



Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



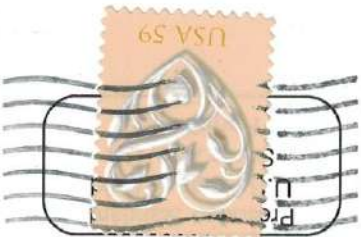
November 2008

**In This Issue: Nethercutt
Tour, Willow Springs Time
Trial & Race, upcoming**

Isaciorrada

September	3 Board Meeting @ Luigi's	1 Board Meeting @ Luigi's	October	2 Best of France & Italy	7 Competition Committee Meeting
13-14 Time Trial & Race at Spring Mountain, NV	11-12 Time Trial & Race @ Willow Springs	25 General Meeting, Nethercutt Museum, + Party @ Casa Silverman	5 Board Meeting @ Luigi's	5 Car Show & Concours	13 Holiday Party at the Kutkus home
27 General Meeting - Drive/Shine/Dine			22 General Meeting, 1pm	14 Board Meeting and planning for 2008 at the Kutkus home	
			30 Coffee Roaster show		
			November		December

Our 2008 Calendar -- Revised Again



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



Alfa Romeo Owners
of Southern California
17041 Malta 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 Malia 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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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 or of special interest to the members.

Commercial Advertising Rates (modified for new page size)

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

This Month's Cover

The pregrid for the *Alfa Cup* race shows 9 competitors in a variety of models.
Photo by Mike McKibbin.

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2008 AROSC Previews -- An Outline of Coming Events

November 22 – General Meeting, Elections, and White Turkey Auction, Ricky & Ronnie's Cruise-In Diner, 1:00 PM

Ricky & Ronnie's in Torrance is a great American Diner, a local cruise site, and thus very car friendly. We will gather in their clubhouse, across the parking lot from the restaurant, for the meeting, election, and white turkey sale -- don't forget to bring your white turkey items. You can then effectively trade your junkie for someone else's prize, or for cash. Then we will walk over to the restaurant for lunch in their enclosed patio. They have a great menu, and wine and beer are available, so if you get elected, or not, you can celebrate! See details and map on pages 20-21.

DON'T MISS:
Nov. 22 Election Meeting, Ricky & Ronnie's, 1:00 PM
Dec. 13 Holiday Party at the Kutkus' Redondo Beach, Noon.

November 30 – Coffee Roaster Car Show, Calabasas, 7:30 AM

Join the gathering at the Northern LA version of Cars & Coffee. Donut Derelicts, Premier Auto, etc. – "EURO SUNDAY AT THE WOODLAND HILLS COFFEE ROASTER". This informal gathering usually draws around 300 to 400 exotic, mostly European cars. The cars start arriving by 7-7:30, kind of peak between 8 & 9 and start to disappear by 11 AM. We will arrange a canyon run over the Santa Monica Mountains for those who would like to discover a new way home.

December 7 – Competition Board Meeting

Bruce Colby will have information on this meeting.

December 13 – Holiday Party @ Kutkus', Noon

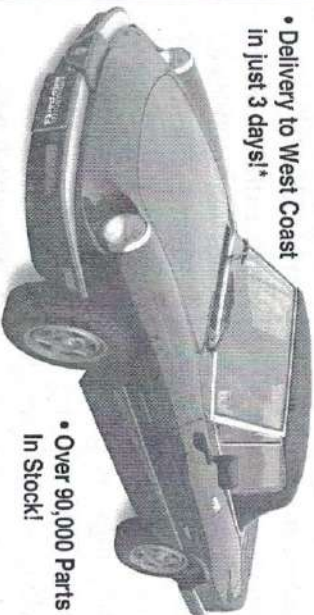
We will have our annual holiday pot luck at the Kutkus' party room in Redondo Beach. There will be barbecued meats by MJ, Sheila will prepare something special, and we will bring pot luck side dishes, salads, and desserts to complete the menu. Don't miss it! See info on page 19.

