



April 2008

**In This Issue: Pepperdine
 Concours, Willow Springs,
 upcoming events, and**

Yfaciorrada

2 Board Meeting @ Luigi's 12 Braille Rallye 2007 27 General Meeting @ Summer Party, Hunting- ton Beach @ Phyllis'	July	1 HB Concours 4 Board Meeting @ Luigi's 7 May/June General Meeting @ Bothwell Collection 28-29 Time Trial, Race, Enduro @ Buttonwillow	June	7 Board Meeting @ Luigi's 17 Spring WineTour -- Paso Robles 3006684018 COBA	May	2 Board Meeting @ Luigi's 12-13 Spring Driving Tour to La Quinta 19-20 Time Trial/Race at Buttonwillow 26 General Meeting & Picnic @ Petersen Museum	April
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Our 2008 Calendar -- Revised Again



Handwritten signature

Arthur Russell
 3852 Bledsoe Ave
 Los Angeles, CA 90066-4018



Alfa Romeo Owners
 of Southern California
 17041 Malia Circle
 Huntington Beach
 CA 92649



Meeting Information

General Meetings are usually held the last Friday or Saturday of each month at various locations. Check the Calendar information on the outside back cover for an overview of the year, and the Previews section on Page 4 for details of events planned for the near future.

AROSC Mailing Address:

Alfa Romeo Owners of Southern California
17041 Malta Circle
Huntington Beach, CA 92649

AROSC Web Site:

www.arosc.org

Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive by the monthly general meeting 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 \$70; non-members of *AROSC* may subscribe for \$22 per year.

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Commercial Advertising Rates (modified for new page size)

Full page	\$275 per year	Membership Information
1/2 page	\$150 per year	See the inside back cover of <i>Alfacionada</i> .
1/4 page	\$100 per year	
Business card	\$100 per year	

This Month's Cover

The Peppertine University provides a great view for our annual first Concours of the year. The weather was also great, as usual. Photo by Paul Dexler.

Disclaimer (a.k.a. Lawyer Repellent)

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2008 AROSC Previews -- An Outline of Coming Events

April 12-13 Spring Driving Tour to La Quinta

The tour is planned with a start in Riverside, a tour of the Mission Inn, a drive through Joshua Tree, and an overnight in La Quinta, including dinner at the McHatties. Contact Jim & Elyse Barrett, tour organizers, at the E-mail/phone listed on page 3 for specifics.

DON'T MISS:

April 12-13 Spring Driving Tour

April 26 Petersen Museum Meeting

May 17 Wine Tour

April 19-20 – TCRA/AROSC Time Trial at Button Willow

April 26 – General Meeting, Petersen Museum & Picnic Lunch, 10:30 AM

We will again tour the great Petersen Museum and see the latest exhibits. Lunch will be a tailgate party in the parking garage. See page 23.

May 17 – Wine Tour Central Coast -

Plans are being finalized for this annual trip to the grape. A Motel in Cambria has been selected as relatively reasonable, and cloisish to the Paso Robles wineries we will visit. See pages 18-19 for details.

June 1 – Concours at Huntington Beach, Central Park, 8:00AM

We will again join the HB Concourse with club judging within the organized event. See page 20 for details of this great 2-day gala -- the entry form is bound in the center of this issue.

June 7– May/June General Meeting, Bothwell Collection, 10:30 AM

We have the great good fortune to join the Citroen Club in a tour of the Lindley Bothwell Collection in Woodland Hills, which consists of a large number of cars which have either a racing history or are of historical significance, housed in barns on the grounds of a citrus ranch. All cars are in original condition and are kept running. We will conduct our meeting toward the end of the tour, and then proceed to an interesting lunch venue. There will be a \$5 charge for this event to offset the cost of liability insurance. When we toured this collection in 2000, we had over 100 people come! The location is 5300 Oakdale Ave, south of Ventura Blvd, east of the Winneka offramp. Parking is on Corbin or Jumilla, with a walk-in gate at the corner of Corbin & Collier. More details next month.

June 28-29 – Time Trial, Race, & Enduro at Button Willow

July 12 – Braille Rallye

July 27 – General Meeting & Summer Party at Phyllis', Huntington Beach, Noon

August 14-17 – Monterey Histories Weekend, see page 24

August 23 – General Meeting at San Antonio Winery with speaker, 11 AM

August 30-31 – Drivers School, Streets of Willow

September 13-14 – TCRA/AROSC Time Trial & Race, Spring Mountain, Palhrump, NV

September 27 – General Meeting: Drive, Shine, Dine Event (rally/ concours/lunch)

October 11-12 – Time Trial and Race, Willow Springs

October 25 – General Meeting: Nethercutt Museum Tour 10 AM, plus meeting and party at Chez Silverman.

November 2 – Concours at Woodley Park, Best of France & Italy Car Show, Woodley Park

View from the Top -- Mostly Ramblings of Il Presidente!

Moving our venues around for each month's General Meeting continues to be a well received change of policy. We ended the month of March at the "Cars & Coffee" gathering sponsored by Ford Motors Premier Auto Group in Irvine. Alfa Romeo was the feature Marque. With cars from AROSC, San Diego Chapter, Central Coast Chapter, and coming out of the woodwork, we turned out an official count of 84.

Thanks to all of the hard-core and new members for getting up at half past awful in the morning to make the 7AM opening. Huge thanks to our host John Clinhard and his staff. We then drove a few miles to visit the amazing collection of Gerhard Schnuener and had our General Meeting. Another outstanding host. Gerhard took the time to explain (and in many cases start up and run) the history and usage of the German WWII vehicles, including an amphibious car and a rolling mess trailer. Gerhard has a one-off 1918 Opel, which fired up on the first crank and proceeded out of the parking lot with a full load of passengers. Great pretzels, outstanding host and collection – thanks. We'll be hearing more later about Gerhard and his special gatherings for local charities.

Our general meeting for April will be held Saturday morning April 26th at the Petersen Automotive Museum on Wilshire Blvd. The museum, a frequent host of AROSC, currently has some of the finest exhibits in its long history.

With club member Paul Dexter as VP of Docents and yours truly in his second year as Docent, the club will get a personal and informative look at the current displays. The exhibits include, based on many opinions, the finest exhibit of "Low Riders" ever assembled. One of the newest exhibits is called "Treasures of the Vault" and includes many cars from the vault rarely seen by the public. This exhibit includes the famous one-off Round Door Rolls Royce, Preston Tucker's personal Tucker, and a pair of Bugattis – the great, great grandfather – once owned by the Shah of Iran (and possibly the most valuable car in the collection) and the grandson – the new Bugatti Veyron. Bring a picnic lunch. The museum has a small eat-in cafeteria with an outdoor garden.

This month's track event, held in conjunction with the Touring Car Club, was an unqualified success. Great weather at Willow Springs

coupled with a nice turnout from both clubs made for great driving and some new personal and track records. We will gather again for a joint event at Buttonwillow on April 19th and 20th. Come on down.

Hope you've marked your calendars and are joining us on another wonderful road tour put together by Jim and Elyse Barrett on April 12th and 13th. Desert flowers should be in bloom as will be Bonnie and Charlie Schwartz who we will visit at their new digs by Joshua Tree National Forest for lunch, and Joyce and Doug McHattie who will host our dinner in La Quinta. I understand that the Barretts have also uncovered some hidden treasures at the Salton Sea. See ya.

Mark your calendars:
May 16th to 18th. Our annual wine tour is a little early this year. We will be based by the ocean in beautiful Cambria and tasting our way into Paso Robles.

