

Giacionorda

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



October 2001

In This Issue: *The Monterey Weekend, Willow Springs Time Trial, Upcoming Events, & 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 by the end 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 Club, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscription to this newsletter is included as part of the annual AROSC membership fee of \$55; non-members of AROSC may subscribe for \$22 per year.

Permission is hereby granted to other Alfa Owners Clubs to reproduce any original material herein, provided credit is given to the author and to the AROSC *Alfacionada*.

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

This month's cover shows the 'Alfa Cup' field rounding turn 1 at Willow Springs on their pace lap. See more on pages 15-20. Photo by Brad Gray from the back of the pace car, using the camera of Art Russell.

AROSC Board of Directors - 2001

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NEW AROSC Web Site: www.arosc.org

**New Web Meister: Brendan O'Brien
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AROSC Previews

An outline of coming events

General Meeting – Friday, October 26, 8:00 PM

Join us for the October general meeting at the Veteran's Center in Culver City. We have a special program, a video from the Historic races at Road America this past summer. See the info on page 5 for more information.

Concours at "Best of France & Italy Car Show" --Sunday, November 4

This is the final Concours of 2001, held at Woodley Park in Van Nuys. This is the biggest showing of Alfas in the area, so come show your beauty, or just come park with all the others and see all the lovely French and Italian cars. There is also a swap meet! See pages 12 & 13 for details and directions.

Board Meeting — Tuesday, November 6, 7:30 PM

The Board of Directors meets monthly 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. We will gather at the Pizza Show restaurant in Hawthorne for dinner and meeting.

Time Trial and Race, Willow Springs – November 10-11

Our last Time Trial of the year will be held at Willow Springs Raceway. For additional information, contact Doug Bender at the numbers or E-mail on the Masthead, page 2.

General Meeting & Election – Friday, November 30, 8:00 PM

Join us for the November general meeting at the Veteran's Center in Culver City. We will have our annual elections and the traditional White Turkey auction.

Holiday Party -- Saturday, December 8, 1:00 PM

Join us for our annual Holiday Festivities. This year, we will gather at the home of M.J. & Sheila Kutkus in north Redondo Beach. The Kutkus' are new members who have been time trialing their yellow Mercedes SLK and who love to put on

parties. They promise to offer the usual food, libation, and good Alfa bench racing. More details next month.

Board Meeting -- Sunday, December 9, 11:00 AM

This month, we will meet to help finish off the party food and select officers from the new board. We will also develop the 2002 schedule of events, so if you have some ideas or issues, please plan to attend.

Don't Miss the Best of France & Italy Car Show and AROSC Concours Nov. 4 at Woodley Park

Get Wired!

AROSC 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.

View from the Top

Miscellaneous Rumblings from Il Presidente!

First thing, I will fix my mistake of crediting Kevin rather than Regan for the fine "Climb to the Stars" in August. My proofreading skills need polishing.

The Swap Meet was very nice for the 12 of us who came out. Sure was easy to navigate around the vendors and no pushing and shoving was observed. We'll try better next Spring.

I went to 1 day of the Time Trial at Willow Springs. Got to fill in doing late Tech Inspection for an ailing Paul Ellis. Now I remember why I passed that job to Paul a couple of years ago. Thanks to Craig Goldenson for asking me to drive a couple of laps in his GTV6 with him. I don't know how much he learned but he has a nice car and that V-6 sure sounds nice with Craig's exhaust system. Maybe a few changes on my Milano . . .

And speaking of Craig, for the October Meeting he is planning to bring a video of some racing he saw at Elkhart Lake. Come one, come all.

I haven't bugged you about The Best of France and Italy at Woodley Park on Sunday Nov. 4. Woodley Park is at the Sepulveda Dam Basin, on Woodley Ave, right where the 405 and the 101 collide. It is the second biggest Alfa gathering on the West Coast each year. I counted over 60 Alfa Romeos on the green, and several cheapskates parked outside. The weather has always been nice, so bring a picnic lunch and a folding chair. The other Italian and the French cars are worth showing up to see. Where else can you see so many over restored Citroen 2CVs. The new paint probably tripled the car's value. (Insert your favorite Alfetta GT joke here) So save up a couple of bucks, pay the entrance fee and park your Alfa with the rest of us.

One last pitch for our elections to be held at the November meeting. Each member, or family in cases like Mary and I, can cast a vote by mail (ballots will be sent out early in November) or at the meeting on Nov. 30. We also take nominations from the floor and will count write in votes on your ballots. We need at least 3 members added to the Board for 2002.

A slight change for the location for our Holiday Party on Dec. 8. New members (new to you, I have known them for several years through Time Trials) M.J. and Sheila Kutkus either volunteered or believed our line about all

new members have to host the Holiday Party, to be our hosts this year. They live in the South Bay. More info to come.

So here is all that you 340 people need to do in the next month or so:

- * Come to the Oct. meeting to see what Craig has in store for us.
- * Get to Woodley Park.
- * Enter the Nov. 10-11 Time Trial at Willow Springs.
- * Nominate your self to run for the Board and then vote in the Club election.
- * Stop by the Holiday Party to welcome the Kutkus' to our little club.

So the folks at Alfa Romeo say they will bring in the NEW Alfa Romeo Spider in January 2005. We all better get started saving our \$\$\$. I also see in the Alfa Owner that Alfa/GM is proposing to provide il Quadrifoglio magazine to us AROC members. I remember when we got it courtesy of ARDONA a few years ago. Hope it comes true.

That's all for now.

Caio,

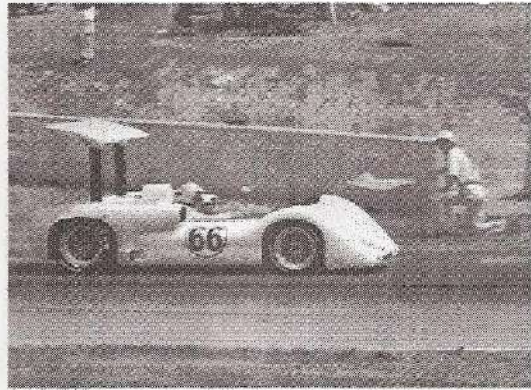
Sidewaysalfa

The Board of Directors announces vacancies on the current board, and a need for at least 3 candidates to run for the board in November. If you have any ideas on club activities, or just want to get out of the house another night of the month for dinner and Alfa talk, contact any board member listed on on page 2, or just come to any board meeting listed on page 3.

October Meeting -- Special Program!

2001 "Road America Historics" Video!

- Featuring the CANAM Challenge and Jim Hall & his Chaparral's



There will be a Special Video presentation of this year's Brian Redman International Challenge @ Road America in October's General Meeting. This is the Wisconsin equivalent (or Better?) of the Monterey Historics. But this one has a **HUGE** field of CANAM cars in addition there are 50-60 car fields in the other classes!

This year Jim Hall and his Chaparrals were featured. He personally towed the 2A, 2E, 2G and Infamous 2J to the event from his home in Texas! Footage includes views from almost every turn at the track... that is 14 turns on 4 miles of track! The track has an old European feeling to it. Road America is basically carved into the Wisconsin countryside. There is footage of pit action which includes many fantastic cars that are rarely seen such as a Ferrari 250LM.

Join us and **hear the thunder** and see the sights of all the wonderful Alfas & Ferraris on what is one of the most beautiful road courses in our country. You can't miss this event. Not to mention what better place to watch cars than with other fellow car enthusiasts let alone ALFA people!



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"The Weekend" 2001

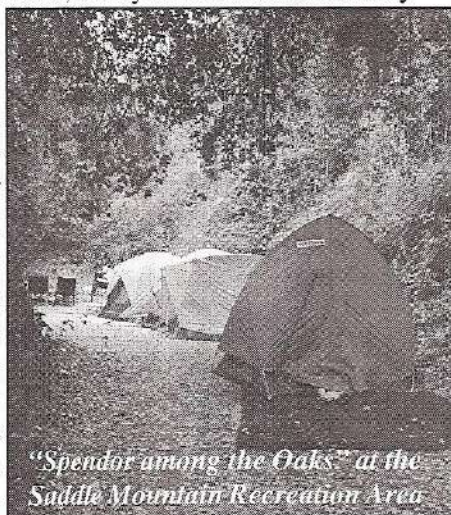
At Monterey, What Else?

by Elyse and Jim Barrett; Photos by Jim & Elyse Barrett

As summer warms up and the weeks roll around to mid-August, all anyone who has been there needs to ask a fellow addict is: "Monterey. What are you driving?" This year's recap in *AutoWeek* describes us as "participants in a 12-step program who never want to recover." How apropos. Right-on, Mark Vaughn. In one sentence, this is "The Weekend", the most intense, extravagant, exciting, indulgent car-crazy convergence on the planet, and you *must* go, at least once.