December 14 – Board Meeting, old & new, at Kutkus', 11:00 AM

The new and old board members will meet for the selection of officers and committee chairs as well as planning the calendar of events for 2009. All members with ideas for events or who want to volunteer for a committee are welcome to attend. We will also be finishing off any leftovers from the Holiday Party the day before.

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View from the Top --

Mostly Ramblings of Il Presidente!

Here Ye, Here Ye:
ELECTIONS!!!

As said many times before, **attendance** at this meeting is the surest way to **avoid** being nominated and elected to the Board of Directors. Our originally planned gathering at the new Ital Speed facility has been changed to the very near future.

have been possessed by his spirit and actually developed a quick (not nit) wit and a sense of humor. 10% of the proceeds go to our skinny club account. **After the meeting, we will walk over to the restaurant for lunch.**

By the time this is received we will have oohed and aahed at the fabulous assortment of cars presented at the Best of France

On November 22, at 1:00 pm we will gather at RICKY & RONNIES CRUISE IN

DINER. Recreating the architecture and spirit of the original California "Googies" style drive in, Ricky & Ronnie's have rapidly developed a reputation for great car gatherings (see pg 20-21). Located in Torrance, they have been kind enough to provide us with a private room for our world famous (maybe regionally famous) annual "White Turkey Auction". **Clean out the garage!!!.** We guarantee an auctioneer with a dash of wit and wisdom (maybe that great comic writer, Charlie Schwartz), and everything will sell. Last year, in Charlie's absence, I seemed to

and Italy that was held in on November 4, at Woodley Park (under a possible morning moisture event), but typically the sacrifices that we make to the Alfa deities will have cleared the forecast. Pictures and results of the year's final Concorso competition will be in the next issue.

On November 30th, at the intersection of the 101 and Valley Circle Blvd. in Woodland Hills, we are invited to make an Alfa Romeo appearance at the Village Coffee Roaster (www.villagecoffee-roaster.com/) monthly Euro Sunday gathering. Good news: Typically 400+

vehicles, many driven there by some of the areas great collectors.

Do not miss the LEGENDARY

annual Holiday party at our AROSC Club House, Villa Kutkus in Redondo Beach on December 13th. Great Kutkus BBQ, side dishes, dessert and a wine tasting and rating supported by partygoers bearing gifts.

The next day at the Club House is the BOD meeting to elect officers and to plan the 2008 schedule of events. Usually plenty of leftovers and a need for great ideas. **All are welcome. This is your club and your ideas have contributed to our general enjoyment and pleasure of life. Contribute ideas and participate in organizing events that will add to your pleasure of life.**

We will make every effort to get the new schedule of events posted on the web site after the meeting and try to get the January issue of Affacionada out early (LOL).

Keep the wheel side down.

*Norm Silverman, Rex
Evie Silverman, Regina*

Election Month! Get Involved!

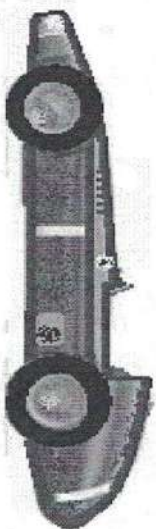
The annual election for the AROSC Board of Directors will be held at the November meeting. Members should receive their mail ballot by the time this newsletter is delivered, listing the candidates that have been nominated by then. Voting may be by mail or at the November club meeting. If you are interested in running, please let us know so you can be nominated from the floor at the meeting.

We elect ten members to the Board of Directors, who choose the officers and committee chairs among themselves. Membership on the Board adds one meeting per month, which includes dinner – such a deal. We usually meet at a restaurant for food and business.

If you or someone you know would be interested in serving, contact a board member or attend the November meeting to nominate that person from the floor. Here is your chance to help plan and conduct the wide variety of activities that makes this chapter so great. You probably have some new ideas that would be fun for all of us. Don't keep them to yourself, join the Board and get involved.

