

Giacionada

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



March 2002

**In This Issue: Convention Update,
Drivers School, & 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

Nizam Zambri has posted a great collection of photos from our drivers school on the web, and this shot fit the cover just right. More info on page 12.

NEW AROSC Web Site: www.arosc.org

AROSC Board of Directors - 2002

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Brendanobrien00@hotmail.com

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AROSC Previews

An outline of coming events

Spring Swap Meet, Autostrada – Sunday, March 17

Join us for our annual spring cleaning session, a swap meet! This time it will be held at Fred Schueddekopp's Autostrada shop in Huntington Beach. Green parts should be discounted for St. Patrick's day, and early Easter bargains may be found!

General Meeting — Friday, March 29, 8:00 PM

Join us for the March general meeting at the Veteran's Center in Culver City. We are working on a special program or some surprise entertainment – it's too early to tell.

Board Meeting — Tuesday, April 2, 7:30 PM

The Board of Directors meets monthly at the home of one of the Board Members, or at a restaurant, 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. The location will probably be the Pizza Show restaurant on Hawthorne Blvd., Hawthorne.

Time Trial & Race at Willow Springs Raceway — 13-14 April

The second time trial of the year will be held on tax weekend. Get ready now! If you are not currently on the mailing list for the Time Trials and the Drivers School, E-mail Terry Watson at slaysman@aol.com and he will add you to the list. For more

information about the event, contact Doug Bender at (310) 373-3552 or E-mail at alfabender@earthlink.net.

General Meeting — Friday, April 26, 8:00 PM

Join us for the March general meeting at the Veteran's Center in Culver City. We are working on a special program or some surprise entertainment – it's too early to tell.

Concours at the Los Angeles Arboretum – Sunday, April 28

This is the first concours of the year, and is at a site we have not visited for many years. We can subtitle this event as 'In Search of Domesticated Flowers' while we show off our imported 'flowers' of Alfadom. See pages 10 & 11 for more details and an entry form.

In Search of Wildflowers Tour – Sunday, May 19

Winter is nearing its end for this year. Spring is about to release itself on an expectant city. This all points to your Alfa Romeo club hosting its annual Wild Flower Tour. The date has been finalized, and we will be heading out, 'In Search of Wild Flowers', on Sunday, May 19th. My plan is to carve some canyons, through the mountains, and end up, as usual, in a location that can support hungry Alfisti carrying picnic lunches. The start will be at our now regular location in Mission Hills in the north end of the San Fernando Valley. I am searching for a location that can virtually assure us a floral finish. So, watch this place for more details.

**Don't Miss the Swap Meet
March 17 at Autostrada,
or the Concours at the
LA Arboretum April 28**

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View from the Top

Miscellaneous Rumbings from Il Presidente!

Last month's High Performance Driving School was another success. Over 50 students and Yours Truly got to drive in the graduation race on Sunday. Quite an honor to be put out there for the sole purpose of giving the new race students a slow moving object to try to pass.

The Alfetta has all of the smog stuff back on (so I can get a smog check) and that definitely affected the speed. Because of this I was quickly passed by the entire field and left on my own. Well, wanting to provide the best learning experiences for our newly graduated race students I had to find a way to accomplish this. Thus sprang the idea to take a couple of short cuts on the racetrack. (it's not cheating 'cause the rules don't say anything about short cuts!) And, in the tradition of great minds thinking alike, as I began my planned "short-cut lap" I spotted the other instructors lining the track edge and wildly pointing to the first short cut point that I had planned on taking.

So I completed several laps (or partial laps! Managing to get back in front of the field again. I spotted Doug Bender, friend and fellow Time Trial Class D buddy, in my mirrors. I tried to make my car as wide as possible, but Doug's extra power did the trick.

All during the short cuts I was laughing harder than I had in a long time. Difficult to drive at speed and have tears of laughter clouding the old vision.

Anyway a great School.

More Convention stuff to chat about. We had our latest A L F I E S T A planning meeting. More and more plans

are falling into place. Sponsors are committing \$\$ and contracts are getting signed. Have you registered yet??

Now is your part of A L F I E S T A planning. When you meet other Alfa Owners ask if they are going. There is now lots of info on the club web site (arosc.org) to help with your sales pitch.

Are you thinking about the Concours and maybe entering it?? There are less than 4 months before July 4 just enough time to get your Alfa in shape. This event will be a first class event. Probably over 120 Alfas entered with lots of classes.

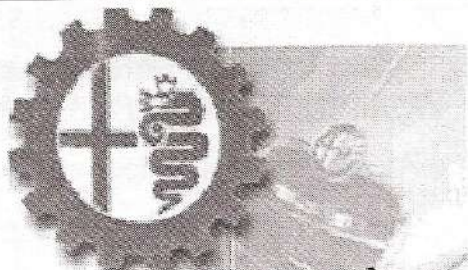
Barry Klein came to the A L F I E S T A planning meeting. Barry wanted to see what he could volunteer for. He will be putting together a restaurant list of places close to the Costa Mesa Hilton. At the same time he will give these establishments a chance to advertise in the Convention Program Book. You too are invited to get involved.

The closer we get to July 4 the more people we will need to help out. And those of us who do some work are entitled to purchase the official Convention Worker Shirt and Hat. We will wear them proudly to identify us to our Convention guests.

That's all for now.

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Editorial: Dues Increase

Last month, as the newsletter was completed, I received notice that "the AROC Board of Directors has recently approved a motion immediately raising the annual dues for all new members by \$15, to \$70 for AROSC. Existing members have the option to extend their membership for up to two years at the current rate of \$55 for AROSC but only until 31 March 2002. After that date AROSC membership renewals will be \$70. Please make your members aware of this via your newsletter, web site or upcoming meetings. The BoD also encourages those taking advantage of the dues increase 'delay' to purchase some AROC merchandise to show their support for the club."

