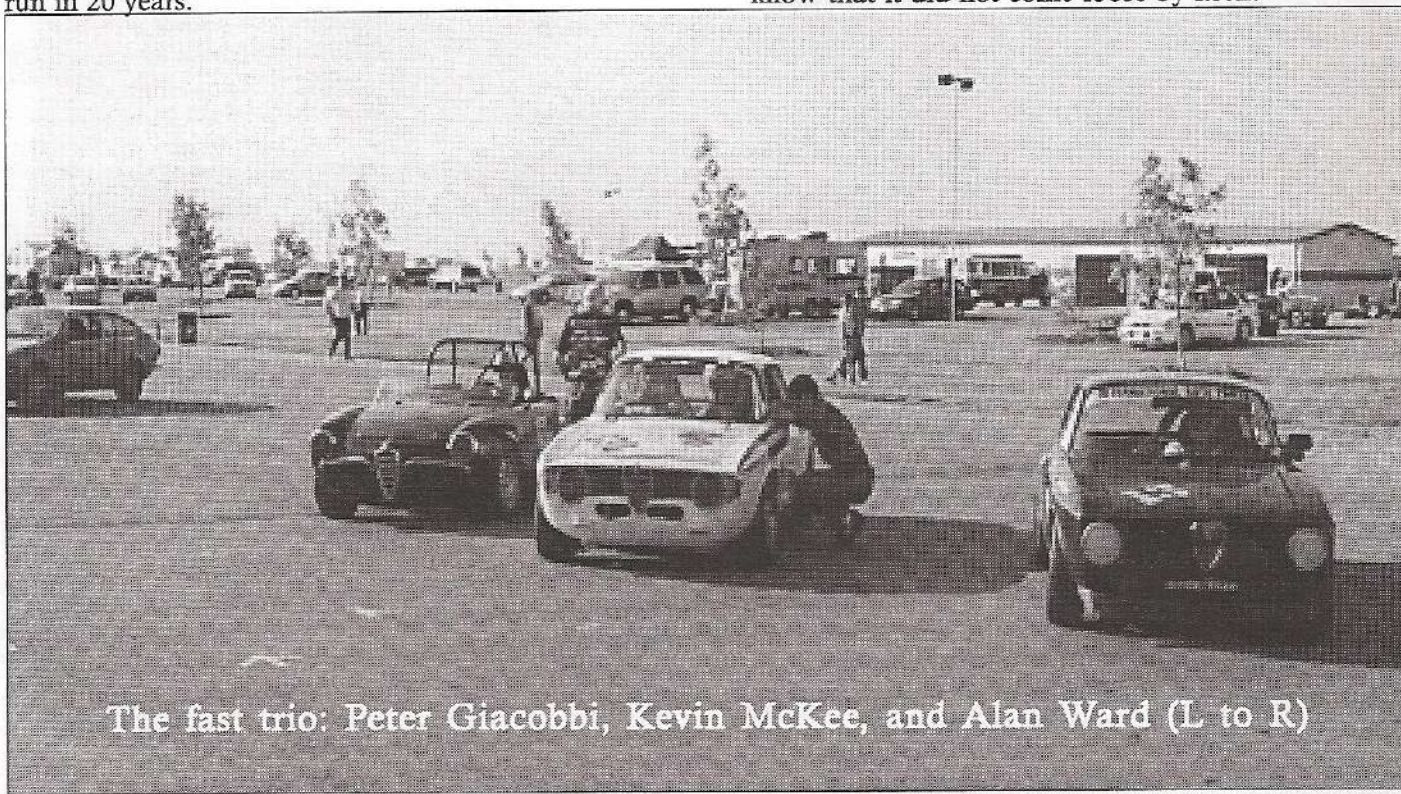
By Phyllis Gaylard

It was a great Alfa Romeo weekend at Buttonwillow Raceway Park for VARA's annual Porsche/Alfa Challenge. Through the efforts of John Dettinger, a separate Alfa Challenge race was added to the schedule. This race was run under the AROSC Competition Code for safety and eligibility, so later cars were eligible, and the fuel cell and fire suppression system were not required for this race. Thus some of our regular time trial and race participants came out to BWP to try their cars against the vintage racers of VARA: Randy Harris, Marc Hesthal, Art Russell, Andrew Cupp, and Alan Lambert.