Nominees: Board of Directors

Jim & Elyse Barrett	Incumbent Vice Presidents/Tours
Gene Brown	Incumbent Secretary
Bruce Colby	Incumbent Competition Chair
Paul Dexler	Incumbent Entertainment Chair
Fred Firschein	Incumbent Competition Liaison
Phyllis Gaylard	Incumbent Treasurer & Editor
Sheila & MJ Kutkus	Incumbent Social Directors
Will Owen	New Blood!!
Mike Riehle	Incumbent Technical Chair
Norman Silverman	Incumbent President
Terry Watson	Incumbent Marketing Chair
<u>Your name here?</u>	More New Blood??



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October Meeting -- Nethercutt Tour

Unfortunately, Skip Marchetti was called out of town suddenly, and was unable to lead us on a tour of the restoration shop. As consolation, Paul Dexler led us on a detailed tour of the newer museum building, and later we had our scheduled tour of the original tower building concluding with the wonderful organ, orchestiums and repeater piano.

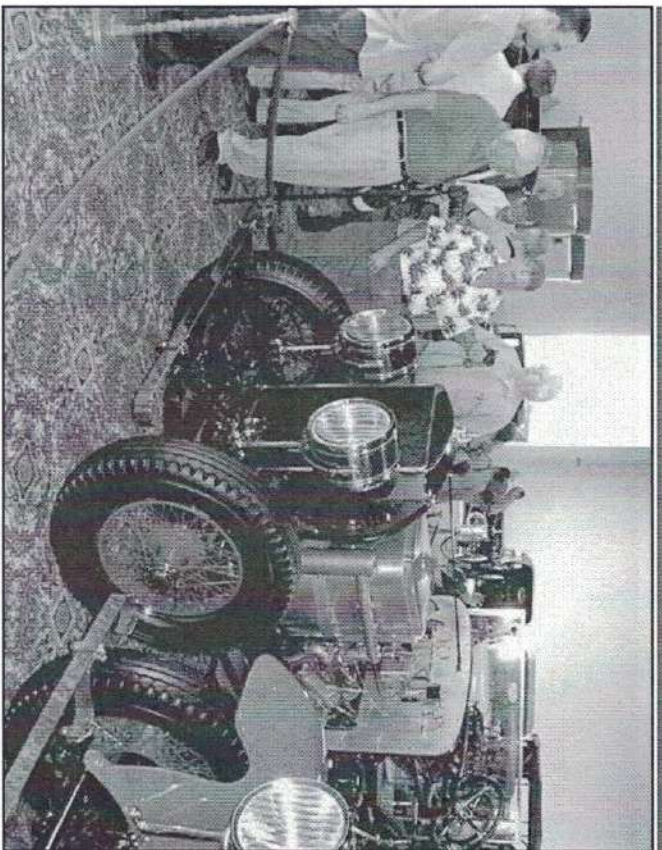
Photos by Will Owen and Phyllis Gaylard



This 1898 Eisenach Runabout is one of the oldest in the collection.