My initial reaction was outrage at the 33% increase in basic AROC dues (AROSC adds a \$10 surcharge to support our newsletter). We have not had a dues increase in about 10 years, and it seems that the BoD should have been making smaller increases a little more often so as to not hit us over the head so hard. It seems that every time there is a dues increase, we are in a recession, and membership drops significantly because people are out of work or have more important things on which to spend the money. I guess I was mostly annoyed by the abrupt "immediate" nature of the dues increase, as there had been some indication at the BoD meeting in Nashville last year.

As a past national Treasurer and BoD member, I know that the philosophy is to raise the dues very infrequently, so we shouldn't see another increase for 8-10 years. That is why the increase is so much. The plan is to bring in more money than is spent for about 4-5 years, banking the excess. Then for the next 4-5 years, as inflation hits the club expenses, the banked funds are used to make up a shortfall between dues income and costs. When the banked funds are depleted, the dues are increased again. Unfortunately, this year the fact the funds were depleted was overlooked for too long.

Upon reflection, it occurred to me that \$15 per year was not so much in the big picture of how we spend our personal discretionary funds. The dues increase amounts to \$1.25 per month, with the total AROSC dues being \$5.83 per month. You probably spend lots more than that on cable TV (a necessity, I know), Internet access (another necessity), and Starbucks coffee. Skip one or

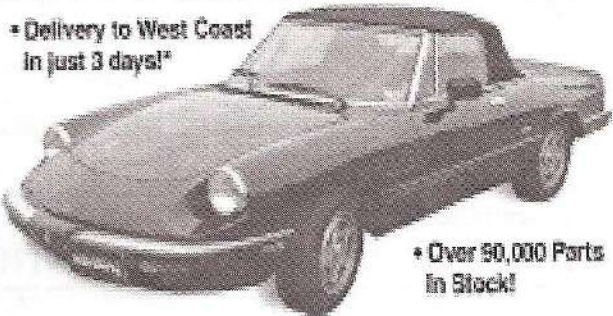
two lattes every month and pay for your membership in AROSC! Just 3 lattes will pay for the dues increase! You can do the math. What are you willing to sacrifice every month to keep your membership in this great group of Alfisti? You don't want to give up *Alfacionada*, your \$20 discounts for the time trials, or attendance at the best ever convention of Alfa owners, the upcoming Alfiesta 2002 in Costa Mesa! Sure you don't!

The chapter board realizes that we need to soften the dues increase by assuring that every member gets their money's worth. So please let a board member know if there is anything else we can do for you. What events can we add to our calendar that will pique your interest? What articles do you want added to the newsletter? Got any ideas for a meeting program? Please let us know – **it's your club**, we're just working on your behalf to keep your club interesting for you.

Phyllis Gaylard

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AROC Convention 2002: Costa Mesa, CA

Time's A-wastin' ...

Register Early for Alfiesta 2002

March, mad-mad Marzo, is winding down. This means that on April 1 the opportunity to register for Alfiesta 2002 at the AROC members' super-saver rate of just \$25 per family is gone. From April 1 to April 30, registration is \$35 per family, and from May 1 to May 31 it is \$45. Don't snooze and lose; you'll need the extra cash for other things.

Regardless of when you register, our unbeatable room rate of \$87 per night double, or \$102 triple/quadruple still stands. The additional Hilton conventioneer perk is *free parking* (usually \$8 per day). Competition car drivers are welcome on July 3 to get a comfortable start on the July 4's *Alfiesta Fontana*.

Views of the Hilton Costa Mesa are now on the AROSC website. Visit www.arosc.org for a peek inside the hotel and to obtain a registration form. If you're not a computer-blessed household, call Glenna Garrett at (760) 723-3613 to register.

Grazi, Meguiar's

Concorso Alfiesta will be sponsored by *Meguiar's*. The car care company is providing a magnificent best of show trophy, product for each entrant and special detail kits for class winners. This convention-crowning activity will take place in Mile Square Park, a landmark Orange County location, where a catered Italian picnic lunch and the traditional prize giving will wrap up our convention in open-air comfort. Save a few bucks for the required individual day use entry fee. Parking will be on pavement, free of trees (no sap, needles, leaves or bird guano).

Concours Chair Phil Guiral is looking for a few good men and women to assist in judging the *Concorso Alfiesta*. Extensive experience is not required. Please call him at (949) 831-5882 if you'd like to help.

Grazi, Senor Lawrence and Sports Car Market Magazine

Our art and model show judge will be David Lawrence. He is director of Lawrence Gallery on Santa Monica Blvd. in Beverly Hills, and his specialty is automotive fine art, poster art and rare memorabilia. He is very excited and pleased to participate in the convention and will be bringing a special collection to view and/or buy!. Be sure to come see it in the Vendor Room.



Get those art projects or model cars ready to show off. Art projects can include any medium as long as it displays something about Alfa Romeo. There has been a patchwork quilt including the Alfa logo, jewelry, photography, paintings, crafts works, etc. Model cars include any model, with original handmade details of particular interest. With just-announced sponsorship from *Sports Car Market Magazine*, we will be able to offer as many classes and trophies as the entries suggest.

Grazi Senora Obert

Saturday night's banquet keynote speaker will be Genevieve Obert, author, rallye driver and Italian car aficionado. You may have met her at *Concorso Italiano* in Carmel, or read her book, "Prince Borghese's Trail", her account of contesting the Peking to Paris rallye in 1997, and articles in *Sports Car International* magazine. There could also be some special photographic support for her presentation from David Gooley and Susan Morehouse.

Grazi AR Ricambi

We are pleased to add that *AR Ricambi* has stepped up to sponsor our rallye. As a longtime supporter of Alfa

owners with aftermarket goodies and varied and valued resources, it will be nice to have them as part of the 2002 convention.

2002 Needs Help

A tradition must live on. We are going to require some creative cogitation to maintain one of the national convention's revered (but not officially sanctioned!) activities: *hot tub stuffing*. We have learned that the hotel locks down its whirlpool at 10 p.m. every night, so put your thinking caps on.