We got involved 10 years ago because one of us "had to work" that weekend as a journalist (Oh, darn!). After the job situation changed, and we could be simple, salivating enthusiasts, the annual pilgrimage became "ours." We've done the drive in a Volvo wagon (four times), the '65 289 Cobra (twice), the '73 Alfa Spider (twice) and this year, the '82 GTV-6. Each year has been different; each year has been fabulously entertaining.

We have adopted a pattern and structure for wringing every drop of fun out of the days and nights. The key is to go early and return late, in our case driving up on Wednesday and returning on Monday. How to afford it all? We camp out of the car in a secluded forest hill-



"Spendor among the Oaks" at the Saddle Mountain Recreation Area



Regan, Steve, Louis, Eric, Elyse, & Jim

side in Carmel Valley. Continental breakfasts in camp; picnic lunches on the road, and modest restaurant dinners or party fare keep us fueled. For the new millennium, it was a three-car convoy: the GTV-6 was

joined by the '65 Jaguar E-Type of Steve Bruce and the '01 2.5 RS Subaru of Louis Cayafas with copilot, Regan Copple. And on Thursday, our eastern counterpart, Alficionado Eric Morgan, flew in from Orlando, Florida to complete our merry band.

Why leave so early? Parties. Auctions. Friends. Family. We need to attend and enjoy them all. First stop is the epicenter of the eclectic sportscar entourage that swirls around Morgan and Bugatti aficionados, John and Lynn Wilburn in their new-to-them Victorian ranchette in Atascadero. Their potluck barbecue brings together the bright, inspiring, interesting and unusual. This year the fandango was agendized a "Thursday Car Night on a Wednesday" so a few additional Angeleños stalked the acreage to inspect the racecars crouching on their trailers under the oaks next to the barn and check out the ever-moving feast.

Thursday we made the hop up the coast road through Newport, Big Sur, Carmel Highlands and into Carmel Valley to set up camp and welcome our Floridian, Eric.

Friday is Concorso Italiano day and the best way to get into a concours is to arrive early. The Alfa Romeo Association long ago secured a half-acre strictly for Alfas in the western extremes of the show. By communicating in advance, we had become part of that exhibit-within-the-exhibition and by 8 a.m. we were ensconced. There was an "after party" scheduled for closing so that we Alfa folks could kick back and let the traffic clear. We kept the information tables stocked with



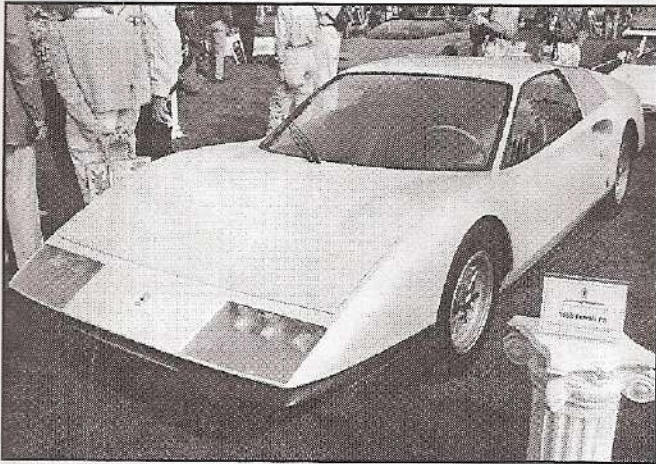
Pininfarina Design Exercise: "Ferrari Module"

stacks of Convention flyers all day, and distributed individual copies to likely commercial candidates.



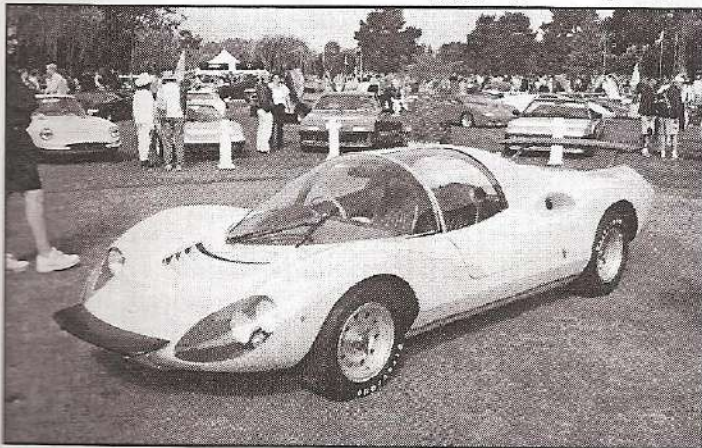
Pininfarina Design Exercise: "Sigma Grand Prix car"

The honored design for '01 was Pininfarina and the supporting event was the Ferrari Club's annual meeting. So! Magnificent examples of Pininfarina design exercises and production cars were everywhere. The Ferrari area on the north



Pininfarina Design Exercise: "Ferrari P6"

side of the golf course was triple its normal size. Piaggio/Vespa has returned to the U.S. market and the dealership of record gave scooter rides to dozens of giggling show-goers.



Ferrari Dino Prototype

Fiat/GM were in attendance and had an Alfa 147 (the European Car of the Year in 2001), and a Fiat Barchetta on display.

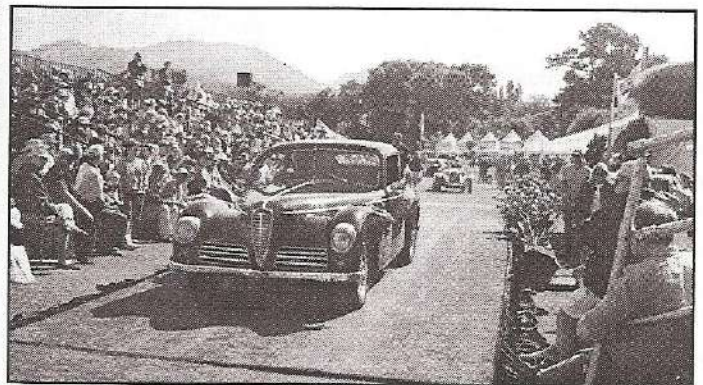


The Alfa 147 Wagon, European Car of the Year



The Fiat Barchetta Spider (with California plates!)

What is still so endearing about the Concorso Italiano is its irreverence, its relaxed atmosphere, its cool marque "drive-bys" and fashion show. At 10 a.m. *Sportscar Market* editor/publisher Keith Martin emcees a wonderful exhibit of selected cars in a marque review. Alfa Romeo usually rolls first, and this year's featured cars included: a Freccia d'Oro



The Freccia d'Oro in Marque Drive-by

Alfa Romeo Owners of Southern California

in near-original condition, a correctly refurbished Montreal, and a white '30s vintage Zagato (*not* the one from the Blackhawk).