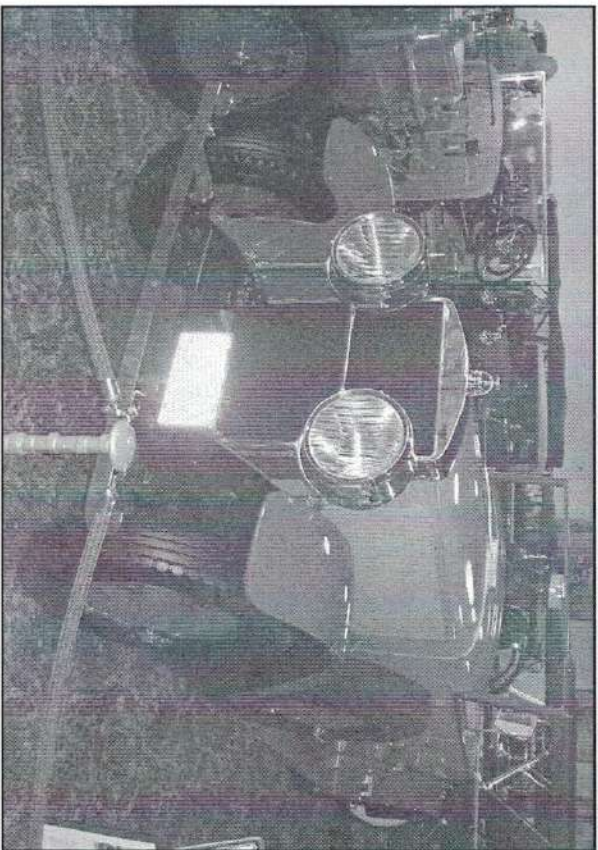
A 1905 Franklin



The 1925 Doble owned by Howard Hughes (below) and a cutaway of the same car. Paul Dexter explains the steam engine with electric motor drive -- this car also has a retractable top. One of 20 series E cars

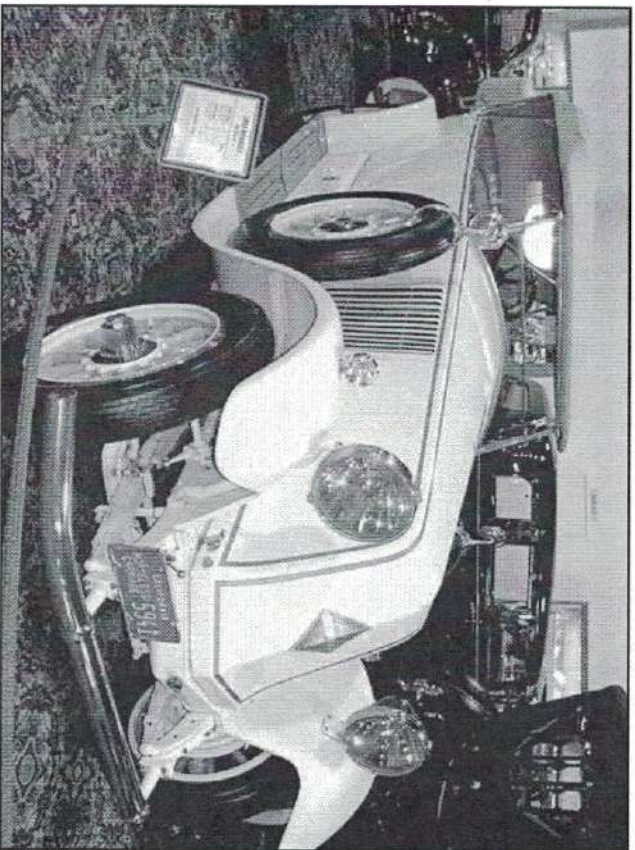


A 1923 Franklin with an air-cooled V-12 engine, one of only 200 made, with 398 cu. in and 140 Hp.