A new tradition needs to be born. Alfa Digesti, how about a Friday night AD cabal? Take the thought offline, and talk about it.

Clarifications

There will be ONE rallye only, a gimmick, on Saturday, July 6.

The Schwartz' scenic SoCal driving tour is Friday, July 5, and will begin after breakfast, include lunch en route (budget for a restaurant respite) and conclude back at the hotel before 3 p.m.

The chaperoned children's activity days have not been scheduled for every day of the convention, rather, what day the group goes to which location will be determined by how many kids are signed up. So parents, this is still "California casual" and you can organize the youngsters when you get here. The idea is to provide kids something to do while their parents are busy with a convention activity, such as the rallye.

— Elyse Barrett, Publicity Chair

AutoCross Needs Helpers!

To all local Alfa Club Members - A Call for help with the Alfiesta Autocross

We need volunteers to help with the Autocross at the Convention. It will take place at the Fontana Speedway in the infield or pit area on July 4. This will be a straightforward, moderate-speed course around the pylons for any car that meets basic street car safety requirements*. The event is open to anyone registered for Alfiesta, and over 18 with a valid driver's license*.

Workers are needed for the following jobs:

- 1) Corner workers/flagpersons - We need a lot of these. With enough help, each shift will be only be an hour or two.
- 2) Tech Inspectors - need floor jacks
- 3) Timing and scoreboards - record penalties, post times
- 4) Participant Control - i.e. get signed waivers, help car lineup, etc.
- 5) Post-event scoring
- 6) We will need loaner helmets. Do you have an older Snell-approved helmet in your closet? The time trialers just had to up their Snell to 95, so how about those '90 helmets?

There could potentially be as many as 150 cars entered, so we need to move them through at a fast rate. To be a worker at the Autocross, just contact Dave Herting (760-451-9144, dherting@adelphia.net) or Randy Harris (909-596-5832, rghalfa@aol.com), or include a note with your registration.

* See the AROC rules for exceptions



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Convention Activities Summary

(times approximate)

Wednesday, July 3

Tech Inspection for Time Trial & Autocross at Costa Mesa Hilton (5PM to 8PM)

Thursday, July 4

Time Trials – California Speedway, Fontana (8AM to 5PM)

Autocross – California Speedway, Fontana (9AM to 4PM)

TT Track Familiarization Drive – California Speedway, Fontana (Noon)

Sparco USA Reception (6 PM)

Friday July 5

AROC Board of Directors Meeting (8AM to 5PM?)

Driving Tour of Orange County (10AM to 2PM)

Bus Tours: J. Paul Getty & Petersen museums – Los Angeles (9AM to 2PM)

Beach Party & Dinner Social, Huntington Beach (6PM to 9PM)

Saturday July 6

AR Ricambi Gimmick Rallye – to San Juan Capistrano? (9AM to 1PM)

Bus Tours: J. Paul Getty and Petersen museums (9AM to 2PM)

Tech Advisor Round Table (2PM)

Newsletter Editors Meeting (3PM)

Chapter Presidents Meeting (4PM)

Sports Car Market Magazine Model Concours & Art Show (all day)

AJS Design Reception (6PM)

Annual Meeting and Banquet (7PM)

Sunday July 7

Meguiar's Concours d'Elegance – Mile Square Park, Fountain Valley (9AM to Noon)

Awards Luncheon Picnic – Mile Square Park (Noon)

Date/Time TBD

Kids' Day Out: Discovery Science Museum and/or Palace Park (Friday & Saturday)

How Much Horsepower Do You Have? Come Find Out!

Magnaflow Performance Exhaust has graciously offered their technical facility and dyno for our use on July 3, 2002 from noon to 3pm. We are offering dyno horsepower runs for \$25 each, first come -- first served. There is not expected to be enough time to do tuning, but if we run out of cars before we run out of time, we will allow tuning runs for additional charge.

We have decided that there is likely to be more than enough people who want to take advantage of this offer, so since it is the day before the convention, we are using it as an AROSC event, but all proceeds will go to the convention. This event will raise some extra funds to help pay for the convention time trial at Fontana.

To sign up, send your check for \$25 to Phyllis Gaylard, 17041 Malta Circle, Huntington Beach, CA 92649

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ALFA ROMEO OWNERS CLUB CONVENTION
JULY 4-7 2002

Names: (Include ages of children)		
Address		
City	State & ZIP	Phone
E-Mail Address		
Chapter Affiliation		Membership #

REGISTRATION FEES:

Postmarked:	Cost per Family	Number Attending	Amount
Before April 1, 2002	\$25		
April 1 to April 30, 2002	\$35		
On or After May 1, 2002	\$45		
Dues (non AROC members)	\$45		

(waived for members of ARA and National Alfa clubs outside the USA)

EVENT FEES:	Date	Time	Cost	No.	Amount
Time Trial at California Speedway, Fontana	7/4/02	8am-5pm	\$110 per driver		
Auto Cross at California Speedway, Fontana	7/4/02	10am-5pm	\$25 per driver		
Track Familiarization at California Speedway	7/4/02	12pm-1pm	\$10 per car		
Welcome Reception at Sparco Safety Sys.	7/4/02	6pm-8pm	N/C		
Driving Tour of Orange County	7/5/02	9am-3pm	\$5 per person		
Bus Tour to Petersen Auto Museum	7/5/02	9:30am-3pm	\$32 per person		**
Bus Tour to Getty Museum	7/5/02	9:30am-3pm	\$25 per person		**
Beach Party & Dinner Social	7/5/02	6pm-10pm	\$20 per person		
Gimmick Rallye	7/6/02	9am-3pm	\$15 per car		
Bus Tour to Petersen Auto Museum	7/6/02	9:30am-3pm	\$32 per person		**
Bus Tour to Getty Museum	7/6/02	9:30am-3pm	\$25 per person		**
Model Concours/Art Show competition	7/6/02	---	\$5 per entry		
No-Host Reception	7/6/02	6pm-7pm	N/C		
Banquet & Annual Meeting	7/6/02	7pm-10pm	\$40 per person		
Concours	7/7/02	9-11:30am	\$10 per car		
Awards Luncheon/Picnic at Concours site	7/7/02	11:30-1:30	\$15 per person		
Children's tour to Discovery Science Center, ages 6-12, day & time TBD			\$25 per child		**
Children's activities at Palace Park, ages 6-9, day & time TBD			\$22 per child		**
			\$30 per child		**
TOTAL:					

Where would you like to go on your own? Let us know and we will provide maps and info for self-guided tours:

**** Deadline for registration for these activities is June 20, 2002. BOOK EARLY!!**
All events require adequate participation and are subject to cancellation 45 days prior to the convention.