June 1, AROSC will hold a Club Concorso at the 23rd annual Huntington Beach Concours d'Elegance and Car Show held on the grounds of the world famous Huntington Beach library. Expect over 5,000 people to see your car(s). There are a multitude of classes and as

last year, we will, in conjunction with the main event, conduct our own AROSC (points) concorso of the year. They have a class for just about any car, so don't pass this up if your baby isn't an Alfa. Check their web site for other classes, and use the enclosed entry form.

Our May General Meeting will be held on June 7th when we will be privileged to visit the famous, but rarely seen Bothwell Collection hidden away in Woodland Hills.

More about the second half of June in my next article

Keep the wheel side down

Norm Silverman (Rex 1)

Technical continued from page 9:

REAR: COMPRESSION
Setting is too firm - Can cause the car to have a snap oversteer; especially on mid-corner bumps. Car won't feel stable in turns and is skittish on rough pavement. Setting is too soft - Can cause corner exit understeer and possible excessive suspension movement."

Mike R

Technical Director's Comments -- More on Suspension Modifications: Shocks

What isn't understood about shock absorbers would fill volumes. With that caveat let's dive into the subject. For starters, our friends across the pond insist on calling them dampers. They correctly point out that shock absorbers do not absorb shock, but rather, they transmit road shock to the chassis. And they are more properly called dampers because they dampen suspension oscillations.

Theorists tell us that damping should be about 15% of critical for best ride and about 45% of critical for best handling. That leaves a lot of room in between for compromise and driver preference. For those who must know, critical damping is the amount of damping that allows the suspension to return to the static position most quickly with no overshoot. Note that damping levels for best handling are about 3 times stiffer than damping levels for best ride. Actual street-car damping is a compromise and is typically about 25% of critical.

Best ride is achieved when acceleration of the chassis is minimized while best handling is achieved when load variation at the tire contact patch is minimized. I actually built a simple one-wheel spreadsheet model to get a better feel for the differences. Best ride called for a shock with rebound stiffness only. Best handling called for substantial bump stiffness and more rebound stiffness. In between was a wide

range of possibilities that would improve handling with some loss of ride quality.

Most of us just buy our shocks, put them on and we are done. The next step up is adjustable shocks. I have Koni struts on my MR-2 which are adjustable for rebound. Those struts have a wonderful Jekyll & Hyde quality. Setting them isn't particularly complicated. Start at full soft for street use and stiffen as desired. Start at full stiff for track use and soften as necessary. Adjustment is more complicated if you are fortunate enough to have more knobs. Here is Koni's recommended adjustment procedure as printed in the 2007 Truechoice catalog for dampers with separate bump and rebound adjustment:

"ADJUSTING THE BUMP DAMPING CONTROL"

Bump damping controls the unsprung weight of the vehicle (wheels, axles, etc.). It controls the upward movement of the suspension as when hitting a bump in the track. It should not be used to control downward movement of the vehicle when it encounters dips. Also, it should not be used to control roll or bottoming. Depending on the vehicle, the ideal bump setting can occur at any point within the adjustment range. This setting will be reached when "side-hop" or "walking" in a bumpy turn is

minimal and the ride is not uncomfortably harsh. At any point other than this ideal setting, the 'side-hopping' condition will be more pronounced and the ride may be too harsh.

ADJUSTING THE REBOUND DAMPING CONTROL

Once you have found what you feel to be the best bump setting on all four wheels, you are now ready to proceed with adjusting the rebound. The primary function of rebound damping is to control or slow down the undesirable oscillations of the spring or torque tube. The rebound damping controls the transitional roll (lean) as when entering a turn.

It should be noted that too much rebound on either end of the vehicle will cause an initial loss of lateral acceleration (cornering power) at that end which will cause the vehicle to oversteer or understeer excessively when entering a turn. It does not limit the total amount of roll; it does limit how fast this total roll angle is achieved. How much the vehicle actually leans is determined by other things such as spring rate, sway bars, roll center heights, etc.

Too much rebound control in relation to spring rate will cause a condition known as "jacking down." This is a condition where, after hitting a bump and compressing the spring, the damper does not allow the spring to return to a neutral position before the next bump is encountered. This repeats with each subsequent bump until the car is actually lowered onto the bump stops. Contact with the

bump stops causes a drastic increase in roll stiffness. If this condition occurs on the front, the car will understeer; if it occurs on the rear, the car will oversteer.

SHOCK ADJUSTMENT TROUBLE SHOOTING GUIDE

The following is a guide to try to fix handling problems AFTER the car's initial setup has already been found.

FRONT: REBOUND

Setting is too firm - Can cause the car to "jack down" which can cause the driver to think the car is too firm in compression. Can also cause a lack in grip from the tire not separating from the chassis fast enough and cause the car to understeer. Setting is too soft - Though a soft rebound setting will allow better compliance with the road, the car may feel floaty or excessively oscillate after hitting bumps.

FRONT: COMPRESSION

Setting is too firm - Can cause the car to feel skittish and lose grip over rough sections of pavement. Can cause outside tire to be loaded too quickly. The car won't stabilize in a turn. Setting is too soft - Can cause corner entry understeer. Can possibly cause excessive suspension movement.

REAR: REBOUND

Setting is too firm - Can cause a snap oversteer on corner entry from rear tires losing contact on bumps. Can also cause the car to "jack down" in the rear and lose grip. Setting is too soft - Can cause a corner entry oversteer and corner exit understeer. Vehicle may feel floaty or excessively oscillate after hitting bumps.

Concours at Peppertine

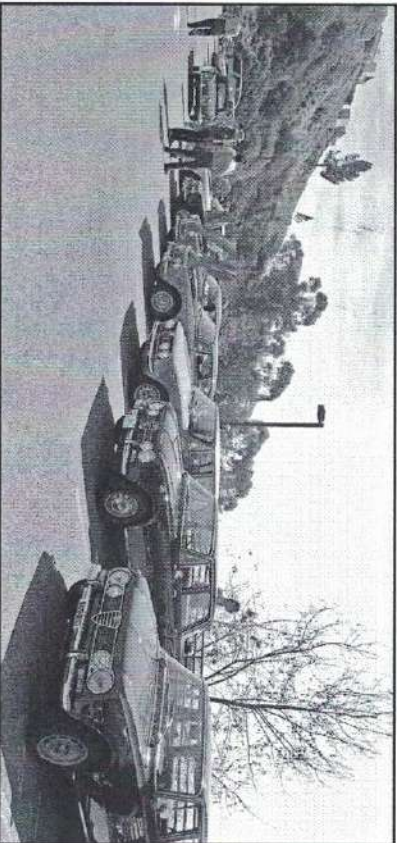
A coming to life with a 'blooming' of Alfias!

By Doug Adler, pix by Paul Dexler

Malibu once again was the setting of our club's Concourse season opener along the Pacific Coast just off Hwy 1 at Peppertine University. We have come to rely on the fantastic weather, views and routes to and from this marvelous venue. Peppertine has been very accommodating of our requests for the venue and I thank Stephanie for managing the paperwork and steps necessary for us to continue to use this marvelous place. While I am thanking people, I have to mention my appointed judges for this season - Phyllis Gaylard, Fred Firschein and Paul Blankenship. Also special thanks to club members Anthony Rimicci and Adan Figueroa for assisting with the judging. Without these people and without the efforts of many more involved, the proposition of

producing these shows simply would not be possible.