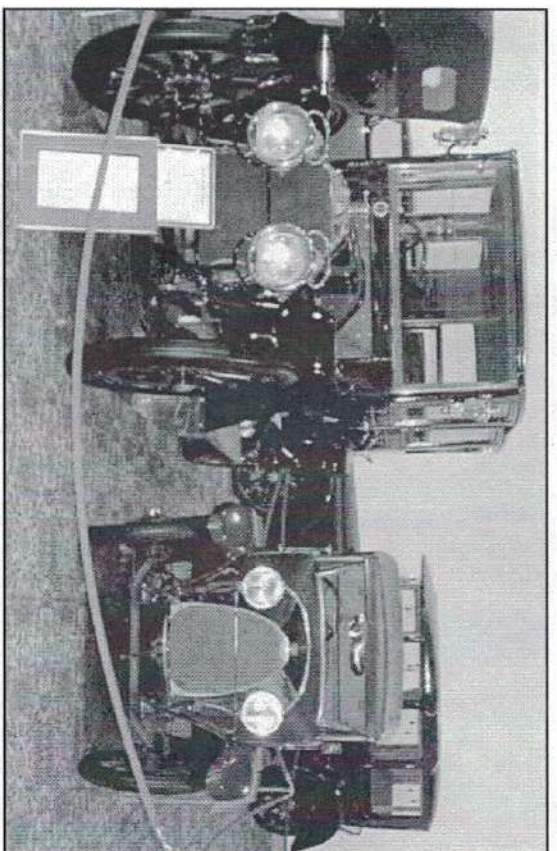




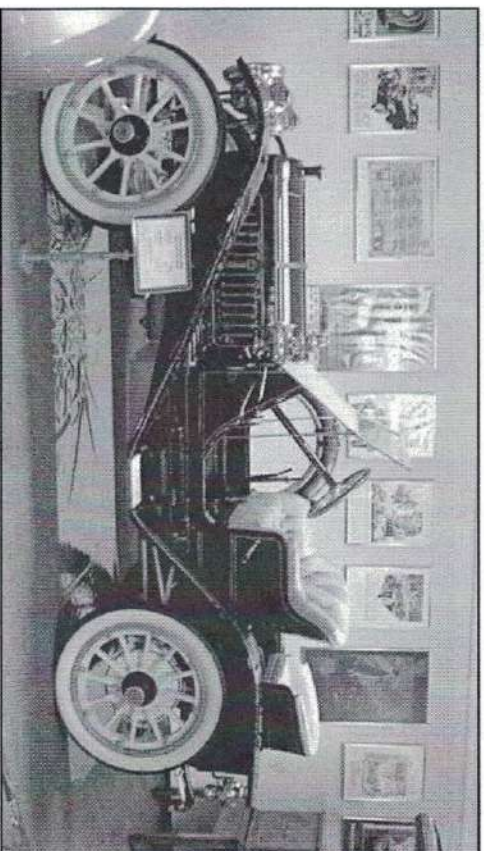
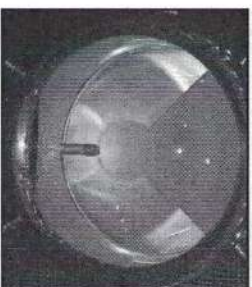
A 1921 Owen Magnetic cutaway showing the gas-magnetic hybrid drive. It has an Entz magnetic transmission/clutch/generator drive unit which is shifted electrically -- no gears.



A 1923 Renault.



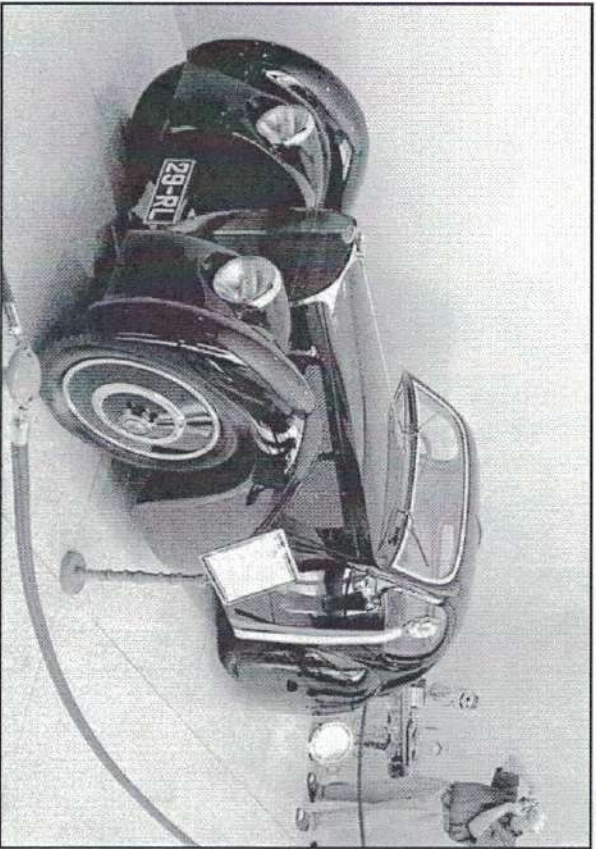
A 1911 Oldsmobile Limo and a 1926 Bugatti Brescia Cabriolet showing the great difference in size. The Olds has a 6 cylinder, 706 cu. in., 60 Hp engine which was VERY hard to start -- usually parked facing downhill. The Bugatti has 4 cylinders, 91 ci, and 40 Hp. The Olds headlight has an interesting frosted pattern that looks like Halloween.