* Register your automobiles for competition events below.

AUTOMOBILES: AROC Competition rules will be sent upon request, or check the AROC web site: www.aroc-usa.org

Event	Car 1: Year, Model	Car 2: Year, Model
Time Trial		
Autocross		

FOR HOTEL RESERVATIONS CALL: Hilton Costa Mesa Reservations: (714) 540-7000 or Hilton headquarters office: (877) 836-0293 and request group rate for **Alfa Romeo Owners Club National Convention 2002**, by June 12, 2002.
Group rate is \$87 per night single or double, and \$102 per night for 3-4 per room.

Mail completed Registration form along with a check payable to ALFIESTA to:

Glenna Garrett
2468 Gum Tree Lane
Fallbrook, CA 92028

For additional information call:
(760) 723-3613

FIRST CONCOURS OF 2002 SET FOR LA ARBORETUM

For the first time in nearly 20 years, AROSC's first Concours of 2002 will be held from 10 am till noon in the shadow of the mighty San Gabriel Mountains in the parking lot of the Los Angeles County Arboretum, 301 N. Baldwin Avenue in Arcadia. The Arboretum is located just south of the Baldwin Avenue exit from the 210 freeway and is across the street from Santa Anita Raceway (they race horses, don't they?).

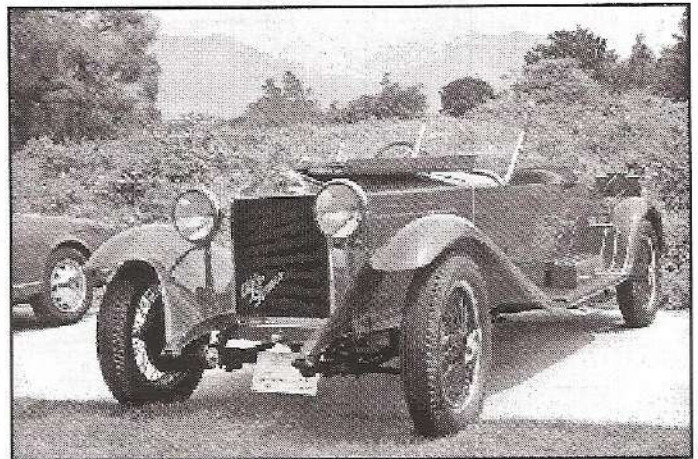
Entrants are advised to arrive no later than 9:30 to be guided into the area where the cars will be parked in the main lot. This is one of the most scenic spots in all of Southern California for a Concours, especially when the Spring flowers and blooming trees are at their peak of beauty, so don't forget to bring your cameras for the ribbon award ceremonies!

If you're going to attend but you're not showing a car, free parking is available elsewhere in the main parking lot. Admission to the Arboretum is still one of the great bargains of the Southland: Adults \$5, Seniors and Students \$3, Kids \$1, and under fives free.

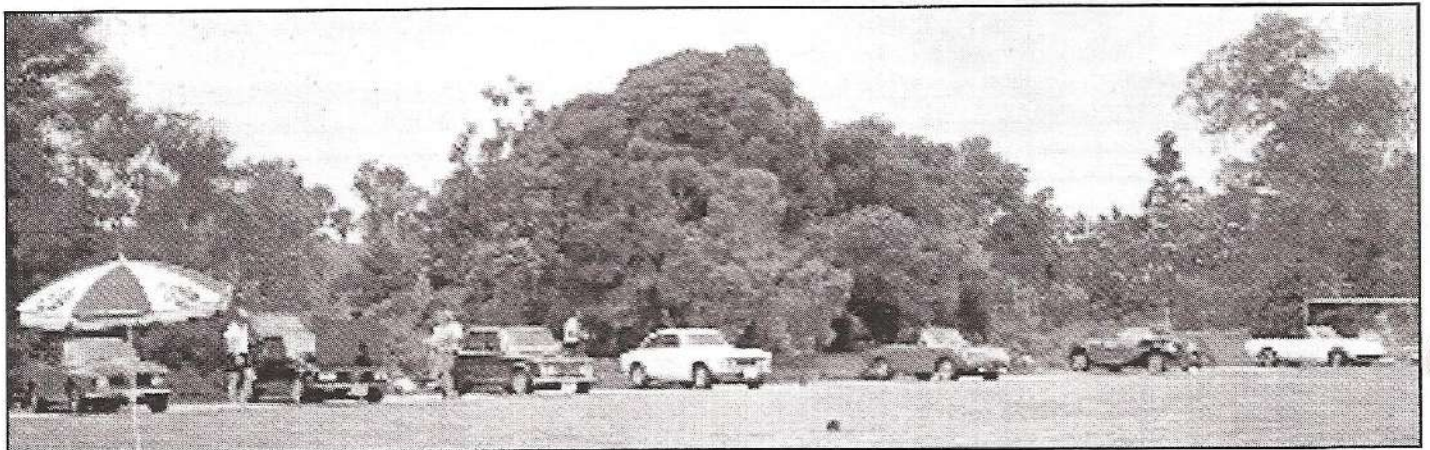
After the event, why not stay on for a picnic lunch or grab a snack or light lunch right in the Arboretum and make a day of it? There's always plenty to see and do, and this could be the perfect chance for enticing your friends and relatives who aren't excited by attending a car-only event. Highpoints at the Arboretum include demonstration gardens, magnificent greenhouses, and the Queen Anne house and lake where the TV Show Fantasy Island was shot. You're sure to recognize lots of other Arboretum

locations that are frequently seen on the big and little screens.