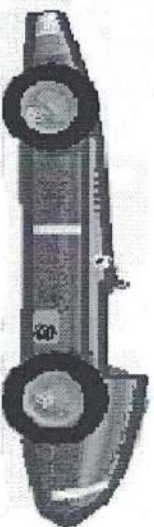
And what a show it was. More than 40 Alfias stopped in to take a gander, with 19 Alfias displayed and judged. We also had a brace of Lancia on hand with some wonderful examples of HF's. The classes were wide open with race cars on hand, beautiful GTV's, a slew Super's, introduction of the Novice class, dueling Spiders and Duetos... it was like a slice of car heaven. The weather was warm with an ocean breeze and views taken in by all. I want to mention the return of Carrie Adrian to competition in her recently rebuilt Spider after being hit hard last year. The Methenitis father and son duo brought their nice daily driver and won People's Choice. Haig and Co. brought several cars. Not to be outdone, Adan brought some beauties and friends too.



Special congratulations to Richard Lucidi in his stupefying 750 and Mike Riehl in an unbelievably original Sprint for taking top awards for the day.

Wow, what more could you ask for? Well... how about some controversy... That's right, not everything is perfect... but in the endeavor to get there, the Board of Directors requested that the scoring of our shows be standardized with a distinction from 'clean car' shows and 'owner judged' shows with a new format mirroring the National Code and based on a 100 point scale. Right on, so it shall be. The new judges' form, now adopted by the

Board, has 100 statements with regard to excellence of an automobile. One point is awarded for each true statement. Tallied, this is the final score. These are not the only 100 possible true statements, just 100 statements that would be true of any 100 point nationally judged example. This new form is not a secret and you can obtain this one from me directly. I expect it will be web posted soon and club input is encouraged. I am also looking for judges, parking assistants, registration assistants, score talliers, etc. REMEMBER - Our ability to produce these shows for our club is directly dependent and based on your participation.



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Pepperdine Results

Name	Car	Points	Ribbons/Awards
<u>Non-Alfa:</u>			
Douglas Adler	1981 Lancia Zagato	84	Best Non-Alfa
Edward Levin	1970 Lancia Fulvia 1.6HF	78	
<u>Race:</u>			
Anthony Rimicci	1965 GTA	63	Best Race Prep
<u>Novice:</u>			
Chuck Schwartz	1969 1750 Spider Veloce	85	
<u>Open:</u>			
Allison & Richard Lucidi	1958 Giulietta Spider	99	1 st /Best in Show
Norm & Evie Silverman	1965 Giulia Spider Veloce	86	2 nd
<u>Closed:</u>			
Mike Riehle & Chris Burke	1959 Sprint	89	1 st
Adan Figueroa	1972 GTV Bertone	84	2 nd
Fred Firchen	1973 GTV	83	3 rd
Fabrizio Rimicci	1967 GTV	78	
Peter, Jane & Caroline Becronis	1966 Giulia Super	76	
Steve Leth	1966 Giulia Super	67	
<u>Daily Driver:</u>			
Phyllis Gaylord	1995 164 Quad	90	1 st
Carric Adrian	1993 Spider Veloce	86	2 nd
Don Hodgdon	1985 GTV6	84	3 rd
Paul Dexler	1991 164L	69	
Robert & Brandon Methenitis	1973 GTV 2000	69	People's Choice
Gifford Hawin	1972 Super	50	

Lancia

Alfa Romeo

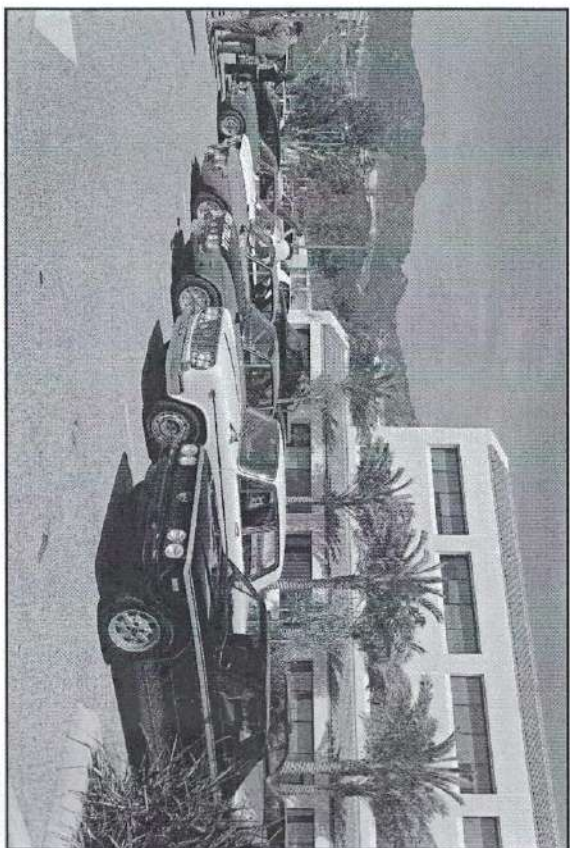
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The Lancias and Competition cars on display



A nice selection of Bertlinas, Giulia Tis, Supers, and GTVs on display with a beautiful backdrop.

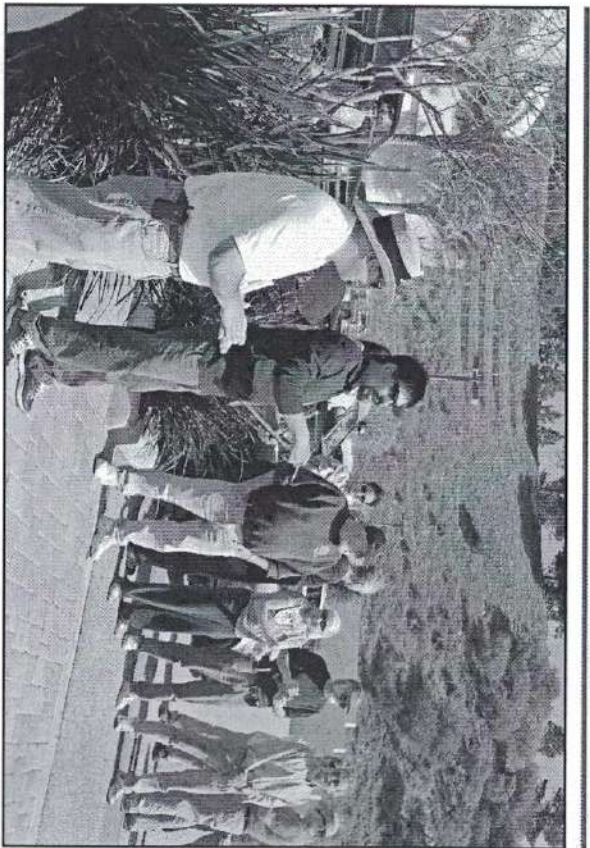
*Carrie Adhian is back!
She scored a ribbon in
Daily Driver.*



Lunch!



Norman conducted a meeting.



Doug Adler explained the judging and told of future events.



*Paul Blenkinship and Stephanie Stacy discuss the wares at World Class
Moring in Calabasas.*

Palo Alto Concours June 22

On Sunday, June 22, the 42nd annual Palo Alto Concours will be held on the Stanford U. campus. This year, Alfa Romeo has been selected as the Featured European Marque.

Back in 2002, Alfa was also featured at Palo Alto, and its presence was highlighted by seven pre-war cars and a total of 53 top-notch Alfa entries, including several from southern California. Pat Braden was an honorary judge. Aside from invitation-only events like Pebble Beach and The Quail, Palo Alto's Concours ranks at or near the top. It annually attracts about 320 exhibited cars and 10,000 spectators.

The Alfa Romeo Assn. (ARA) is working with the Concours organizing committee to recruit an outstanding field of Alfas, organized into five classes, including pre-war and race car classes. Cars may be judged or shown for "display only".