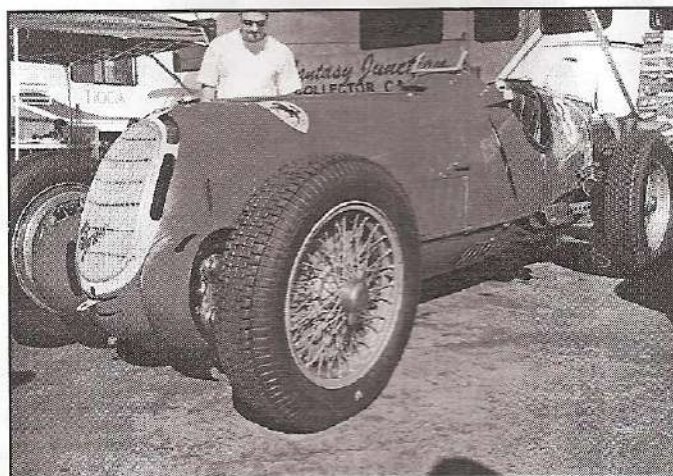
Although racing continues through Sunday afternoon, Saturday for us is track day at Laguna Seca. This year's honored make was Bentley, and the pre-war examples beetling about in BRG were huge and numerous. Continuing connections with ARA landed us in the Alfa Corral and this is a great parking location that, following a reserved, but not rigid, pro-



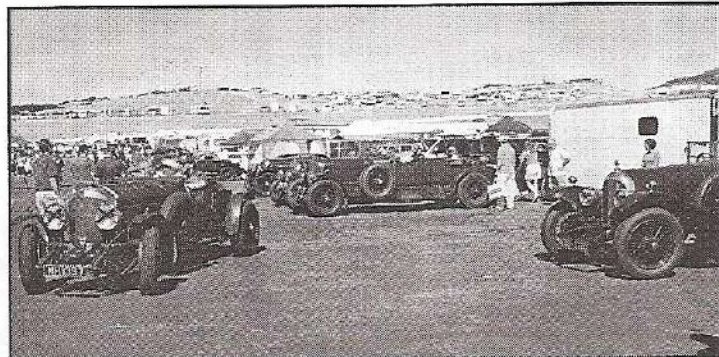
The Ex-Mario Andretti Alfa Formula One car



The Alfa Corral at the Historics, Laguna Seca, Saturday



An "Oldie but Goodie" Alfa Racer, post-war



The Bentley Parade begins at the Historics, Laguna Seca

to col from which others may also benefit. We try to have a full day at the track, taking in the exhibits, buying stuff from the multitude of vendors and watching at least half the day's competition card. Depending on the schedule, there are way-antique cars in exhibition laps then '60s American TransAm iron swapping paint. The last race of the day this year was the '65 to '85 Formula One assortment including Mario Andretti's F1 Alfa, the '79 John Player Special (in which Mario did win the World Championship), a brace of 275 LM Ferraris, plus the Shadows, Lotuses and McLarens. They were music to the ears.

Saturday evening was the "big night out" in Carmel. We had reservations at Little Napoli, and although staff was submerged in patronage and service, we were graciously seated (only about 40 minutes late) and enjoyed unbeatable Italian dinners. Go there. Eat. You'll love it.

Sunday is Pebble day. Although we had not attended the Pebble Beach Concours d'Elegance for several years, the inclusion of Ford racing cars as a featured attraction caught our attention. We negotiated beforehand the new, expensive, even-more-exclusive ticketing process designed to sort the chaff from the wheat and managed to get our gang onto the greens before noon on the shores of Stillwater Cove.

It was interesting not to see a single Shelby product, neither Daytona coupe nor Cobra racer in the Ford lineup. There was a GT40 and a couple of hotrod roadsters, but it was as if the bluestockings were reluctant to carry out the exhibit. Oh well. The other categories were as breathtaking as always.

There was a strong class of wood-bodies, Chrysler Town and Countrys, of all things. Also, there were fewer of the "Shahmobiles" and oddities that we had seen in the past. Ferrari was present with, in addition to some fabulous sports racers, a car transporter with a fleet of Testarossas in it.



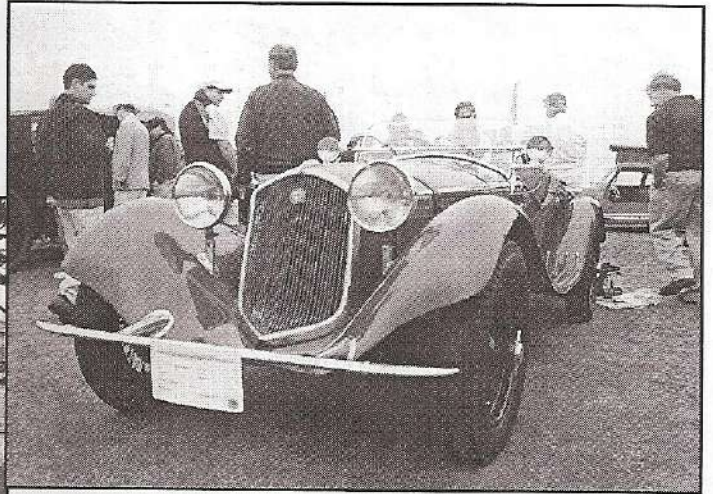
Pebble Beach, European Race cars: Aston Martin DBR, Ferrari 250 SWB, etc., etc., etc.

Several lovely Alfas luxuriated on the lawn - an 8C 2900 and a '30s-era Zagato spider - among them. And, for the first time a "preservation class" was introduced, which will change the face of concours d'elegances worldwide. This category is for "unmolested" unrestored vintage vehicles that still drive. The days of the more-perfect-than-new reconstructions are



Pebble Beach, the 8C2900, sporting its green ribbon on the windscreen indicating a successful run up the Laureles Grade drive on Saturday.

over. We'll be getting to see original-originals as they were created. Now that's history.



Pebble Beach, the 1932 Alfa Zagato Spider

That afternoon Eric flew back to Florida and the lads pointed Subie south. We recapped and napped.

Monday, Monday. Just love that day. A leisurely pack-up preceded the roll downstate to surf through L.A. on the wave preceding rush hour. The E-Type departed a couple of hours before, but we caught him up in Santa Maria, hailing our fellow well-met with a V-6 clarion. He must have taken a long brunch break - we weren't driving fast or anything.

The parting thought is: Monterey, 2002. What are you driving?

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More Scenes from the Monterey Historics

Photos by Anthony Rimicci and Thommy Nothdurft



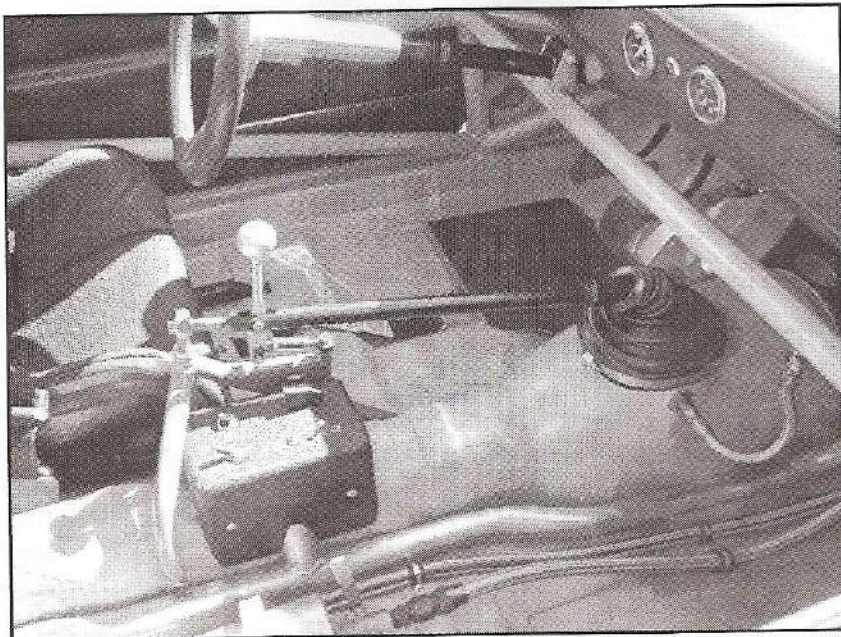
Two Views of the Alfa Corral: A Gaggle of GTV and an Invasion of Old Classic Alfas