Best of all, this is an excellent chance to get your little dreamboat into shape for the upcoming AROC/AROSC Concours at the National Convention on July 7. For more on that, watch this space!



At the last AROSC Arboretum Concours in 1984, the late Jack Becronis brought out his 1928 Zagato Spider which he had bought from the previous owner's widow after it sat in a Pasadena garage collecting dust for many years. His original thought was to use it as a prop in the window of his Pasadena haberdashery, but Alfa magic overtook him and he became a real enthusiast. At the time of this photo, similar examples at auction were fetching 100 times what he paid for this 'prop'.



The last AROSC Concours at the LA Arboretum on the lower lawn had a fantastic turnout in a beautiful setting

Alfa Romeo Owners of Southern California

April 28, 2002

**Los Angeles County Arboretum
301 N. Baldwin Avenue, Arcadia, CA**

All participants should plan on arriving at the Arboretum at around 9:30 AM so that judging can start promptly at 10:00 AM. The Concours is planned for the parking lot at the entrance to the Arboretum. Ribbons will be awarded about noon.

Even if you're not entering, bring the whole family to drool over some spectacular cars and make a day of it at the Arboretum! There are places to picnic near the cars or buy lunch.

DIRECTIONS: The Arboretum is on Baldwin Avenue across the street from Santa Anita Raceway in Arcadia, about five miles east of Pasadena. Easiest access is from the 210 freeway (Baldwin Avenue exit, signposted for the Arboretum). The entrance is on the right, about 1/2 mile south of the 210, and we will have a special parking area in the parking lot. Admission to the Arboretum: Adults: \$5; Seniors 62+ and Students: \$3; Kids 5 - 12: \$1; Under 5: Free

ENTRY FORM:

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ENTRANTS WILL BE ACCEPTED UP TO 9:30 ON THE MORNING OF THE EVENT. PLEASE NOTE THERE IS A LIMIT ON THE TOTAL NUMBER OF ENTRANTS WE CAN ACCOMMODATE, SO TO GUARANTEE YOUR PLACE IT IS BEST TO PRE-REGISTER BY MAIL NO LATER THAN APRIL 15 - AN EASY DEADLINE TO REMEMBER.

PLEASE MAKE CHECKS PAYABLE TO AROSC

Spring Drivers School at Streets of Willow

by Doug Bender

Photos from the web site of Nizam Zambri, at:

@homepage.mac.com/nizam/sow-2-02/

PhotoAlbum19.html, and from Steve Hamilton

As most of you know, in addition to our time trial and race program AROSC hosts driving schools at the "Streets of Willow Springs" twice a year. This program is quite a success and serves a range of purpose. Novices (such as myself several years ago) get their first taste of track driving and hopefully get interested in our competition program. Even if they don't go on to time trialing or racing, they definitely learn skills that make them much better drivers on the street. Meanwhile, seasoned time trialers and racers are honing their skills and getting some extra practice and excellent instruction.

I generally try to go to the schools for a few hours just to see how things are going, and to help if Steve is short handed. Last month, for the first time in several years, I attended the driving school as a student. Here's the reason: I decided the Alfa Cup races we started last fall look like too much fun to miss, and a low-key way to move up from time trialing to racing. Before racing wheel to wheel on the big track I wanted to do a race driving school. I put a roll bar in my car, ordered a driving suit, and sent in my check. Here are some of my experiences.

I was a little apprehensive. I've time trialed several years now, and I've concentrated on smoothness and car control...I haven't put a wheel off the track for quite a while. However, racing is a different thing altogether. When time trialing you are just trying to drive your own car as fast as you can, and you can pretty much count on courtesy and caution from the other drivers. When racing, there are other cars trying to get past you and you have to keep track of where they are all the time. It's just a lot more to keep track of. And, when two cars are side by side both drivers have to drive a completely different line than they normally would. An other challenge is that the Streets of Willow is a short, narrow track, much narrower than the Willow Springs "big track."

The way I saw it, if I could complete a race school at Streets I could race anywhere.

I had plenty of other low-horsepower cars to practice with. There were three Alfas besides my GTV in Race Group...Larry Dickman in a GTV6, Phil Guiral in a GTV and Chris Mayring in his 2-liter Giulietta. Steve Luftman was there in his MR2, and there was a vintage Corvette...a small group but evenly matched enough to make for some close racing.

Brad Gray and Rick Lee were our instructors for Race Group. Race Group split the sessions with the Advanced Time Trial group, but we got plenty of track time. Brad and Rick ran us through a series of exercises. The first was to merely drive side by side with another car all around the track, swapping from left to right every lap or two. This was harder than it sounds. It changes the entire way you drive, especially on a narrow track like the Streets with its 90-degree chicanes. After a while we got the hang of this. The next exercise was practice starts. Brad would grid us up in different orders and we'd drive past the start-finish line, watch for Rick to wave the green flag, nail the throttles and race half a lap or so. The rest of the weekend we increased the length of these mock races, until we were racing several laps by the end. The "grand finale" was an actual race, more on that later.



As I mentioned before, racing is a different thing altogether than time trialing. The pressure and sound of the other cars in front, beside, and behind your car adds a new dimension. You need to share the track and be constantly aware of where the other cars are...your safety and theirs depends on it. You also are strategizing how to get past the car in front or if you are in front, how to stay there. I made a few beginners' mistakes, which I'd like to share here. In one practice race I was gridded "off-pole", that is the first turn was a hard left and I was on the right of the pole car. As we were going down the straight toward the start-finish I noticed my alternator light came on, and I completely missed the sharp left turn. All the other cars turned left and I went straight down toward the skid pad.