A 1909 Packard.



This very nice 1932 Ford 3-Window Coupe has a Corvette 283 engine; owned by Bruce Meyer.



This 1931 Bugati Type 51 was originally built as a Grand Prix car. The body was changed to this one in 1936



Distinctive mascots/hood ornaments: L to R, The Hispano Suiza crane, a fuzzy mascot hanging on to a temperature gage, and a Volsin cobra.



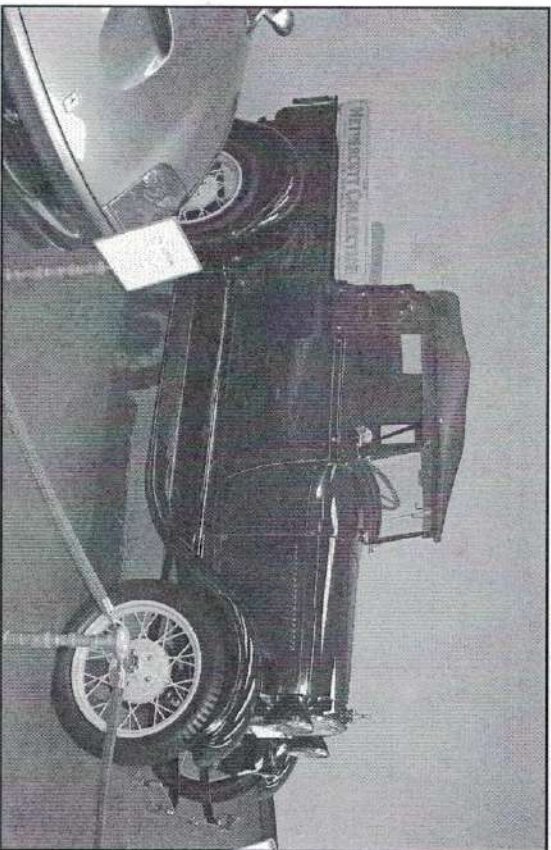
A 1938 Cadillac 75 Convertible Coupe with a really long trunk.



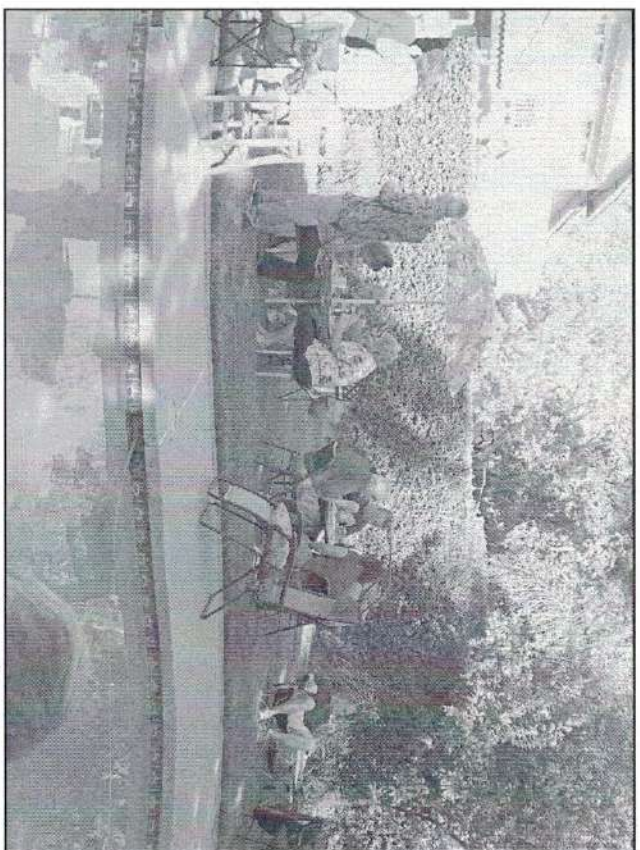
The Edselbrock Special that graced the cover of the inaugural Hot Rod Magazine, April 1950 -- it held a 142 MPH speed record.