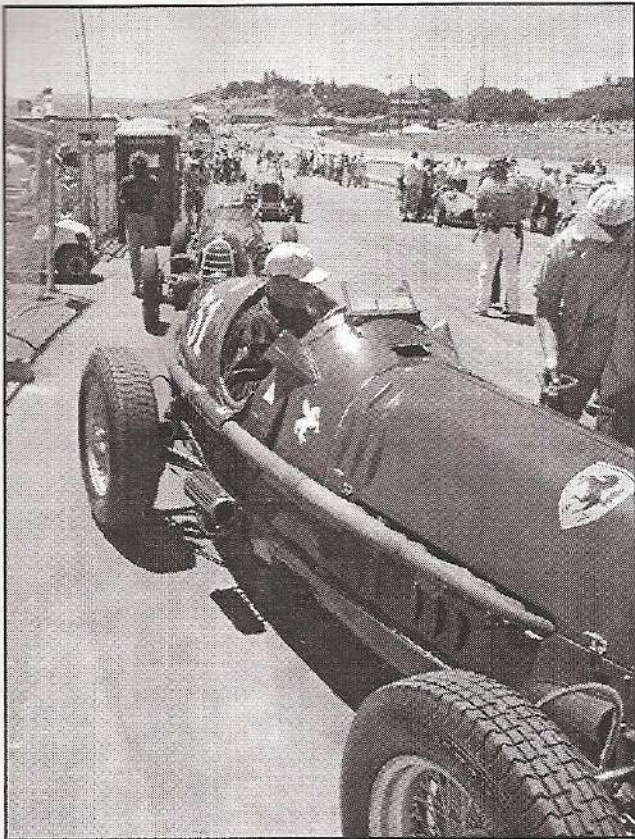
Shelly Zide's Trans Am Pepsi car



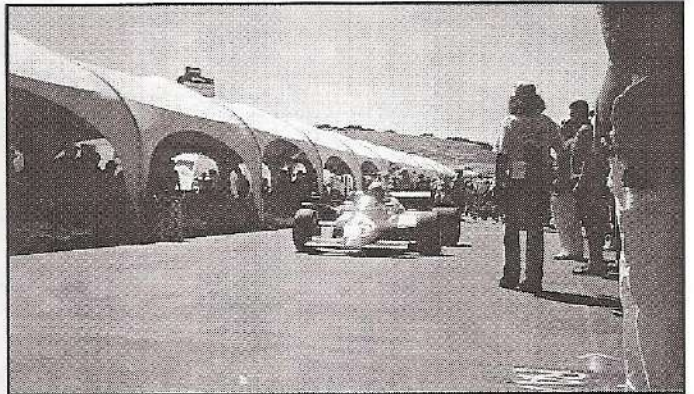
Jon Norman's Green & Blue GTV (what's the big attraction under the hood?)



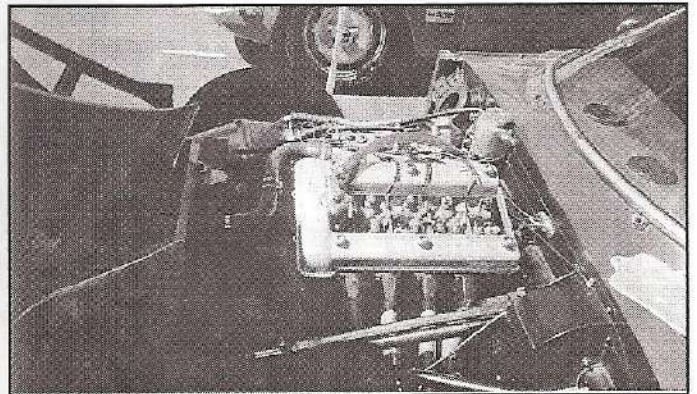
The business-like Office in Jon Norman's GTV shows many innovations -- shift linkage, switch box, accusump, transmission vent, roll cage, and more.



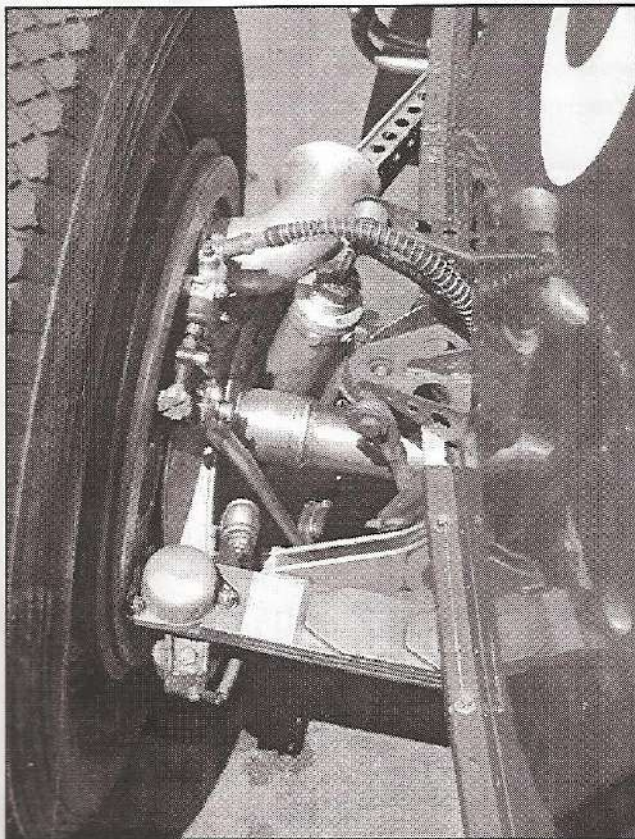
The 'Oldie but Goodie' Alfa racer from page 8 gets ready to go out to play



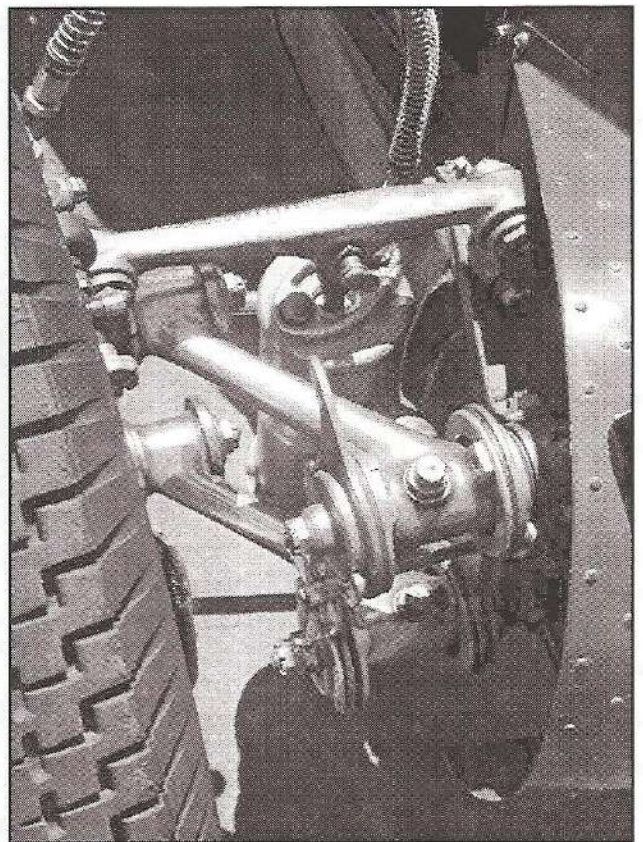
Mario Andretti's Alfa F1 car goes for a ride



The engine bay of an Alfa TZ

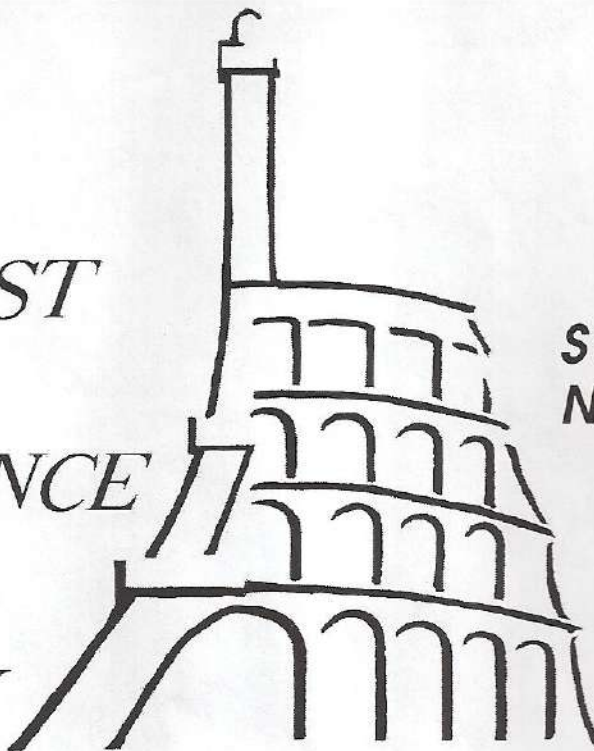


Rear suspension details from the Oldie Alfa Racer



Front suspension details from the Oldie Alfa Racer

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**SUNDAY
NOV. 4**

**9 AM
TO
5 PM**

CAR SHOW AND SWAP MEET
FOR FRENCH AND ITALIAN CARS, MOTORCYCLES & SCOOTERS

DIRECTIONS: Woodley Park is in Van Nuys at the Sepulveda Dam Recreation Area, North of the intersection of the 405 and 101 Freeways.