We don't pretend to have a lock on pristine Alfa examples in our Bay Area community. I know that there are many Concours-worthy cars in your southern Calif. chapter. We heartily encourage the owners of such cars to consider bringing their cars to Palo Alto for this event. Exhibitor fees are \$50/car which includes event entry for two persons. Yeah, it's a long "hike" up here and back, but it's a lovely drive and a caravan approach would make a nice tour out of it. There's also a day-before car tour and exhibitor dinner.

Interested owners can get more info from the Concours website at www.paconcours.com. Click on "Registration Forms", then "For Autos". Come up and help show why Alfa is worthy of being featured, and support its re-entry to the U.S. market.

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Wine Tour May 16-18!

The 2008 AROSC Wine Tour is only 6 weeks away and the rooms are going fast. This year we are staying in Cambria and will taste at wineries around Paso Robles. Your wine tour staff is once again sacrificing their time and sobriety to provide you with a Wine Tour that will be long remembered.

We will be staying at the San Simeon Pines Seaside Resort, right on the beach at the North end of Cambria. For those who come up Friday there will be a get-together Friday night at the resort so we can all get to know each other. Bring a bottle of wine to share. There will also be a variety of light snacks. On Saturday morning we will start out with breakfast and then set out for the tasting. The first winery will be far enough away so that your breakfast has time to settle before the first tasting. From there we will meander around the twisty back roads of Paso Robles exercising our Alfa's with periodic stops for tasting and purchasing of fine wines. Around one-ish we have a picnic lunch at one of the wineries. There will be a judging of the lunch presentations with a suitable prize for the best looking spread. Competition is fierce so you will need to be creative. Samples for the judges also have been known to help.

Saturday night we will all be getting together for a pleasant dinner at a local eatery and then back to the resort for more socializing. Sunday morning we will meet again for

breakfast and then a couple more wineries before heading home.

We are still selecting the wineries so if you have any favorites let us know and we will see if we can fit them in.

There will be several updates sent out as details become finalized so be sure to let us know your email address. A full agenda with maps will be provided for all driver/navigator teams to insure that no one gets lost. Also be sure to bring a means of securing your purchases while driving. We don't want anyone hit by a flying bottle while negotiating a hairpin turn.

The rooms are already booked so there is no need to contact the resort directly, just let the Wine Tour staff know what you want. Place your reservation by email to either alfagene@adelphia.net or margibrown@thekerr.org. You can also try winetour@arosc.org but there have been problems with that email lately.



AROSC Annual Wine Tour in May this year!

MAY 16-18, 2008

This year we will be visiting the **Paso Robles** area. This is the home to over 85 wineries. Planning is already under way and we have chosen to stay in the beautiful seaside area of Cambria this year.

Hotel information is located on the next page.

The rooms have already been reserved at the resort.

In order to confirm your stay, please email:

margibrown@thekernorg.com or

alfagene@adelphia.net and provide the following information:

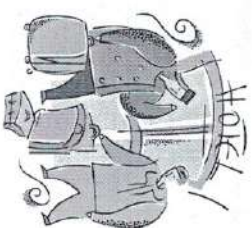
- Names of all guests
- Contact Phone Number
- Room Type
- Arrival Date
- Departure Date

As always, your Wine Tour Director will be taking the necessary trips for scouting out the area to provide the type of quality wine tour that you have come to expect.



Hotel Information:

San Simeon Pines Seaside Resort
7200 Moonstone Beach Drive
Cambria, California 93428
www.sspines.com



Room Rates: \$119.90/nt (1 King) - **SOLD OUT**
\$119.90/nt (2 Fulls)
\$130.80/nt (2 Queens)

Please email margibrown@thekernorg.com or alfagene@adelphia.net to place your reservations.

23rd ANNUAL

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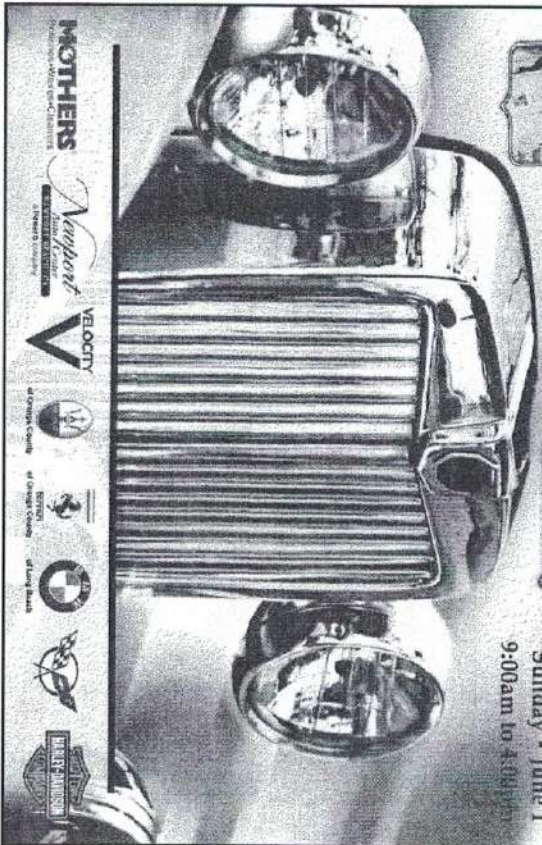
Two Fun Filled Days

Saturday • May 31

9:00am to 2:00pm

Sunday • June 1

9:00am to 4:00pm



The entry form is bound into the center of this issue. If you wish to enter something other than an Alfa, please check the web site for other classes: www.hbconcourse.org. You may send the entries to Phyllis Gaylard, at the address on page 3, as she will be entering the data into the computer. Note that the deadline is May 23, but we would greatly appreciate them arriving earlier so that we aren't in data-entry mode at the last minute.

For another \$10 you can enter the AROSC Concourse held in conjunction with this event, for club points!

April 26 General Meeting -- Petersen Museum Tour & Picnic

Saturday morning, April 26, we will be meeting at the Petersen Automotive Museum. Arrive about 10:00, park on the 3rd level parking deck, and go downstairs to enter the museum for a 10:30 tour. The group admission rate is \$6 per person. At this point, we are not sure of the full extent of the tour, but it is always interesting, since 2 of our members are docents.

The museum will have two new major exhibitions running then:

The on-going exhibit in the Main Gallery & Bruce Meyer Gallery is **La Vida Lowrider**: historic low-riders – from a mid-30s Packard 'Bomb' to a recently oil-painted (not air-brushed!) low-rider ice cream truck which depicts the history of Chavez Ravine, and cars of all ages in between. Los Angeles has become one of the main urban centers for lowriding and has influenced the customizing scene both nationally and internationally.

The Speed Corridor celebrates **NASCAR: 60 Years**, chronicling the history of this extraordinarily popular form of racing and examining how it came to capture the public imagination. Important cars representing the evolution of NASCAR illustrate how the stock racers of yesterday have developed into the sophisticated machines of the twenty-first century.

A new exhibit of "Treasures of the Vault", museum-owned cars rarely seen by the public – includes a one-of-a-kind custom Landau Rolls with a chassis from the '20s that was rebodied in the '30s, and is the most unique Rolls in world. Also a 1939 Type 57 Bugatti which was given to the then-Prince of Iran on the occasion of his marriage (this may be the most valuable car in museum); Preston Tucker's own original Tucker car; three Presidential cars, including the first delivered bullet-proof limo, for FDR (Churchill sat in back with FDR at the Yalta Conference in WWII); the fastest street-legal car, a Bugatti Veyron; and a rare Muntz Jet, one of 2 with a Dodge Hemi. We may have seen some of these cars on our vault tour last year.