We had 20 Alfas of various ages and models assembled, and it was a great sight to see them take off for the first Alfa practice. Along with the usual VARA entries were Gerry Woolery with his SCCA GTV with stock cams and Spica, Anthony Rimicci with his '68 GT Jr., and Shelly Zide with his newly acquired ex-Harry Wetson/Pepsi-Sponsored Trans-Am GTV, still set up for the 1970's circuits, and not run in 20 years.

This Alfa Challenge race also meant that the regular VARA racers had 3 races to run over the weekend: the class race, the Porsche/Alfa Challenge, and the Alfa Challenge. Needless to say, some cars and drivers were pooped by late Sunday, and the attrition was noticeable, as the Alfa Challenge race was the last of the day.

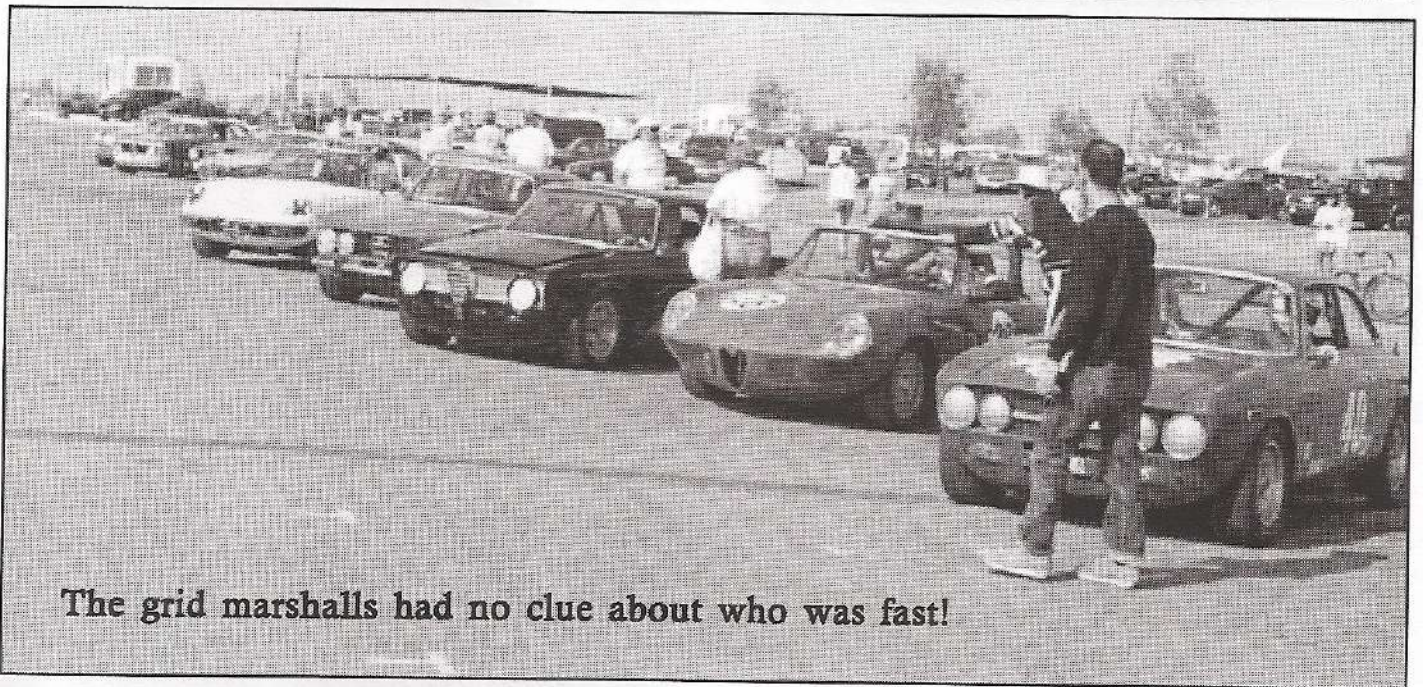
One near early casualty was David Wall's GTV. David had gone up early on Friday to run the extra practice session, and had split 2 cylinder liners during that effort. He had brought his spare engine, and Fred Schueddekopp and others were installing it when Alan Ward arrived Friday at 5:20 PM. Alan helped set up the cam timing and other details, on into the dark of night, and the engine ran! The next morning, David went out to practice and in short order, one cam came loose and hit the head, although the valves were OK. So Fred and others spent all day working on the motor, and by nightfall, it was again running. Lesson: beware of ignition problems and detonation. Some of us watched Alan tighten the cam nut, and secure the lock tab, so we know that it did not come loose by itself.