Info: (626) 797-4221 or www.franceanditaly.com

ENTRY FORM FOR PREFERRED ADMISSION AND PARKING

Years makes & models: _____

Owner's name: _____ Tel: _____

Address: _____

1st Car \$15, 2nd Car \$10, 3rd or more Free 1st Motorcycle \$10, 2nd \$5, 3rd or more Free

Swap Meet vendors _____ (same price as cars for each vehicle) Amount Enclosed: _____

RELEASE STATEMENT (Must be signed by registrant)

I hereby agree to the following conditions for attending and entering vehicles in the Under Three Liter Cars event at Woodley Park on November 4, 2001. I agree to release the organizers of Under Three Liter Cars, volunteers, staff and the City of Los Angeles from any and all liability for injuries, damage, or loss arising from my entry and attendance at said event.

Signed: _____ Date: _____

Mail Entry and Payment to: **UNDER THREE LITER CARS**
P. O. Box 2299
Toluca Lake, CA 91610-0299

(Please make checks payable to: "UNDER THREE LITER CARS") Please mail by Oct 20, 2001.

Final Concours of 2001 to be at Woodley Park

Our final Concours event in 2001 will take place at Woodley Park in Van Nuys on Sunday, November 4th in conjunction with the 'Best of France & Italy' Car show. This is the Main Event for Alfas gathering -- see the details on the facing page. Those who are interested in competing in the Concours please either call or E-mail (rit7@juno.com) me, or send in the application below. We also need judges so if you would like to judge please contact me. For Woodley Park the number of entries will double so count on at least 3 classes. I'm thinking of adding a Time Trialer class or if we have enough early cars we can class the entries by decade or model. We also need at least 5 judges. I will be soliciting members to judge. The reason for this is I don't want to tie up people for too long so they can enjoy the show of French and Italian automobiles. Plus the vendors and everything! Because of the nature of this show, we will only accept Alfas for this Concours.

Woodley Park is off the 405 Fwy: exit at Burbank Blvd. West on Burbank, Right on Woodley Ave. --follow the signs. Arrive early so as to facilitate the positioning and judging of all those beautiful Alfa Romeos, preferably before 9:30AM.

One other thing- Yours Truly will be vacating this position next year as my second job has increased demands for out of town gigs. So I implore you- the membership - to please let me or Doug Bender, Competition Chair, know you are interested in picking up this most important of chairs.

My phone number is (310) 375-0572 Hm., (213) 625-6729 Wk., (310) 283-5357 Msg.; E-mail to rit7@juno.com or dritter@lausd.k12.ca.us

A Rivedrella

Dan Ritter

ENTRY FORM:

NAME: _____

CITY: _____

DAY PHONE: _____ EVE. PHONE: _____

CAR YR: _____ MODEL: _____

BODY STYLE: _____ COLOR: _____

FIRST CONCOURS? _____ COMPETITION CAR? _____

PAYMENT ENCLOSED: \$10 EVENT FEE PER CAR: \$ _____

MAIL TO: Dan Ritter, 205 Paseo de Gracia, Redondo Beach, CA 90277
(310) 375-0572

DEADLINE IS: October 29, 2001

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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. And yes, Virginia, we have a new web meister to keep up the site for the *Alfa Romeo Owners of Southern California*.

As a result of having a new web meister, we now have a new web site address as well. Brendan O'Brien is setting things up for us, and is making progress. It may take a couple of months to complete, but all will be in place soon, so keep checking it out!

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:

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Willow Springs Time Trial

September 22-23

by Doug Bender

AROSC's fourth time trial of 2001 AROSC was back at Willow Springs Raceway near Lancaster. It was a hot time in the old town, with temperatures well into the 90s. Willow Springs, for those who haven't read my earlier articles, is AROSC's main track (we are running there three times this year), and lives up to its slogan "Fastest Road in the West," with some very fast, flat-out turns which reward finesse and courage. The heat took its toll on several cars, and times were decent but not record shattering.

We had a good turnout of about 80 cars (including some new faces, but a small Intro Group). New Alfas included Dom Vitarella time trialing for the first time in his 164S, long time member David Herting in his Alfetta Sport Sedan (I think I saw Erika Herting take a few laps as well!), and Mark Hesthal with a newly acquired GTV (Mark is converting his Alfetta into a race car). The usually large pit enclave run by Dirk Spehr and Santo Rimicci was somewhat reduced this time. Dirk brought three cars: his newly acquired Giulietta SZ, his GTV race car (more on this later), and the Giulia Super "police car"; by Sunday only the race car was running. Anthony Rimicci came Sunday with his GT Jr. race car. Besides this, we had the usual assortment of GTVs, GTV6s, Mustangs, Corvettes, Camaros, BMWs, Porsches, RX7s, etc.



Dirk's Garage??

Results are nearby. [See page 18.] Craig Goldenson is losing his lock on Class C as Aaron Meyer took first place in only his second time trial. Peter Kemos is still dominating

Class D. Ray Kohl's race Duetto was all alone in Class A and Peter Giacobbi's race Giulietta Spider, all alone in Class B, took top Alfa time of the day. There were no cars in Classes E, F, or Z. Dino Crescentini won Class M and took top time overall in his Porsche. There were about 10 cars in the race. A wild-looking Porsche won, followed by John Reitman's M3 and Phil Shindler's well-driven 240Z. Peter Giacobbi did extremely well in his Giulietta, beating a Ferrari with 30 years less age and 3 times the displacement...the highest placing Alfa I've seen in some time.



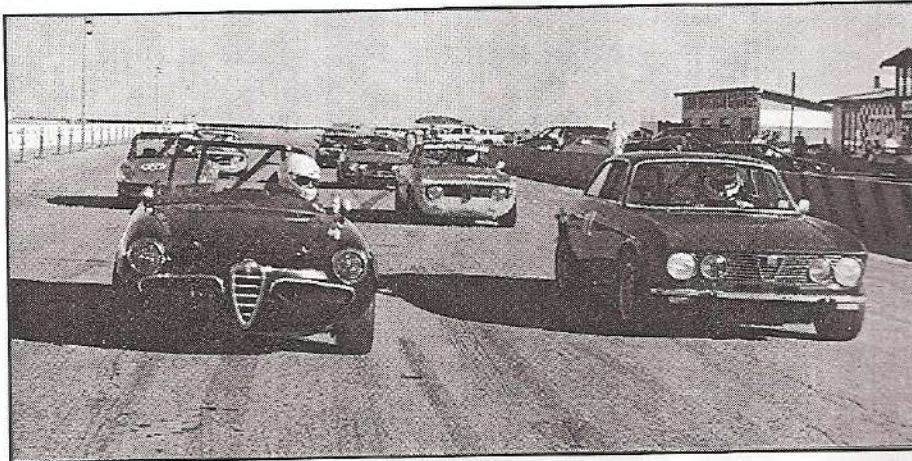
The race group grid with Peter Giacobbi hanging back in the rear of the field. See next photo.



Peter Giacobbi passes half the field at the start!

As an unplanned bonus, and a thrill for everyone, we held a short (6-lap) 'Alfa Cup' race just for Alfas following the main event. Anthony Rimicci gets credit for organizing this event; the organization consisted of inviting any race-prepared Alfa out to the grid, and we got seven such Alfas. This

race turned out to be more exciting than the main event, as the top four Alfas finished within 100 yards of each other and Anthony and the aforementioned Dirk Stoehr changed places several times. If we can entice enough race-prepared Alfas out to future time trials we may well make this a regular event (the "Alfa Cup"), stay tuned.



The 'Alfa Cup' grid

At the Saturday dinner, Accommodations Director Brad Gray and his girlfriend Samantha brought a number of bottles of wine from Samantha's employer, Homewood Winery in the Napa Valley, and we all got to taste the subtle differences between one year and another of two different varieties. This was a lot of fun and better than the usual Saturday dinner since Brad arranged with Desert Inn for a catered dinner instead of the usual buffet. For those like me who hardly ever drink, four glasses of wine was plenty!