Around noon we will return to the parking garage for a tailgate picnic, or take our lunches into the indoor cafeteria. Last year we went to Cantor's Deli, but the parking was very difficult, as it is everywhere in that area on Saturdays. So, since we're already parked, let's make use of it.

Location:

The Petersen is on the south-east corner of Wilshire and Fairfax, at 6060 Wilshire Blvd, Los Angeles, 90036. www.petersen.org

March General Meeting:

Cars & Coffee at PAG. Tour of Schnuerer Collection

Photos by Paul Dexler

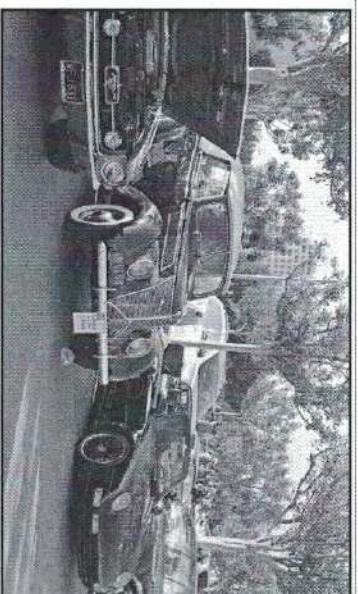


Ford's John Clinard welcomes some Alfas at the crack of dawn.

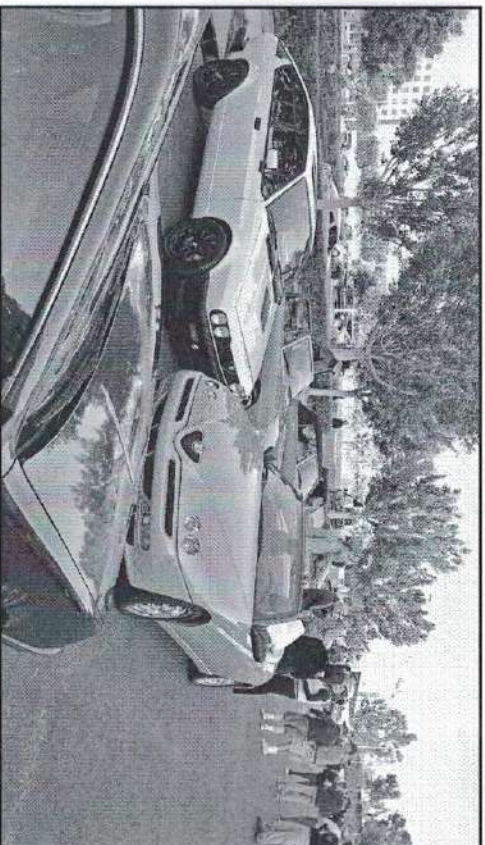


ZAM -- Alfas as far as the eye can see!

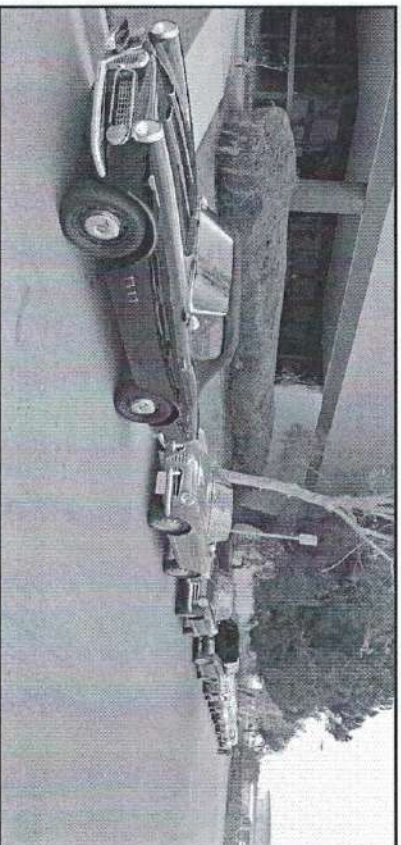
Ford GTs lined up -- it is Ford's site.



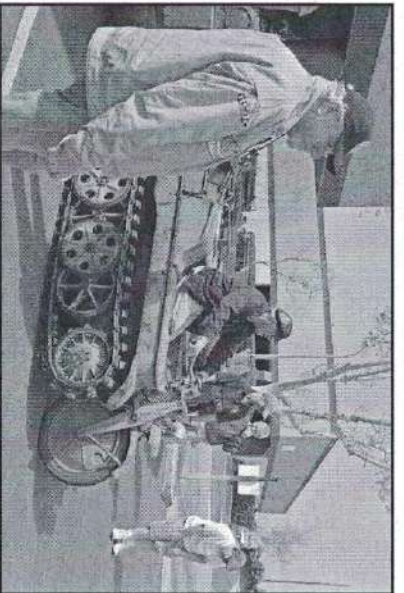
A 37 Ford stakes out a space.



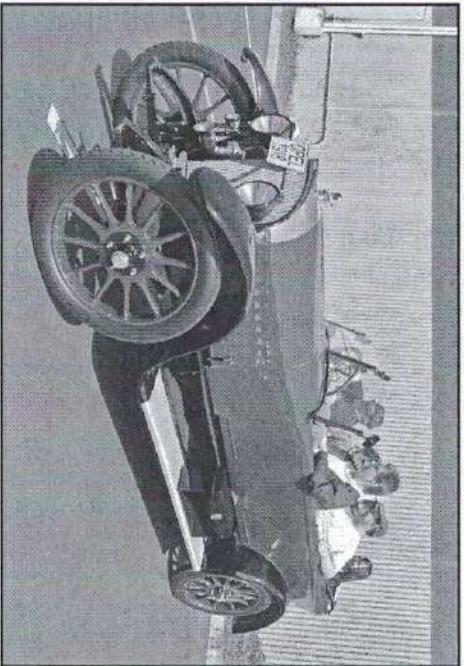
Even more Alfas manage to squeeze into the parking lot.



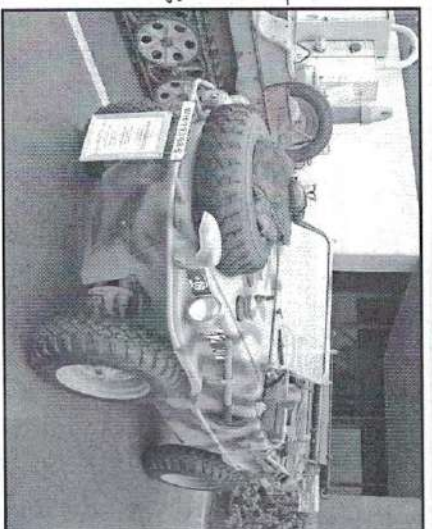
A nice selection of Alfas made the trek to Gerhard Schnuerer's.



Gerhard fires up the 1945 NSU Kettenrad for a run around the block. It has 30 hp, 50 mph top speed.



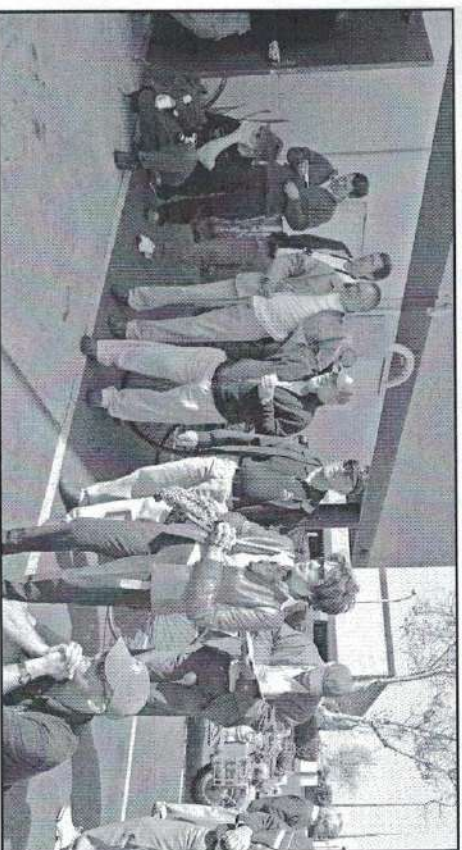
Gerhard takes a car-load of passengers for a drive in the 1918 Opel Dual Cowl Phaeton Spitzkueeler, the only one remaining.