A beautiful 1934 Ford Deluxe Roadster with great early speed equipment and a complete body -- an ideal street rod.



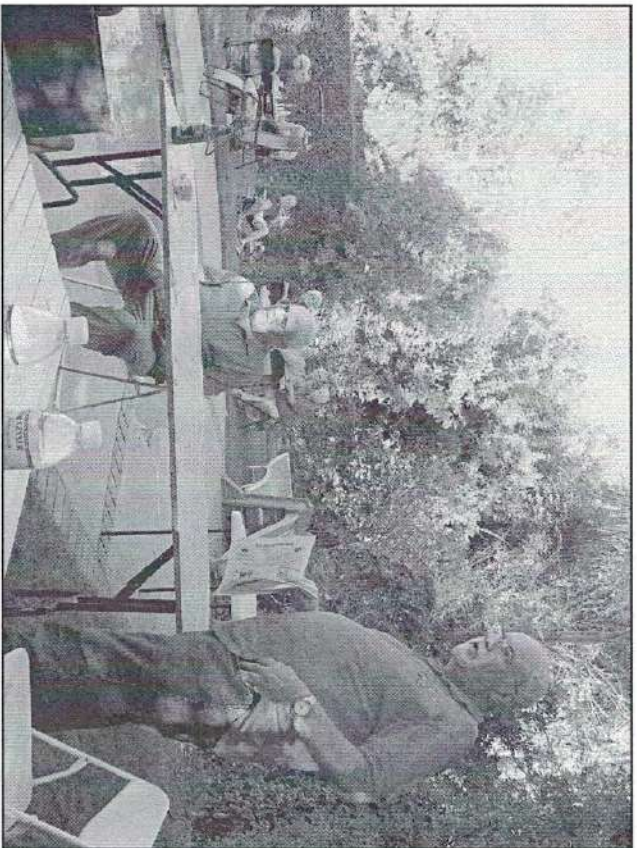
A 1928 Ford Roadster (soft-top) Pickup -- inexpensive and reliable -- a very successful vehicle. It carries the "Nethercutt Collection" name on the side boards.



After the tours, we had a wind-down (wine-down?) at the Silbermann's home in Chastworth -- lots of shade, conversation, etc.



There was plenty of great food -- Norm & Evie will be eating sub sandwich leftovers for a week or more.



Norman conducted a meeting in his backyard after the Nebhercut Tour.



A rapt audience for Norman's meeting.

Alfa Club Holiday Party

Saturday, Dec 13th
Noon - 5:00 pm

Hosted by:
M.J. & Sheila Kukkus
2304 Curtis Ave
Redondo Beach, CA

South of Manhattan Beach Blvd and west of Inglewood Ave in north Redondo. Take the 405 to Inglewood Ave off ramp, south 1 mile to Curtis Ave, turn right, continue 1/2 mile to 2304. Parking allowed only on the south side of the street.

Meet up with old friends, make new friends.

Alfa people are the best in the world!



Holiday Food

- Tri Tip Tia Maria - On the Spit
- Grilled Chicken Breasts
- Mini-Burgers (Sliders)
- Mu Shu Brat Bites

Bring your specialty dish, salad or dessert!



Holiday Cheer

Wine tasting table, bring your favorite wine to share!



Soft drinks, tea and

Door Prizes !!

RSVP to Sheila (310) 542-3448

Let her know how many in your party and what you will bring.

See you at the party!!