The fast trio: Peter Giacobbi, Kevin McKee, and Alan Ward (L to R)

e Challenge

er Youth & Enthusiasm Again



The grid marshalls had no clue about who was fast!

Our cars and drivers were by and large well behaved, although Randy Harris became entirely too well known to the Black Flag crew, earning the nickname of 'Dusty'. He didn't deserve all of the calls to Black Flag, but 2 spins in one practice session had them anticipating his moves. 'Dusty' did get plenty of track time, as he had installed a fuel cell and fire suppression system in his car, and when they accepted his FAA medical, he was cleared to run the whole event. He did run quite well, when staying on the pavement: starting 6th in the rookie race, he finished 2nd, behind a Sunbeam Tiger. Good Show!

Saturday's qualifying Porsche-Alfa Challenge showed the Porsches to be well outnumbered, 13 to 6. Unfortunately, the 911 of Walt Maas had us out-powered, with his 2.7 liter motor. Walt is an old competitor of Alan Ward's, and knows how to drive elbows-out, with confusing lines and odd braking points. He is extremely hard to pass, and no one succeeded all weekend. The Alfa contingent started with Alan Ward followed by Kevin McKee's 1750-powered GTV, and Peter Giacobbi's 1750(?)-powered 1960 Spider. After a few laps, Kevin got anxious, and tried to pass Alan where there was no room. Alan was spun off course, and Peter went off to avoid Alan. Peter stalled, and lost 4 laps trying to

get started again. After a visit to Black Flag, Kevin set fast lap of the race and chased Walt Maas down by the checkered flag, but couldn't pass. Alan recovered to finish 5th.

Saturday's qualifying CP, BS, etc., race was a replay of Alan Ward chasing Walt Maas, but they were in different classes, so Alan was first in B Sedan, and Walt was 2nd in C Production, behind the blazingly fast Sprite of Mark Matthews.

The qualifying Alfa Challenge race was the last of the day, and the grid was strangely set by finishing position in practice, not by lap times. The fastest cars did get set to the front, and the "freight train" of Alan Ward, Kevin McKee, and Peter Giacobbi ran in that order for the entire race. Randy Harris started 5th, but dropped back a few places as stronger cars moved up, and then had another visit to Black Flag, putting him at the back of the pack. David Diamond made the best run, starting last when he was late to the grid with the field part way around the course, and ending up 4th.

On Sunday morning, Alan Ward was to start 4th in the BS, CP etc., race, but was not watching the time, and was late to the grid. He started dead last, and

continued from page 11

moved up to 5th overall and second in B Sedan. One more lap and he could have won the class. Does anyone want to give him a loud alarm clock? Our nemesis Walt Maas passed up the class race to have his car fresh for the challenge. David Wall got to start his first race of the weekend, from the back of the field, and managed to punt a poky Mustang off course, to end his weekend in frustration.

The Porsche-Alfa Challenge started 18 cars: 12 Alfas and 6 Porsches. Starting from Saturday's finishing positions Alan Ward immediately jumped from 5th to 3rd, chasing Kevin McKee who was chasing Walt Maas. After 4 laps, Kevin broke a rear axle and Alan was left to chase Walt, with Peter Giacobbi following, all the way to the checkered flag. Walt continued to prove unpassable, so Porsche again prevailed. We need bigger motors! Walt did not turn laps as fast as our fastest Alfas could, but he was able to out-drag everyone to the first corner, and that was that. There used to be a GTA with a Ford Falcon V-8 installed – anyone know where it is now? Gerry Woolery was running 3rd Alfa until near the end when he retired, as did John Dettinger after just 3 laps and an off-course excursion, and Shelly Zide with a dropped cylinder. Thus 8 Alfas finished, with Mike Kinney's GTV taking 3rd, Randy Harris 4th, followed by Dick Hughes (in a '59 Sprint Veloce), Jeff Robin (in a '64 Giulia Spider), John Samson in his 'brindle' colored GTV (which wouldn't stay in gear), and Anthony Rimicci. Everyone could boast of beating at least one Porsche, as a 911 came in last.