A 1944 VW Schwimmwagen (amphibious), complete with an oar and a small propeller on the back -- 24 hp, 1.1 liters 4 cylinder air cooled.



A nice collection of old BMW motor-



The group listens as Norman thanks Gerhard for his hospitality. He provided snacks, rides, and explanations of his wonderful collection.



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View from Turn 3

Willow Springs Race and Time Trial March 22-23

Story by Terry Major
Photos by Mike McKibbin, Corey Gann, Terry Major

The Resurrection of Alfa Club racing on Easter weekend turned out to be a fantastic event that will be remembered by all who attended for a long, long time — in fact over 140 cars participated over the two days! The story for this event is being written and submitted by a different voice, due to the restrictions of holiday racing. Mike, have a nice Easter dinner!

Our event began with the usual Friday night social entertainment we call the "paddock club". You bring it, we eat! drink whatever is there cooked on

BBQs and bonfires, in addition to the usual sophisticated conversation or elegant banter. We will let Mr. Dennis Fibrow start by explaining the handling of a motor home destroying two tires, as well as getting the real story from Bruce Colby, who by chance was following this OSHA inspired motor home. Hey Bruce, got any wine?

Saturday morning started with a driver's meeting consisting of two clubs ready to roll. (a large undertaking that includes race control, timing and scoring, time trials and various other duties to be divvied. AROSC and TCRA seemed to blend their philosophies in to a great weekend). After the usual



There was a huge crowd at the drivers meeting

conversation about safety, flags, schedules and the like, cars went on track, seeing a new way to grid racecars, putting us in a Le Mans frame of mind. This track was the most greasy and slippery that anyone can remember, proved by the lap times turned in by all competitors. Some of the cars were handling, and some were not, as proved by AROSC competition director, showing us an unusual line through turn 9, finding the green paint at the end of the dirt. I didn't think that car came with green tires! I suspect we may see this competitor driving an Alfa at the next event. I, myself, found a well-balanced car very difficult to drive, three seconds off my normal big track times. This was evident later in the day when duct tape was the only cure for what on Monday proved to be a broken thumb caused by a spinning car with a steering wheel on steroids. Unfortunately, Jorge's recommendation for an x-ray proved the obvious.

It was good to have Mike driving big dog on Saturday even though there were consistent issues with the car. No worries, they got it ready to roll for the Saturday race that started well over 31 cars. That race with cars ranging from a blindingly fast Corvette to an even faster Monte Carlo (which spent the majority of that race nose-to-tail, trading leads throughout), sports racer, formula Ford, through the regular Porsches, Corvettes, Mustangs, RX-7, Celicas, MR2s, Miatas (Dennis and Terry's MR2s battling fiercely with Richard's black Miata, Terry finishing with more cord

than rubber on the rear tires), Datsuns, BMWs, and even a 72 Capri. This race was extremely rewarding as the track was coming around for many of the competitors. There was a red flag which stopped all action for a while.

The normal Saturday night hy-jinx were in place as in most weekends. One of our cars resumed race duty on the track Sunday morning with a different paint scheme. This was the Dinky-Dinky car. The Rosamond CSI team was called in to determine the culprit as the extra weight of the paint slowed the car down by exactly 4 seconds a lap. The punishment for certain members of the club (Rob, Dennis, Paul, Steve, Bruce, Frankie, Mike E., etc.) will be determined by our next event as our local staff lawyer Mike will put together a case to convict these criminals to punishments that require a stiff and lengthy sentence. One of the convicts will have to finish the rest of his birthday cake in jail. Happy Birthday Easterner!

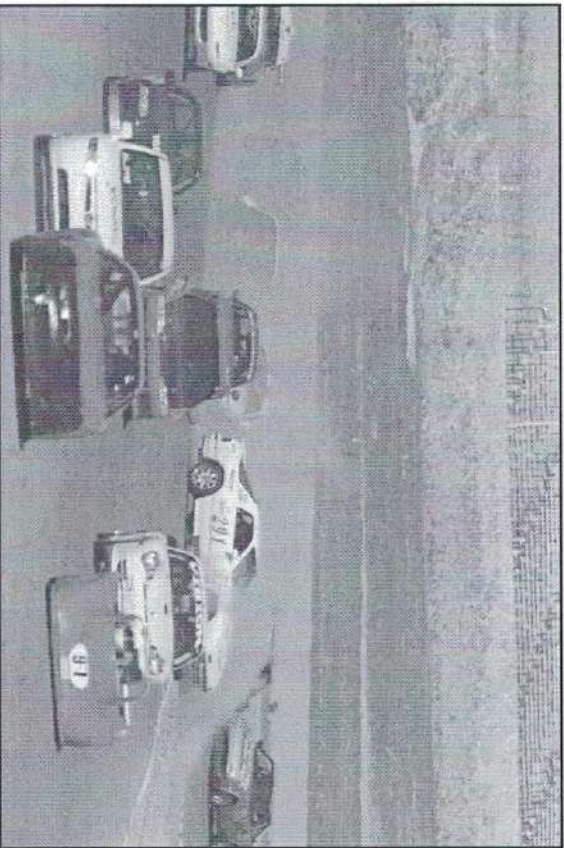
There were a lot of new faces to talk to about the event, whether it was a backwards Celica, or a formula car teetering on the berms in turn 3, to getting the true info on how fast Jim Ferris' freshly-purchased Monte Carlo can circulate the track.

New faces or not, this club is all about the camaraderie shared by a group of people consumed by the same passion. While not on the track, anyone and everyone was there with help for a competitor in need. Tools,

hands, or knowledge are available whenever needed. The people in this club are fantastic. I think that teaming with TCRA for selected events will build on this feeling of family for our racing events. I was not unhappy with any drivers that I became involved with on or off the track this past weekend.

Getting to Sunday's race, with at least 34 cars taking the green flag, (not sure exactly as some had no transponder) you might expect problems in turn one. Preventing disappointment was Tony Presto's RX-7 making an excellent start (before turn one) and going from maybe 3rd to last, in turn one agriculture. Thanks again for the entertainment as myself and many, many others drove blind in to a "Days of Thunder" to "days of blunder" WALL of DIRT with tire smoke and

rocks that prevented vision beyond the hood of your car at what, 80 mph? Yes, 20 cars had to take evasive action to prevent what surely could have become the end to many competitors' weekends. However, we all made it through to fight on for 12 more laps. There were many battles throughout the race, including spec Miatas vs. Mustang, Miata, Celica, MR2 combinations. Throw in a Porsche and a hybrid mustang (big dog) more MR2s a couple of Datsuns and a whole group of Alfas and you create many happy faces at the end of this one. A few disappointing moments for more than one driver that lost positions on the very last lap due to speed, effort or carriage. We saw it all in this race. From offs in the first turn to inside and outside passes in 8 and 9, to people plowing through the exit off 9 at speed in the dirt, hanging it as



Tony Presto started a mecle at the beginning of Sunday's race with an agricultural off in turn 1, followed by some 'close' friends.

far as it will hang while surpassing their expectations for a race to be embedded in to memory for a long time to follow.