First lesson: don't fixate. Another time I was gridded on pole, and did fine for a lap or two, holding off the cars behind. Then, at the same sharp left, which is a second gear turn, I found my car suddenly had no power. I waved the other cars by and drove around the track (slowly), expecting to turn off at the pits. As I got to the pit exit I went to third gear and found I had more power. I had shifted to fourth instead of second at the sharp turn! Second lesson: look at the gauges.



Now on to the "grand finale" race. AROSC always finishes up the driving schools with a race on Sunday afternoon. All cars in race class, plus instructors, can enter. The twist is this: we turn the track around and run the opposite way. This time we did one more thing: we added on the short banked track adjacent to the Streets track, which adds a chicane, a banked decreasing radius turn, and about three more turns. The racers got only two or three practice laps on this track. To top it off, we were running a little late and we were driving straight into the sun for some of the trickiest turns. I had a suspicion that, since my car was the slowest, Brad would grid me on pole. My fears were realized, and I was worried about even finding my way around the track, but I decided I'd gone this far, I had to finish what I'd started. Paul Blankenship, who was instructing, was gridded beside me in his Alfa, which was down on power. We drove the warm-up lap and I slowed the pack down as we approached the start-finish line. When the green flag went out I nailed the throttle and immediately noticed Paul dropping back. This was great, Paul could hold the rest of the pack up while I pulled out a comfortable lead. I went about a third of a lap and was ahead by several car lengths when we got to a section with the sun straight ahead. I completely misjudged the sharp right turn; blame it on the sun (or more likely, blame it on my inexperience and the famous "red haze" that happens when you are in the lead). Anyway, I went completely off the track into the dirt. I quickly gathered my wits, noticed the car was pointed the right way, and hit the gas. When I got back onto the track I was in a pack with three other cars and

we went side by side through a chicane that was supposed to be one car wide. Pretty wild. Three cars got by me, one of them was Blankenship again, and I repassed him on the main straight. The rest of the race was clean, the sun went below the horizon on Lap 3, and by the end all the other cars got by me (the fastest cars were gridded at the back of the track). Lesson three: if you're in the lead, drive your own race, don't worry about the guy behind you, and concentrate on the track, especially in inclement circumstances.

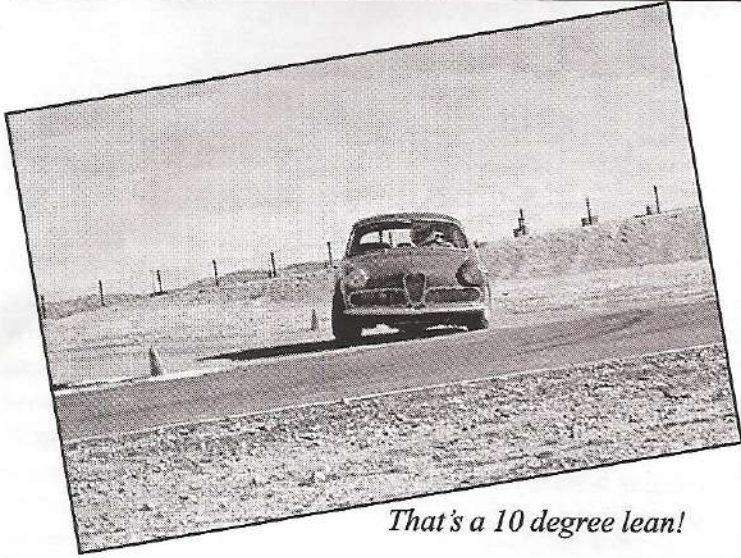
I once again had trouble with my SPICA fuel injection pump on Saturday afternoon. A good friend of mine, Rich Precario (I've known him since my first driving school in 1996) happened to be at the school in his Mustang and gave me a ride to El Segundo to pick up a spare unit from my friend Fabio Garbini. By 11:00 AM Sunday I had it on the car and the engine running. Phil Guiral and Chris Mayring gave me some help timing the engine. Other than the timing part, I'm getting pretty good at this. This is the third time in a year I've had to change injection pumps at the track. Fortunately this time I was smart enough to wait and do it in the morning instead of by flashlight Saturday night. Call me if you want to know who built this series of failing pumps (actually the same failure twice in one of them). Hint: he's not in California.

Well, that's pretty much how my first race driving school went. Even though I missed some of the practices, and I made a few mistakes, I feel much better qualified for racing on the big track and I'm eager to try the Alfa Cup. But count on it...I will go to at least one more racing school. Probably the most complex part of a race, and the most critical, is the start. Many positions can be gained or lost at the start. At a racing school we practice starts over and over, we probably do over a dozen practice starts during the weekend. At a real race there are only two starts, one in the grid race and one in the final race. You work the numbers.

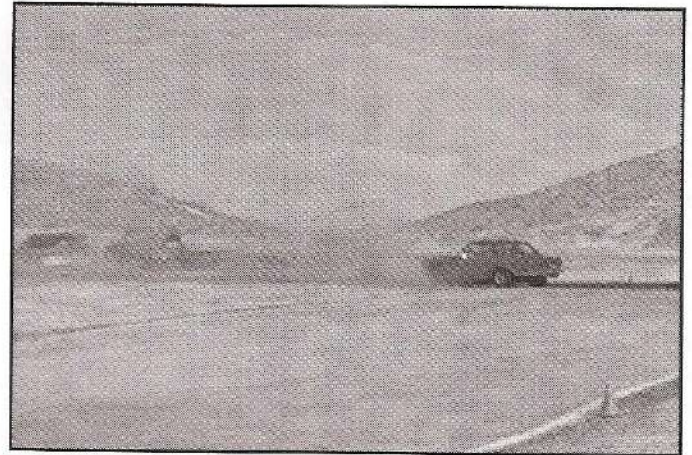
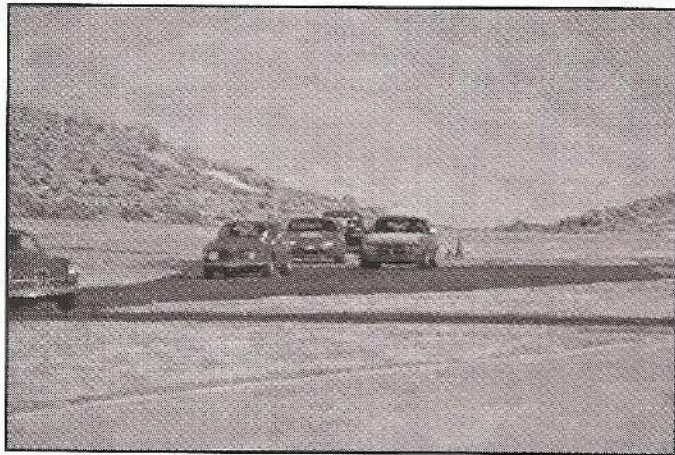
Brad Gray, one of our seasoned instructors, says racing is a sport and time trialing is a hobby. I have to agree.