Randy Harris and Rick Lee try to figure out what to do with a Datsun Z

The only bent metal I am aware of was actually bent fiberglass on one of the race cars Saturday. But there were plenty of spins and wheels in the dirt. Fortunately Willow Springs is a fairly forgiving track with not too many walls to run into. The main damage I've seen at Willow has been from cars getting into the deep dirt off track and flipping over, and this weekend we were lucky enough to have no such incidences.

I once again had trouble with my '74 GTV. I was very busy in the weeks leading up to the time trial and didn't have the time to thoroughly go through the car. Naturally, being an Alfa, it rewarded poor maintenance with several different failures (even a broken window regulator). I made it partway through the first practice before pulling off, and I just left it parked at the hotel Sunday...it was drivable on the road but not on the track. This was not all bad. I ended up driving four cars, all Alfa GTVs

of one type or another. Art Russell let me drive his car (for the second time in a row!) in the timed laps. Mark Hesthal requested my help setting up his newly acquired GTV, and who was I to turn down a few free laps? Anyway we determined that street tires should be run at somewhere around 40 psi hot on the track and not the 50 plus he started at. How does a car feel on the track with the tires pumped up to 50 psi...something like driving with rubberbands wrapped around the wheels. It felt much better after optimizing tire pressures.

If you're counting, that's three cars I drove so far. The fourth car was the doozy. On Saturday, while I was working the phones to determine whether I could get a new differential delivered to the track by Saturday night, Dirk Stoehr took pity on me and on his way out to practice yelled at me "why don't you take the race car out for a few laps?" Now, it happens that I've long wanted to get a real race prepared Alfa, but for one reason or another I just haven't quite taken the plunge. So here was a chance to drive the real thing. Needless to say, after I made sure I heard right, and my ears weren't playing tricks, it took me about 30 seconds to get my helmet and gloves. After a minute or so of orientation I was in the car heading out to the track. And this was an experience worth writing about.

My '74 GTV and the others I've driven are basically street cars. Mine has a firm suspension and that's about the only mod from stock. It has its full interior, air conditioning, and some additional sound deadening. The 2-liter engine is strong, and with the stiffened suspension and race tires the car handles pretty darn well. It feels rock solid on the track, in fact kind of...heavy.

Dirk's car is a full race prepared Alfa, and has been for many years. It has a 1600 engine with race pistons, ported head, race cams, headers, etc. And, Dirk's race car is gutted out with every nonessential piece of deadweight removed; it even has GTA-type Aluminum doors, but just the shells...no inside panels or guts at all, no glass, it even has lightening holes drilled in the bottoms. The suspension is tight as a drum, but this is probably the part most like my car.

I got in the car and fired it up. It was loud! The clutch engaged with the pedal just off the floor and the transmission had the usual Alfa direct feel. The brakes and clutch are the

old fashioned type, hinged from the floor, and the brake had no booster. I drive on the track with Indian Moccasins (made by real Indians in New Mexico) because they give me good feel of the pedals. The unboosted brake pedal in the race car had no rubber pad (more lightening), and darned if my foot didn't hurt after a few laps. Now I see why racing shoes have hard soles. Anyway, as I got out on the track, I found myself following a BMW M3. Dirk's race car was fast through the turns, much faster than the BMW. This excellent handling, and the loudness, are due to the light weight. I've never felt as closely wired in to a car as this race car. It's a lot like driving a go kart. Every twitch, every motion, results in a response from the car...the car responds almost as you think about it.

The other big difference was the engine, which felt completely different than my 2-liter. The 2-liter lets you know when it's running out of revs, there is no real point of running it past about 6500 rpm. Dirk didn't bother to tell me what rev limit to use in his race car, and the car didn't tell me either. As I came over the crest of the hill at Turn 6 the first

(Continued on page 20)



Doug Bender in Dirk's GTV race car

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AROSC TIME TRIAL #2001-4 9/23/01

WILLOW SPRINGS RACEWAY

<u>POS #</u>	<u>DRIVER</u>	<u>CAR</u>	<u>FAST LAP</u>	<u>LAP 1</u>	<u>LAP 2</u>	<u>LAP 3</u>	<u>LAP 4</u>	<u>LAP 5</u>
CLASS A								
1 64	Kohl, Raymond	Duetto	1:48.242	1:49.832	1:49.116	1:48.242	1:48.804	1:48.347
CLASS B								
1 121	Giacobbi, Peter	Spider	1:39.301	1:39.301	1:39.639	1:39.808	1:40.169	1:40.509
CLASS C								
1 66	Meyer, Aaron	GTV6	1:42.940	1:44.322	1:44.351	1:43.784	1:42.940	1:43.102
2 17	Stoehr, Dirk	GTV	1:44.420	1:45.347	1:44.420	1:48.200	1:46.656	1:47.104
3 18	Goldenson, Craig	GTV6	1:45.661	1:45.661	1:46.548	1:46.493	1:46.441	1:46.231
4 28	Harris, Randall	Duetto	1:45.965	1:46.693	1:46.080	1:46.184	1:45.965	1:49.350
5 681	Rimicci, Anthony	GTJR	1:47.450	1:47.450	3:35.121	1:48.316	1:48.970	
6 58	Dickman, Larry	GTV6	1:48.382	1:48.382	1:49.317	1:48.978	1:49.257	1:48.514
7 33	Procopio, Peter	GTV	1:55.520	1:55.767	1:55.951	1:55.520	1:56.201	1:56.908
8 410	Jarman, Jerry	GTJR	1:56.291	1:57.408	1:59.303	1:56.750	1:57.677	1:56.291
CLASS D								
1 73	Kemos, Peter	GTV	1:44.507	1:46.159	1:44.507	1:45.383	1:45.254	1:45.893
2 84	Russell, Arthur	GTV	1:46.419	1:46.419	1:46.876	1:46.617	1:47.296	1:47.314
3 83	Bender, Douglas	GTV	1:46.955	1:47.142	1:48.290	1:47.477	1:46.989	1:46.955
4 168	Guinasso, Tony	Spider	1:47.909	1:48.201	1:47.909	1:48.571	1:48.001	1:48.166
5 68	Bianchi, Norm	Spider	1:50.162	1:50.162	1:50.242	1:50.794	1:50.400	1:51.021
6 74	Mazlumian, Jorge	GTV	1:50.620	1:55.472	1:51.387	1:50.620	1:50.679	1:50.923
7 44	Hesthal, Mark	GTV	1:51.315	1:52.575	1:52.342	1:51.878	1:51.904	1:51.315
8 16	Vitarella, Dom	164S	1:57.331	1:59.165	2:04.126	1:57.331	1:58.610	1:58.189
9 54	Herting, David	Spt Sedan	2:02.313	2:04.443	2:02.313	2:06.678	2:03.850	2:03.955
CLASS M								
1 111	Crescentini, Dino	933TT	1:29.505	1:29.523	1:29.505	1:30.104	1:30.119	1:33.315
2 193	Gunn-Wilkinson, James	Corvette Z	1:32.878	1:33.663	1:33.787	1:32.958	1:32.878	1:33.225
3 281	Houdre, Chris	944T	1:42.485	1:42.966	1:42.485	1:43.378	1:43.041	1:43.337
4 61	Davis, Matt	GT350	1:43.635	1:49.948	1:44.638	1:45.248	1:44.711	1:43.635
5 6	Davis, Edward	GT350	1:49.177	1:49.177	1:49.216	1:50.039	1:50.177	1:50.128
6 331	Blizzard, Bob	Ranger	no time					
CLASS N								
1 137	Ladin, Jim	Mustang	1:35.213	1:35.213	1:35.689	1:35.566	1:35.410	1:36.347
2 867	Garcia, Richard	Charger	1:39.116	1:40.938	1:39.429	1:39.469	1:39.116	
3 62	Poulin, Robert	M3	1:39.258	1:47.477	1:45.681	1:41.437	1:39.258	1:39.636
4 72	Knoke, Jim	944 Turbo	1:45.169	1:47.625	1:48.189	1:47.445	1:46.546	1:45.169
5 9	Rhodes, Robert	Mustang SV	1:48.758	1:48.758	1:49.674	1:51.121	1:50.111	1:49.794