We were happy to see individual achievements this weekend, including Jorge Mazlumian's win in race class and TT, passing in TT groups; Joe Cobb's 1st in class TT, he also brought a couple of very fast Z06 Corvette buddies; Art Russell surviving the weekend using canned soda and goop to seal intake/exhaust leaks ("Things go better with Coke"), the continuing rivalry between Dennis & Terry's MR2s and Don Wagner's Mustang, Norm working to find lug nuts that allowed him to race, as well as unfortunate events including MJ losing his suspension to a pothole blowing his Sunday TT, and an Accord on fire through turn 5. And, the many people who enjoyed this

weekend's racing as well as the Rancho Cucamonga trailer stowaway lizard that was left to start a new life in the world of racing at Willow Springs International Raceway.

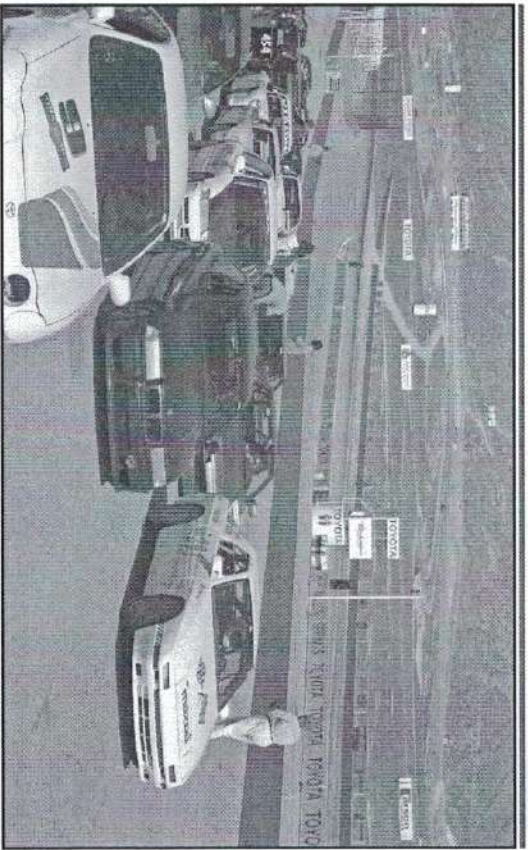


The stowaway!

For more details, Race and Time Trial results will be posted on the website. I didn't have the opportunity to follow up with many of the competitors, as Easter cut in to our normal Sunday night boardroom (the cantina) discussion of the weekend's memorable events.



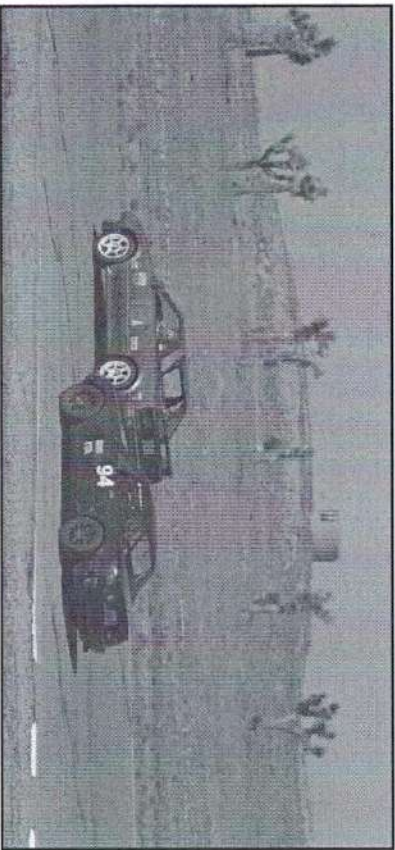
Art Russell helps Terry Watson at Registration



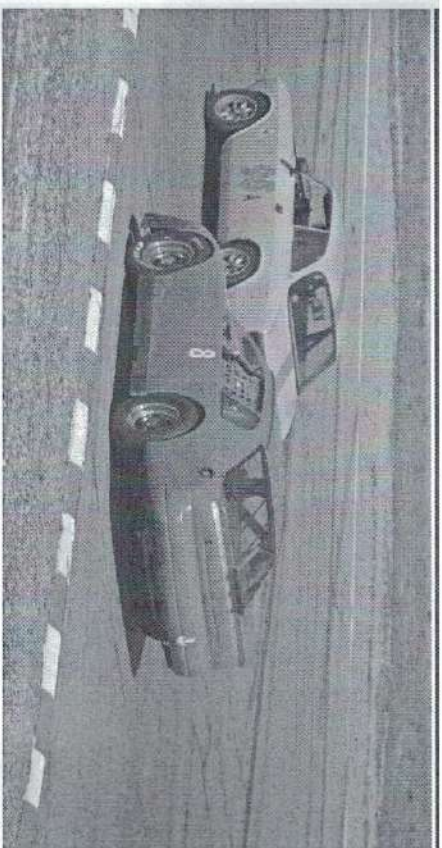
Head 'em up...



... move 'em out!



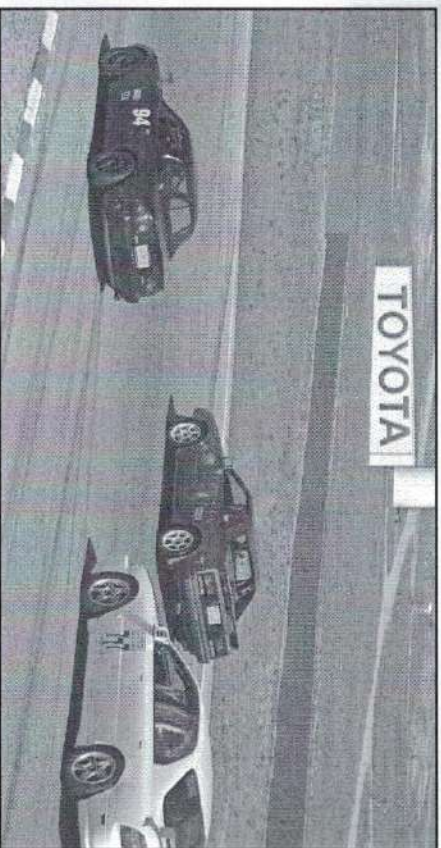
What are those green things sticking up in the background?



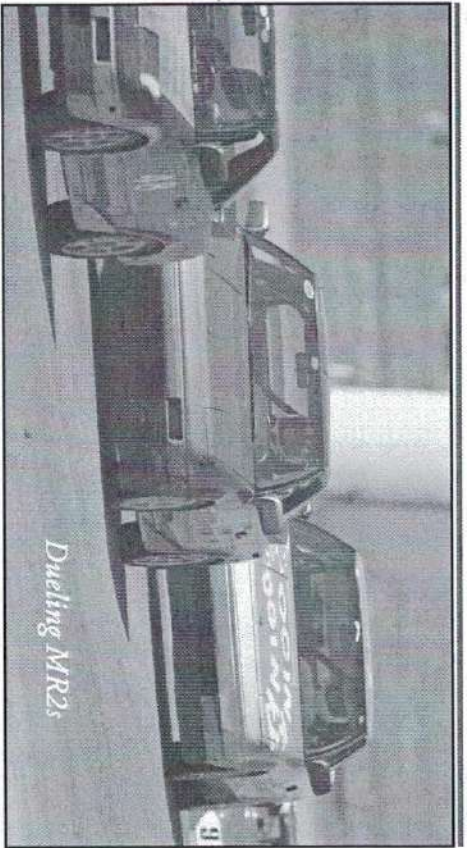
Jim Ferris' new ride makes a move on an Alfa GTV.