In the other class races, Kevin McKee won D Production, Dave Diamond won D Production 3, John Samson was 2nd in E Production 1, and Dick Hughes was 4th in F Production.

The Finale of the day was the Alfa Challenge Race. By this time, we were down to 8 starters, between those who's cars had died and those who had to go home early. Alan Ward started on the pole, and held the lead briefly, then Kevin McKee passed him in the first corner. The next time around, Alan spun in turn 1, Peter Giacobbi went into second, and Alan recovered for 3rd. After a visit with Black Flag, Alan returned to the fray in 3rd, just in front of Dick Hughes. The race settled into a stable order, until Art Russell had a last look at the countryside and spun. The finishing order was Kevin McKee, Peter Giacobbi, Alan Ward, Dick Hughes, Marc Hesthal,

Anthony Rimicci, Alan Lambert, and Art Russell. We awarded a flag to Marc for finishing first of the 'street' Alfas. Well done!

Randy Harris was left in the pits after a valiant effort: his starter motor died, and Alan Ward loaned him a spare. That one cranked over once and then just whirred away. When we push-started the car, the Bendix drive hung up on the ring gear. Uwe Backer, who came up to BWP to watch the races, was getting dirty helping and recommended that they leave the starter out of the car, tape the wires together, and push start it. After doing one of the fastest starter removals I've seen, the deed was done, and Randy drove to the grid, planning to start last if he needed another push. Sadly, as he waited to get into position, a large puddle of oil was forming under the car: the line to the oil pressure gage sprung a leak, and he was out of competition.

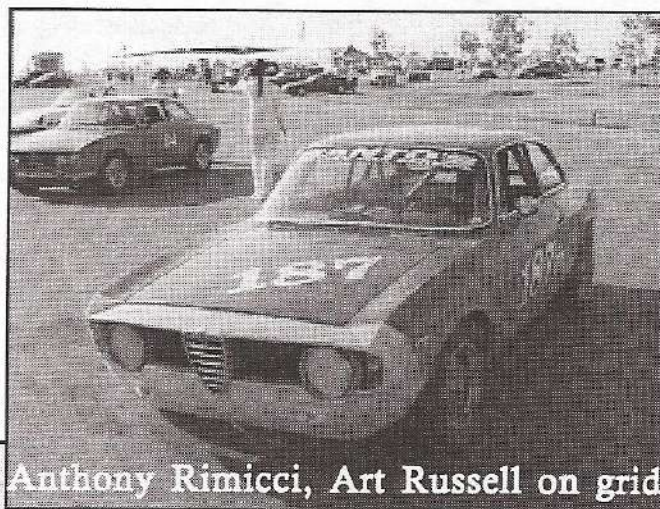
There were two memorable moments of the 'brown-seat' variety for the non-VARA drivers during the practice sessions. On Saturday, Andrew Cupp saw Alan Ward coming as he approached the esses, and didn't realize how fast Alan was closing on him, or how hard Alan was being pressed by Kevin and Peter. Alan passed Andrew on the left at the entrance to the esses with about a 50-mph differential, and Andrew reacted with a slight jerk to the right. Just then, Kevin was passing on the right in an attempt to get by Andrew and Alan. As Andrew reeled back to the left in Kevin's wake, Peter blew by on the left. There was no contact, and no dirt flew, but Andrew wasn't sure he was ready for this.

On Sunday, Marc Hesthal was in the lead of a group of cars, with Dick Hughes on his tail, and a couple of others just behind. Marc made the mistake of looking too hard in his rear view mirror in turn 10, and lost control with a lovely pirouette, right in front of the Black Flag team. Amazingly, everyone got through cleanly, and Marc pulled well off course out of the way until it was clear. The Black Flag team was quite impressed! Dick Hughes' Giulietta Sprint understandably worried Marc, with its 1500cc motor and loud exhaust, but as Dick said later, his car is too valuable to push another car in a corner.