CLASS O

1	86	Toppenberg, Chris	Mustang	1:41.952	1:42.449	1:43.201	1:43.652	2:02.456	1:41.952
2	22	Heesacker, Greg	M3	1:43.627	1:43.854	1:44.368	1:44.225	1:43.627	1:44.024
3	41	Ewing, Sean	Celica	1:43.929	1:44.558	1:44.883	1:43.979	1:43.929	1:44.026
4	149	Drcar, Ted	Camaro	1:44.513	1:45.148	1:45.485	1:45.570	1:45.351	1:44.513
5	98	Harris, Ian	968 Cabrio	1:48.725	1:52.722	1:50.310	1:49.499	1:49.270	1:48.725
6	23	Gulstrup, Paul	MR2	1:50.977	1:59.282	1:50.977	1:58.494	1:54.448	1:54.353
7	37	DeLaMare, Rob	Miata	1:51.045	1:51.045	1:51.811	1:51.820	1:51.460	1:51.700
8	87	Harris, John	944S	1:53.597	1:53.597	1:54.674			
9	141	Ewing, Bob	Celica	1:59.397	1:59.799	2:00.371	1:59.901	1:59.923	1:59.397

CLASS P

1	36	Schenker, Bill	Miata	1:42.722	1:44.936	1:43.501	1:43.030	1:42.722	1:43.920
2	120	Robinson, Greg	Mustang	1:43.117	1:43.650	1:44.062	1:43.486	1:43.117	1:43.164
3	47	DeArman, Daryl	MR2	1:43.429	1:44.059	1:43.751	1:43.738	1:43.429	1:43.906
4	21	Baker, Tim	Mustang	1:51.713	1:52.510	1:51.713	1:51.754	1:57.215	1:55.675
5	53	Henninger, Bob	325is	1:52.180	1:54.694	1:53.075	1:52.814	1:52.180	1:52.537
6	85	Henninger, Grant	Neon	1:54.542	1:57.130	1:55.474	1:54.837	1:54.542	1:55.149
7	93	Kutkus, M.J.	SLK230	1:59.374	2:00.708	2:00.522	1:59.374	1:59.834	2:00.614

CLASS Q

1	10	Luftman, Steven	MR2	1:42.361	1:42.606	2:02.290	1:43.624	1:43.123	1:42.361
2	8	Clemens, Bruce	912	1:43.775	1:44.204	1:44.552	1:43.775	1:43.800	1:44.112
3	471	Gray, Brad	MR2	1:46.793	1:49.038	1:47.427	1:46.793	1:47.228	1:47.256
4	81	Hamilton, Fred	Regal GS	2:03.495	2:05.729	2:06.048	2:05.401	2:06.631	2:03.495

Race Results

Pos	Driver	Car	Class	Class Pos
1	Tom Taber	Porsche,	N	(N-1)
2	John Reitman	BMW	N	(N-2)
3	Philip Shindler	240Z	N	(N-3)
4	Peter Giacobbi	Giulietta Spider	P	(P-1)
5	Gary St. Amour	Ferrari F355	M	(M-1)
6	Kim Nelson	RX7	O	(O-1)
7	Dennis Fibrow	RX7	P	(P-2)
8	Dave Burgoon	GTV	P	(P-3)
9	Steve Luftman	MR2	Q	(Q-1)
10	Bob Blizzard	Truck,	M	DNS

Alfa Cup Race Results:

Pos	Driver	Car	Class	Class Pos
1	Peter Giacobbi	Giulietta Spider	B	(B-1)
2	Dave Burgoon	GTV	C	(C-1)
3	Dirk Stoehr	GTV 1600	C	(C-2)
4	Anthony Rimicci	GT Jr	C	(C-3)
5	Randy Harris	Duetto	C	(C-4)
6	Art Russell	GTV	D	(D-1)
7	Peter Procopio	GTV	C	(C-2)

Willow Springs Report by Doug Bender

(Continued)

time and wound the car out, here's what I said to myself: geez...this engine just revs and revs...it doesn't know when to stop, guess I'd better shift! My better sense said I'd better shift up somewhere in the 7000 range, but it was clear the engine would go happily well past 8000. In fact, I think the race car could make a very fast time around Willow without ever using 5th gear. The tachometer had a telltale set somewhere over 9000, so that wasn't any help. Afterward I asked Dirk what he used as redline, and he said somewhere around 7000. As I followed the BMW, it was clear the BMW had a lot more power down the straight, but you would expect a modern car with over twice the displacement to be more powerful. I easily stayed with the BMW for three or four laps, then as I was starting to think seriously about maybe using less revs, after all this isn't my car and I'd hate to be accused of doing any damage to it, smoke started billowing out of the footwell as I went through Turns 8 and 9. Needless to say I stuck my hand out the window and pulled into the pits. It turned out to be no problem, some oil was blowing by the rings and dripping on the manifold (the engine has quite a few races on it). But I've had my first taste of a real race car. Everything's changed, nothing else will be the same now. Dirk, thanks for one of the experiences of a lifetime! And, if anyone else wants me to "test drive" their race car I'll have my helmet ready!

Anyway let me thank the usual gang for arranging and running everything. John Cote set up and ran the event, Brad Gray set up accommodations (including the wine party Saturday night), Fred Hamilton ran licensing, Terry Watson ably ran Registration, and Craig Goldenson and Phyllis Gaylard got mailers out. Alex Brown came out Sunday to do timing. We didn't get much help in the Tower this time, and I was too busy trotting around the pits giving refunds on the over-charged entry fee to help myself. Anyway, John is expecting to get his Spider on the track soon, and we soon will need more volunteer help than we've been getting.





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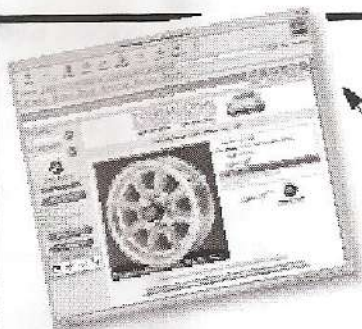
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Editorial Comment:

You may have been wondering about your Alfacionada delivery the past 2 months. Well, so have I! In August, some copies took about 4 weeks to be delivered. Too many \$300 tax rebate checks?

In September, the newsletter was finished on time, on Sept. 12. But we have it printed out of state by an Alfa owner who gets us a great price on the best process, a DocuTech, which prints like a computer printer rather than a Xerox or off-set process. We work with his schedule to run the newsletter over a weekend. Since the commercial airplanes were grounded in the aftermath of the Sept. 11 attack, Fed-Ex ground shipped the computer disk, and it got there too late to be printed that weekend. Thus it was printed a week late, and sent out to you by first class. We hope it got to you on time! Not all the copies were delivered as soon as they should have been. Our pre-sort first class time trial and drivers school flyers have been taking weeks for delivery, so even first class is not guaranteed for prompt delivery.

This month, we are back to our normal schedule, and we cross our fingers on delivery dates.

Phyllis Gaylard,
Editor

LATE NEWSLETTER? *1st Class mail offered*

The *Alfacionada* has been delivered on schedule to the post office for bulk mailing, 12 days prior to the General Meeting, with only one issue being one day late all last year. We plan to maintain this schedule for 2001.

If your post office holds up your newsletter and you always get it late, you can now opt for first class mailing of all your issues for only \$5 per year. Bulk rate costs us about 30 cents per issue, while first class costs an additional 25 to 47 cents per issue. With over 400 copies per month, we can't afford to send all of them first class every month.

Just send \$5 to AROSC, 17041 Malta Circle, Huntington Beach, CA 92649 and mention 'first class newsletter' and your issues will arrive well before each meeting.