Uwe Backer catches up to a BMW.



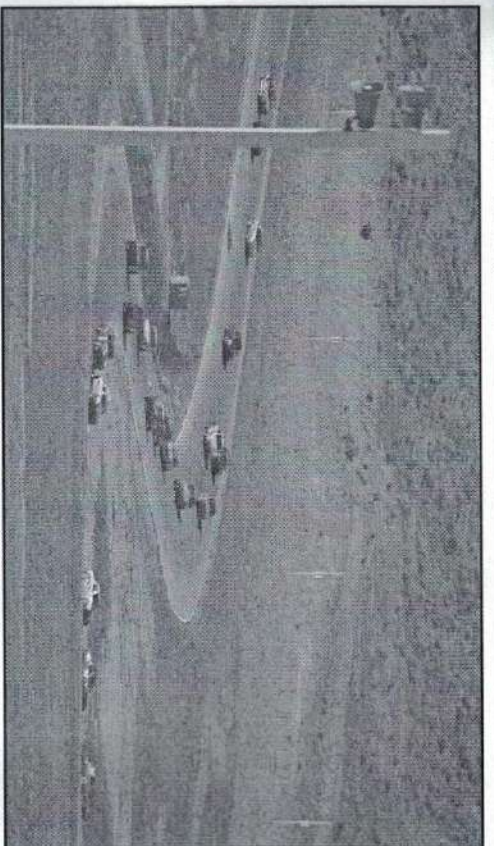
Three-wide doesn't usually work very well -- even NASCAR know that!



Dueling MR2s



Paul Blankenship helps push.



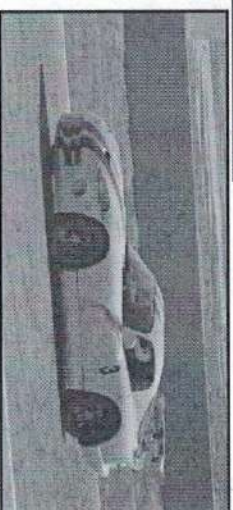
The view from the balcony at the top of the hill -- turn 4.



Ford GT



Porsche with hard top.



Viper

An interesting collection of 'new' cars was seen at this event, from TCRA.



FIAT

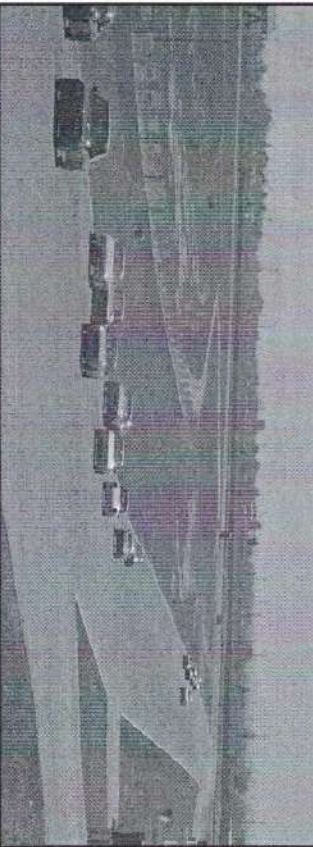
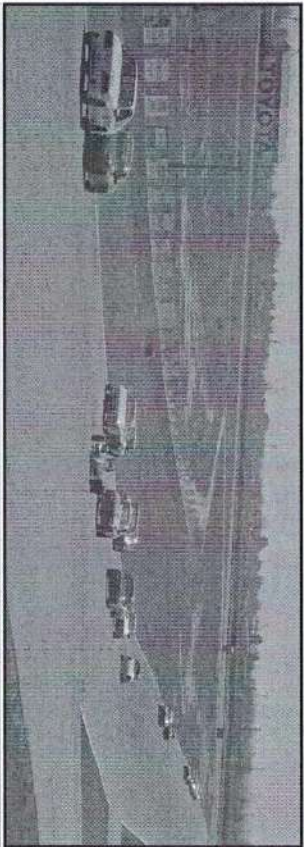
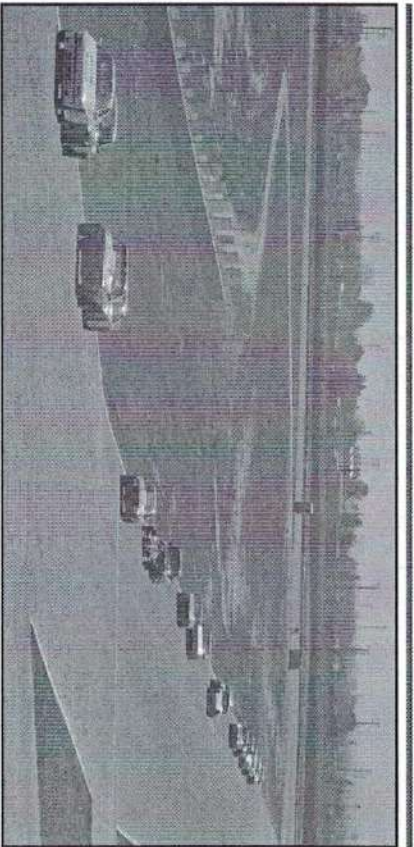
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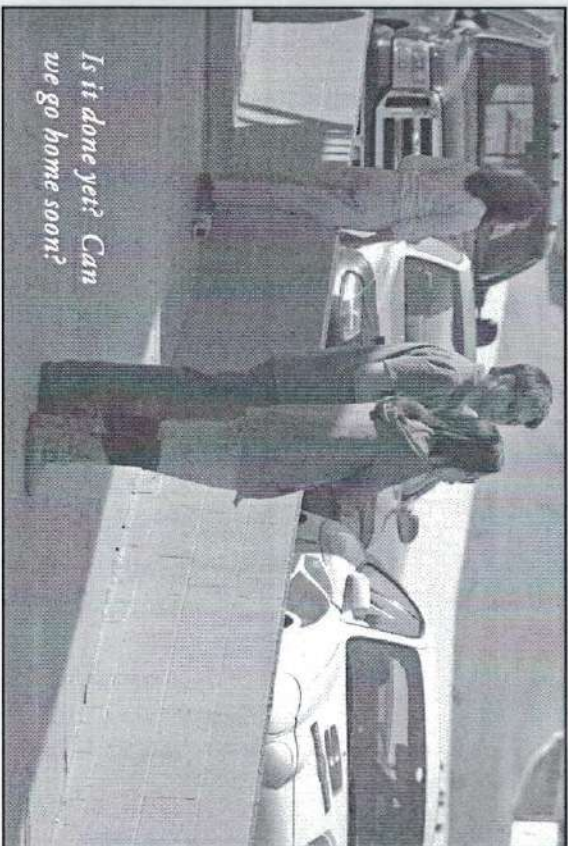
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As the race progressed -- like time-lapse photos.



More off-road excitement, this time in turn 3.





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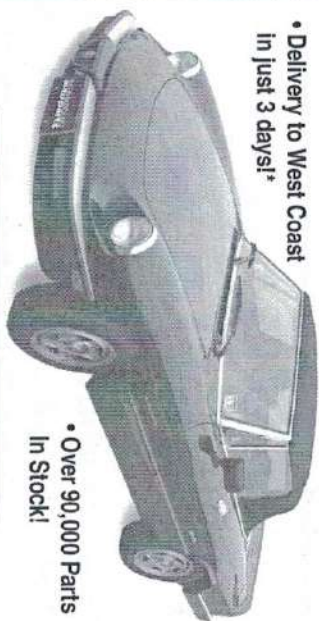
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