Spring Driver's School Streets of Willow Springs



That's a 10 degree lean!



Is that Doug Bender hiding in the dust?



I wouldn't stand next to the track with this group!



A Porsche enjoys the skid pad while others await their turns



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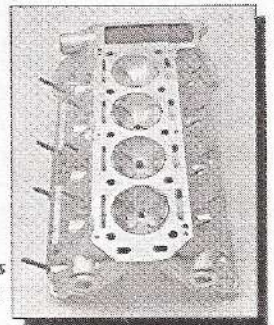
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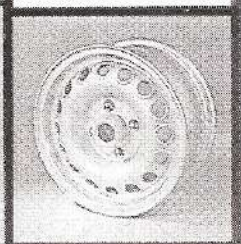
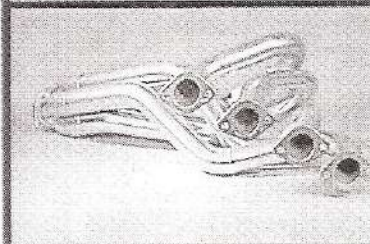
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Editor's Apology *Production Problems*

Last month presented a new problem for the editor and the printer, and as a result of our attempts to bypass the problem, the photos for the time trial article were not in proper resolution. Therefore, I have reprinted the photos here so those cars and drivers get their proper viewing. I think I know how to avoid this in the future, by using well crossed fingers!

The problem also delayed the printing and mailing of the newsletter by a week or more, so we sent it out by first class mail so it wouldn't be so late. If you like the prompt delivery by first class mail, send \$5 to me and you will get all your issues sent out first class, and thus delivered in one to two days, well before each meeting.

Phyllis Gaylard, Editor
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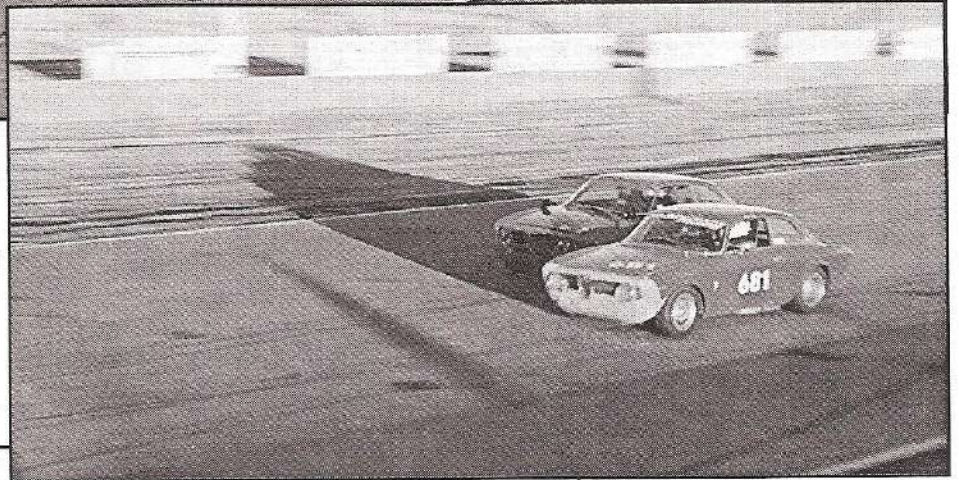
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Alfa Cup Highlights Revisited



Anthony passes Hans after several laps of closing up on him. Hans then went off course, and Anthony won his class easily.



The grid, with a classic pace car in the lead.

Another view of the classic pace car. Ye Editor hears that it is Dirk Stoehr's 1900 Zagato. He always has something new and different for us.



Classified Ads

Free advertising for members - please send to the Editor

1976 Alfetta Sedan: Can be daily runner with some work or can be used as parts car. Body is very rough, interior same, but mechanics—good and clean! All stock parts including Spica fuel injection. \$500 OBO. Located in Santa Barbara. Call Matthew at (805) 892-4838 or E-mail to: matthewtalmage@hotmail.com (3/2)

Parts Available, 1982 Spider: Front and rear bumpers (U.S.), steering wheel/horn assembly, all used. \$100 OBO each piece, plus shipping. Call Scott at (562) 628-5588 or E-mail to spinsky@earthlink.net (3/2)

Wanted, for 1600 Junior Zagato: Original weave fitted woolen carpets (or materials to make them) and the striated rubber rear bumper strips, new or nearly new preferred. Call or Fax to Geoff McGee in New South Wales, Australia, at +612-9667-2314. (3/2)

1973 Berlina: Fuel injection, straight body with poor paint, Sony stereo, daily driver. Shankle springs & Koni yellows at rear, rides like a truck. Good compression, recent radiator, electric fan, etc., etc. Use for parts or restore. Will trade for Alfetta 4dr/Sport Sedan. Call Gary at (310) 246-0873 (310) 880-2158 or E-mail to Beau90265@aol.com (3/2)