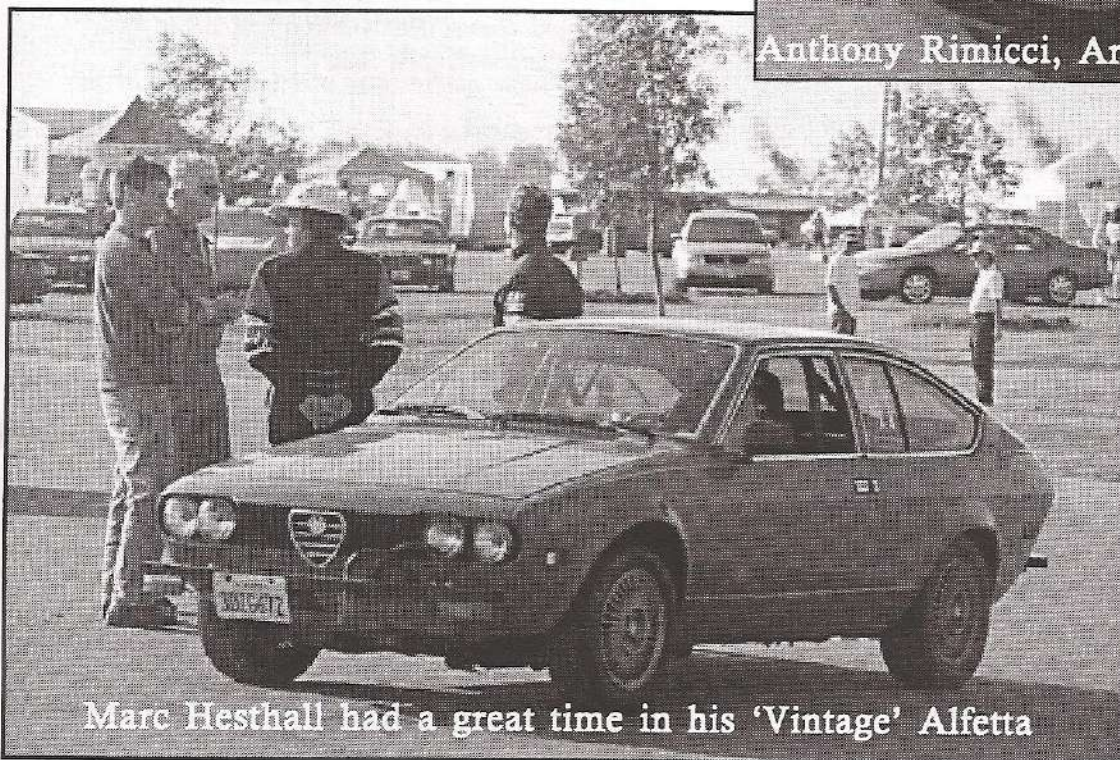
After this fun Alfa Romeo weekend, we hope to do it again. But I hear the VARA drivers saying, "NOT in conjunction with the Porsche-Alfa Challenge next time – TOO much track time". One of the best things about the weekend was the camaraderie. We

had many of the Alfas pitted together, and everyone pitched in to help a competitor in need, whether with parts, expertise, or just grunt labor, or with shade and water.

Next year's Alfa-Porsche Challenge will be held in Las Vegas, November 10-12, 2000, and will be renamed the Doc Holliday Alfa-Porsche Shootout, for the sponsoring Doc Holliday Casino, I understand. This is also shown as the weekend of the AROSC Time Trial, at the same track, so I think there will be some adjustment to schedules eventually.



Anthony Rimicci, Art Russell on grid



Marc Hesthall had a great time in his 'Vintage' Alfetta

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*.

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Caravan to Portland

Lets Go to the AROC National Convention next July!

Who wants to caravan next July to the AROC Convention, which is July 19 - 23, in Portland, Oregon? Paul Blankenship has proposed a 4-day drive, stopping at nice places like Carmel Valley, the redwoods, northern California, and arrive in Oregon in time for the festivities.