Classified Ads

Free advertising for members - please send to the Editor

1979 Sprint Veloce: Ivory exterior with new tan velour upholstery, 126k miles with 16k on rebuilt engine, sunroof, slight rust, runs good, original owner, must sell. Good restoration or parts car for Alfetta enthusiast. **SACRIFICE @ \$350.** Call Vic at (310) 455-0034 (day or evening) or E-mail to v.grosvenor@worldnet.att.net (8/1 - 10/1)

Parts for Sale: '67 GTV interior, re-done better than original in tan, \$750 complete. 15X6 Panasport wheels for spider or GTV, \$600/set. Plexiglass rear window for GTV (105 or 115) \$300. Other parts available in plexi. Many valve covers from 750 to 105 series, \$50 each. Many starter & generator cores, \$75 each. 101 exhaust manifolds, jet coated, \$150/pair. 101 exhaust manifolds, \$75/pair. Call Fred, (714) 379-9084 (9/1)

1974 GTV: White, 67K original miles, A/C, very original, \$9500 OBO. Call Fred at (714) 379-9084. (9/1)

1969 1750 Spider: Boat Tail, silver with new black interior; all original, rebuilt engine, new rag top, new Pirelli (P6) tires, second owner, service records, original Owners Manual; excellent condition, \$10,000. Pictures e-mailed on request. Call Terri or John at (818) 501-6576 or E-mail to donny8342@earthlink.net (9/1)

1960 Giulietta Spider Veloce Racecar: Original Veloce serial # AR170380 w/rare and sought after Pininfarina hardtop. Unlike SCCA and converted street cars, this example has a very rich Italian and La Carrera ('96, '97) history, including the Historic Targa Florio. This car has FIA papers and is eligible for the most prestigious events worldwide. It has been stripped to bare metal ready for restoration. It has a 1300cc Veloce motor with dual Webers, Koni shocks, and original drum brakes. Perfect for the person looking for a worthy restoration of a significant historic racecar. \$9,000/interesting trade? Call Mark at (310) 550-5910 days or (310) 457-2132 eves, or E-mail at fastdap@earthlink.net (8/1)

Parts for Sale: Carburetor Conversion Setups; including 40mm carbs, manifolds, euro cams and air boxes \$775.00 (for 105-115) Milano parts, also. Call Bob at (503) 325-1957 or E-mail to robert_lesher@hotmail.com (7/1)

1986 Spider Quadrifoglio: Silver exterior, gray leather w/red carpet, new top, new tires, runs great! No hard top, \$5900. Call Vince at (714) 390-6769 or (888) 456-0447. (7/1)

1974 GTV 2000: Burgundy/Black, new paint, tires, some trim. Runs great, interior could use some work. I leave for Europe next month so I must sell it rather quickly. It is in excellent shape. I paid \$9,000 last year and put \$2-3k of work into it. I will sell (hesitantly) for \$9,000. There are some pics at <http://>

webp1102.ntx.net/images/custom/webp15d0_alfa2.jpg and http://webp1102.ntx.net/images/custom/webp15d0_alfa1.jpg. Contact Mike at finetimes@yahoo.com (San Francisco) (7/1)

1974 GTV: Excellent condition, over \$11,000 invested; sacrifice at \$6,500. Call Bill at (661) 254-2222 or (661) 252-1712. (6/1)

1969 Spider Veloce: Red/black, two owner car, present owner since 1974, Ward & Deane rebuilt engine and transmission, Spica fuel injection, all maintenance records, kept in garage, a southern California car just waiting for an Alfa aficionado; \$17,500. Call John at (626) 355-6909 (days), (626) 355-8710 (nights) E-mail: JohnJDavisAssoc@cs.com (6/1)

Parts For Sale: 1991 164L black leather seats in good condition. \$350 firm. Call Jim (310) 265-9877. (2/1 - 6/1)

1981 Spider Veloce with 69K original miles, always garaged indoors, red with brown leather seats, interior is in very good condition, no cracks in dash, paint job is in great condition, rust free, some minor dents, asking \$4,000 obo.

1980 Spider Veloce with 94K original miles, black with brown suede seats, interior is also in great condition, exterior paint is a little more worn than the red one, but no dents, rust free, runs great, no discernible oil leaks on either car, asking \$3,000 obo. Call Regan at (310) 659-6690 evenings, or E-mail at copple@la.com for arrangements to view or drive either car. (5/1)


1989 Milano Gold: Champagne paint with excellent condition velour interior. Engine has just been rebuilt: all new belts, water pump, valves, Schnieder cams, everything! CD player, sunroof, power seats. Has always been a California car. All books included, 108k miles; \$3,500. Call Ash at (858) 679-2863, days. (5/1)

1994 Spider Commemorative Edition, #95 of 190; Red/black leather with Comm. Ed. Walnut console, door trim & gear-shifter; 12-disc CD changer, AC, 5 speed, tires in perfect condition, new low-dust brake pads. Body & paint in excellent condition except for ding on left rear quarter panel. One-owner car has never had any mechanical problems, always maintained very well through dealer and now Santo's and Alfa Milano. 20,000 miles, excellent condition, always garaged and in LA. On-line photos at <http://photos.yahoo.com/alfistogty>. \$17,400 OBO. Call Jess at (323) 465-4659. (4/1)

1993 164S, black/tan, 61,300 miles, 5-speed. BEAUTIFUL EXAMPLE. Recent timing belt, valve adj. Outstanding paint & leather. New Dunlop SP5000's (2k mi), Ricambi computer

chip (stock chip incl.), K&N filter, ANSA rear muffler, Mintex brake pads, new rotors, heater core, motor mount, fuel hoses, and more! Excellent custom amplified stereo system. Includes all service records from new. Delivery possible, preferably no further north than San Francisco. Pictures at: <http://members.home.net/alfaracer75/> \$13,000. Call Chip at (858) 254-8340 or E-mail to alfaracer75@home.com (4/1)

Wanted: Alfa to Rent During Alfiesta 2002: We have received an inquiry from Alfisti who are flying to our convention next summer, and would like to rent an Alfa for a convention event car. Used car rental agencies are not likely to stock an Alfa, so is there someone in the club who would be interested? References are offered. Contact Phyllis at (714) 377-6377 or E-mail to phyllis3@aol.com. (10/1)



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Membership Application

Alfa Romeo Owners of Southern California

Dues for 1 year membership in the *Alfa Romeo Owners of Southern California (AROSC)* and the national organization, the *Alfa Romeo Owners Club - US (AROC)* **\$55.00**

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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e-mail _____ Alfa(s) Owned _____

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

=====

Affiliation/subscription: member of another AROC Chapter wishing to join AROSC **\$22.00**
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Dan Ritter A
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Redondo Beach, CA 90277-6103

Our 2001 Calendar

January	February	March	April
4 AROSC Board Meeting 13-14 Time Trial - Willow Springs 27 AROSC Annual Meeting 12:30pm Luncheon Cirivello's Trattoria, Long Beach	1 AROSC Board Meeting 23 General Meeting - 8pm, Culver City 25 Convention Committee Kickoff Meeting, Hilton Costa Mesa	1 AROSC Board Meeting 3 Merle Norman Car Collection Tour 25 Tour "In Search of the WildFlowers" 30 General Meeting - 8pm Culver City 31 Time Trial -- Fontana	1 Time Trial -- Fontana 5 AROSC Board Meeting 14 Swap Meet, 9am at Omega MotorSports 21-22 Driver's school at "Streets of Willow" 27 General Meeting - 8pm Culver City 28 Evening Tour, Malt Shop
May	June	July	August
3 AROSC Board Meeting 6 Concours El Dorado Park, Long Beach 18-20 Tour to Julian 25 General Meeting - 8pm Culver City	2-3 Time Trial at Buttonwillow 7 AROSC Board Meeting 21-24 AROC Convention, Nashville, TN 29 General Meeting - 8pm Culver City	5 AROSC Board Meeting 15 Concours, San Antonio Winery 27 General Meeting - 8pm Culver City followed by a tech session at Omega MotorSports	2 AROSC Board Meeting 5 Summer Party at Phyllis Gaylard's home 17 Concours Italiano in Monterey 25 Mt. Wilson Twilight hilleclimb & picnic 31 General Meeting - 8pm Culver City
September	October	November	December
6 AROSC Board Meeting 9 Swap meet, 9am at Sensor Systems 22-23 Time Trial -- Willow Springs 28 General Meeting - 8pm Culver City	4 AROSC Board Meeting 13-14 Driving School at "Streets of Willow" 19-21 Wine Tour 26 General Meeting - 8pm Culver City	6 AROSC Board Meeting 4 Concours at "Best of France & Italy" Show 10-11 Time Trial -- Willow Springs 30 General Meeting - 8pm Culver City: Elections,	2 TT Comm. Meeting 8 Holiday Party at the Kutkus's home 9 AROSC Board Meeting: Annual planning and election of officer HAPPY HOLIDAYS!