1986 Spider Quadrifoglio: Red/gray, 200K miles, very good condition, original owner, serviced regularly. Has car cover, Clifford alarm, CD player, Sportline mahogany steering wheel and shift knob, wheel locks. \$4,500 OBO. Call John at (310) 374-1029 evenings after 7 p.m. (2/2)

1971 Spider: No engine or trans., good body and suspension. Free if you haul it away. Please call Joe DeAlmeida at (909) 606-6549 or E-mail at joe.a.dealmeida@boeing.com (2/2)

1984 Spider: Original Owner, nice very clean car, always garaged; 110,000 miles, yellow, \$3,900. Must sell, leaving the country. Please call (805) 966 - 4985 or E-mail at watt@bryanwatt.com (1/2)

Spider Air Dam: for 1966 to 1981 Spider, new, \$100. Call Aaron Meyer at (831) 479-4639. (1/2)

164S Wheels: Perfect set of four 15x6 stock 164S wheels, mounted with one month-old Michelin Pilot XGT-H4 195/65x15 tires. \$500 OBO. E-mail to: davediamond33@hotmail.com (1/2)

1977 Spider: Reconditioned by Alfa Only less than two years ago; 97,000 miles; teal green with black interior; good top, tires, and paint, rust free. A pleasure to drive, asking \$3,600 OBO. Call Irving at (818) 994-5452 or E-mail at goldworm@telocity.com to view or drive. (1/2)

1992 164 L: Dark green/tan, 109,500 miles, automatic, power windows, power seats, CD, new tires, runs great. \$6500 OBO. Call Ralph at (760) 360-5324. (12/1)

Parting out 1991 164: base model, white, seized engine, less than 100,000 miles, rebuilt automatic ZF/by ZF trani with less than 800 miles, California car in really great condition. Call Omega Motorsports at (310) 836-3160, or E-mail alfaomega@prodigy.net (12/1)

1991 164S: available Jan. 1, 2002. Less than 90K miles, excellent condition inside and out, 12CD Sony changer - perfect, ready to drive \$10,500 firm. Call Omega Motorsports at (310) 836-3160, or E-mail alfaomega@prodigy.net (12/1)

Wanted: Ring & pinion sets in 5.12 and/or 4.78 ratios; a pair of 48DCO Webers, mating manifold & mounts a plus; for GTV 2000 racecar. Sell or trade. Call Alan Ward at (702) 898-1270 or E-mail to arward@attglobal.net. (12/1)

Wanted: 2 rims for GTV (105 or 115 series) size 6x14, to be used for extra time trial tires. They don't have to match or be pretty. Call Phil Guiral at (949) 831-5882 or E-mail to guiral@juno.com. (12/1)

1979 Spider Veloce: Black with tan leather in great condition, new cloth top, Sony CD sound OBO obo. Call Thommy at (310) 836-3160 weekdays, or E-mail to usathommy@aol.com. (11/1)

Parts for Sale: Alfetta/GTV-6 heater unit, headlight set with extra bulbs, windshield wiper unit. One Chromodora wheel (new) for Spider. Call Seppo at (805) 379-0973. (11/1)

1973 GTV: Red, very nice, many details.

1971 Montreal: 0 miles on rebuilt engine w/NEW heads, new ignition, exhaust, and more. Call Jeff at (619) 563-0471 or E-mail jeffr@dexcc.net. (11/1)

1983 GTV-6: Red with tan, Recaro seats, Milano transaxle (recently rebuilt), Shankle front sway bar, Shankle rear springs and sway bar, new Bilstein dampers. Love it, but it won't tow my racecar. Asking \$3500.00. Call Hap Lovejoy at (818) 846-2137 or E-mail lovejoy@emmys.org. (11/1)

1982 GTV-6: 3 liter conversion w/low mileage Verde LSD transaxle, lowered 1" to Euro Spec (Ricambi springs), Konis, Momo wheel, new P600s in front, good P6s in back, suspension completely rebuilt; sheepskins, sunroof, killer 250 watt stereo, ANSA exhaust, new paint. Engine is high mileage, otherwise car is immaculate except for very minor trim pieces. \$6500 OBO. Photos: www.mikestan.com/alfa.htm. Email: ms@mikestan.com, or call Mike at (323) 257-1909. (11/1)

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Our 2002 Calendar

January	February	March	April
8 AROSC Board Meeting 12-13 Time Trial - Willow Springs 27 AROSC Annual Meeting and Luncheon at Cirivello's Trattoria, Long Beach	5 AROSC Board Meeting 9-10 Drivers School, Streets of Willow 22 General Meeting - 8pm, Culver City	3 Convention Meeting @ Phyllis Gaylard's 10am 5 AROSC Board Meeting 17 Swap Meet at Autostrada Huntington Beach, 9am 29 General Meeting - 8pm Culver City	2 AROSC Board Meeting 13-14 Time Trial @ Willow Springs 26 General Meeting - 8pm 28 Concours at LA Arboretum, Arcadia
May	June	July	August
7 Board Meeting 19 Wild Flower Tour 31 General Meeting - 8pm, Culver City	1-2 Time Trial @ Buttonwillow 4 Board Meeting 22-23 Vintage Trans-am Races at Fontana w/spectators 28 General Meeting - 8pm Culver City	3 Dyno Session at Magnaflow 4-7 AROC National Convention, Costa Mesa 26 General Meeting & Tech Session, Omega MotorSports	4 Summer Party, Huntington Beach 6 Board Meeting 16 Concorso Italiano, Carmel Valley 24 Mt. Wilson Climb to the Stars 30 General Meeting - 8pm, Culver City
September	October	November	December
3 Board Meeting 14-15 Time Trial, California Speedway, Fontana 27 General Meeting, 8pm Culver City 29 Concours	1 Board Meeting TBD Julian Tour 25 General Meeting, 8pm Culver City	2 Best of France & Italy Car Show & Concours 5 Board Meeting 22 General Meeting, 8pm White Turkey Sale & Elections, Culver City 29-30 Wine Tour	7 Holiday Party 8 Board Meeting & Planning for 2003