Some of us have stayed at a nice place in Carmel Valley, Blue Sky Lodge. A nice place to rest, BBQ, and have our own personal wine tasting. So who wants to go? We should start making some plans and reservations. It's only 7 month away! And the Blue Sky has some rooms available, Paul checked.

The convention should be a real Alfa Blast, based on past experience in Portland. There will be a Time Trial

at Portland International Raceway -- a really fast track with some odd corners, located just north of town on the Columbia River, in Delta Park. There will also be a rallye to see the sights of Oregon, and a Concourse with all the neat Northwest cars on display. Oh, by the way, there will also be the Board of Directors meeting, a Banquet, luncheon, Goody Room, and lots of Alfa Owners there with their cars.

Wineries renowned for their Chardonnay and Pinot Noir are also within easy driving distance, so a wine tour on the way home makes lots of sense. Join in for a fun week or two with lots of Alfa roads, green scenery, and plenty of Alfa camaraderie.

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On February 12 & 13, there will be a seminar in Long Beach called **Inner Speed Secrets**, presented by Ronn Langford and Ross Bentley. It will be two full days focused upon implementable strategies to increase driving performance; to give you specific 'secrets' that will help you accomplish what you want in your race car.

What is it that 'causes' performance, good & bad? If you know more about the process, you may be more consistent. Knowing how your mind works, you can develop strategies to extend your limit. The **Inner Speed Secrets** seminar **will** change your perspective toward mental preparation and **will** increase your performance.

If you would like a brochure or more information, call Ronn Lanfgord at (719) 2602-0999, or e-mail at speed-secrets.com. Ron spoke at the Denver AROC Convention, and his program is well worth your time if you want to be a more consistent driver. A number of big-name pros use his techniques.

Are You Wired?

AROSC announces a reminder service

Are you a member who is Internet "wired"?

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

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.

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Editorial

Wow! This job comes with a soapbox! I think I'll stand on it for a bit. I volunteered to edit the *Alfacionada* because the Boeing Company thinks their airplanes are more important than our cars and newsletter. Our former editor, Tom Suter, has been compliant to their bribery of a weekly paycheck, and Tom has increasingly been kept too busy to get the newsletter out on time.

As a retiree of Rockwell, whose pension is paid by Boeing, I am happy to thumb my nose at their bribery, and place my priorities right where they belong: in my Alfa. Having more time than other Board Members allows me to edit the *Alfacionada*, maintain the membership mailing list, keep the treasury, etc. I am not planning a coup, even though my name shows up twice on the masthead.

Tom set a very high standard for the newsletter, which with his help I hope to maintain. However, I must state that my priority is getting an issue out every month in time for members to be reminded about the monthly meeting and other activities. You may therefore see an issue that is a bit thin or not up to the quality you are accustomed to receiving and for that I apologize in advance. There is a cure: I need material submitted so I have something to edit.

Notice that I volunteered to be editor, not author. I will write some articles, but this is your newsletter, not mine. I want to put in what you want to read, so I need to hear from you on that issue. Do you have some photos that would be of interest? Please send them either digitally or physically to me - I will return them. Do you have some info on neat Internet sites? Let me pass that on to the membership with an article. We have often relied on Randall Higa for Time Trial reports and photos, but this year he has missed several events, and Doug Bender has been very helpful with his input. If you go on a tour or attend a concourse, would you write it up for those not in attendance to share the fun you had? If you are not a polished writer, let me polish it for you, but give me something to start with. We also need technical articles. I have found some in other Alfa Club publications, and will share them with you, but if you have some insight into fixing a common nuisance problem, write it up and share it with the club. Many Thanks in advance.

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AROSC Winds Up The Year With The SOCIAL EVENT OF THE CENTURY!

Also the Second-and-a-Half Annual AROSC Bocci Tournament!

Local Alfisti, friends, relatives, and a coterie of Hollywood paparazzi jammed Highland Park's fabled Herting manse on Saturday, December 4, 1999 to celebrate the holidays in true AROSC style. This was a fitting and glamorous finale to the century which gave birth to both the world-famous Alfa Romeo automobile and consequently somewhat later to the infamous Alfa Romeo Owners of Southern California.

Repeating the successful approach established by 1998's holiday fete, the Club rang out the old (along with several bar rags) at a party that began on Saturday afternoon and stretched into the evening hours. Again this year a groaning buffet of mostly-Italian foods was perhaps too enthusiastically received by more than 30 attendees eating like 50. Accolades and enconia also must go to AROSC's *sommeliere extraordinaire*, Phyllis Gaylard, who presented us with an ample range of mostly-Italian wines representing many styles and regions. One of our most stalwart members, Phyllis' efforts on behalf of the Club remain undiluted.

In a secret attic room many members had a chance to slip into David Herting's virtual reality recreations of classic auto races of the 1960s, thus affording them the opportunity to relive a youth most never had a chance to misspend.

Downstairs, there was a lot of laughing and spirited conversation... and a little bit of car dismantling in the Hertings' driveway. I believe I even glimpsed someone doing a fair *tarantella*. In accord with another popular tradition, the party included a screening of the classic film "*The Italian Job*."

As if the food, wine, and brilliant company weren't enough, the event was also the venue for the Second-and-a-Half Annual AROSC Bocci Tournament. As many of you will recall, this now-traditional event was instituted at last year's holiday party, where it was such a success troops had to be summoned to bring an end to the final round. Always erring on the side of speed, AROSC members couldn't wait an entire year for the second annual match, so it was held a bit early at the Best of France and Italy meet in Woodley Park in

November. Therefore, this year's holiday party tourney was dubbed the Second-and-a-Half Annual to more accurately reflect the number of events held. Thanks to Kevin Coughlin for providing the authentic Italian bocci set. Since the balls are Kevin's, he also gets to referee make up all the rules, and if you don't like them, you know what he will do.

All in all, revelers declared this season's holiday party a great success, agreeing the only greater pleasure would have been to see even more AROSC members able to attend. Once again, AROSC thanks our foolishly-generous hosts, David and Erika Herting for the use of their house and garden. If the repairs are done in time, perhaps we can look forward to another party there this year!

Editor's Note: Although our author acquired the movie for us, he did not stay for the screening. It was a great ending to the party, but it did seem somehow wrong to cheer on the Minis full of loot racing through the streets of Turin, as the inept police tried and failed to match them with their Giulia Supers. We all laughed at the poor Alfas, but had guilty feelings later. However, Michael Caine left us with a great cliff-hanger, to end all cliff-hangers in the movies.



Classified Ads

Free advertising for members - please send to the Editor

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 (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 Webbers, 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)

Part: for 115 GTV: 1 N.O.S. radiator, only one left at this price, \$100. Call Jay at (818) 814-3549 (1/0)

1987 Milano Gold: Mechanically excellent, body very good, interior very very good. New P/S rack, tires, battery, brakes, radio, H2O pump, d/fuel pump, timing belt, speakers, filters, fluid reservoirs, mounts, master, and too much more to list here. All updates, upgrades, MANY extras, all records from new. Annotated shop manual. Rust-free CA car. No ABS worries! Fast, fun, reliable. Scrupulously maintained. Everything works but the power antenna (but the radio works great via a fixed Euro mast). One of the best examples anywhere. Not cheap but a real bargain. Two-time AROSC Concours ribbon winner. Azzuro metallico w/gray cloth interior, Zender rear spoiler, and custom wood-paneled dash. ICall Charlie at (818) 760-0189; (818) 763-3903; Pottree@AOL.com (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)

1974 Alfa Spider: Rebuilt engine & trans, new canvas top and many new mechanicals. Runs well, no rust, needs cosmetics. \$3300.

Parts: for GTV: Ansa O.E. exhaust, \$50; Alfa Ricambi Power Plus mufflerV, only 6 months old, almost new, \$75. Call George at (310) 399-0421 (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. \$6,8000. 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)

Wanted: 1988/89 MilanoVerde: 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., asking \$1,000.

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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 13? Tour Bothwell Collectn 21 Concourse TBA 26 General Meeting - 8pm Culver City	1 AROSC Board Meeting 3-4 Time Trial at Buttonwillow 17-18 Tour to Julian 30 General Meeting - 8pm Culver City	6 AROSC Board Meeting 19-23 National Convention, Portland, OR 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 - Willow Springs 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 Meet" at Woodley Park 11-12? Time Trial - Las Vegas 17 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	10 AROSC Board Meeting