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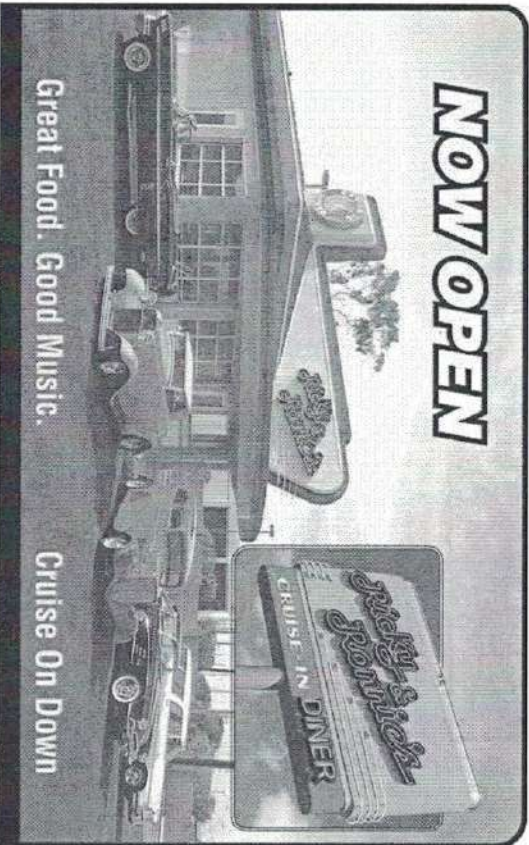
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November Meeting – Elections, White Turkey Auction, and more ...
Saturday Nov 22nd, 1:00 p.m.

Ricky & Ronnie's Cruise-In Diner

A riveting election, a fabulous auction, a rambling meeting, and great American Diner food ... how much more can you want in one day!?
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Taking Care of Business – We will have our elections, auction and meeting in Ricky & Ronnie's clubhouse. Their clubhouse is a separate building from their main restaurant, across the parking lot. This is the time of year to get back at that "good friend" and nominate them for the Board. Have some fun and campaign for them, especially if they are not there. The auction will bring forward spectacular items, as usual. Bring cash, or a government guarantee.

Chowing Down - After the meeting, we will walk over to the restaurant for lunch. They have set us up in their enclosed patio. We will order off the menu from a wonderful selection of Great American Food, separate checks. They have beer and wine.

After the luncheon, some of us may want to visit **Mulligan's Family Fun Center**, one block west on Sepulveda. Mulligan's has the following attractions for family: batting cage, mini-golf, speedway, arcade and rock wall.

Directions to the Diner: Take the 405 to the 110 South. Go 3.4 miles to the Sepulveda Blvd exit. Turn right (West) and proceed 0.7 miles. The Diner will be on the right hand side.



Willow Springs Time Trial/Race

October 11-12

by Mike McKibbin, with additional photos by Terry Major and MJ Karkus.

The Fall Finals at Willow

After disappointments with Buttonwillow and Pahrump, Willow Springs was relief. Finally, a weekend at the track. It wasn't a capacity crowd, but the seventy plus who showed had great weather and a good time.

Race group was huge, with 21 cars, AND a large contingent of the Club's namesake automobile, nine of which did Sunday's Alfa Cup. New (at least to me) was Peter Giacobbi and his black Alfa Spyder. I met him a couple of laps into Saturday's open qualifying race when I spotted him tailgating my Mustang Cobra coming down the hill off the horseshoe. Since the Cobra handles very well down the back straight, I figured I'd put a respectful distance between Peter and myself as I floorboarded toward Turn 8. I figured wrong. For a brief moment, I thought he was going to pass me on the straight. I gave him a little room (very little) inside of 8, and he just motored right on by, then proceeded to reel in Craig Hillskemper's M3, which itself is no slug.

Our little team brought our two Mustangs (the Cobra for me in Race

Group, and the hot rod GT, Big Dog, for Mitch in race and Rob in Time Trial), as well as the Fibrow/McKibbin joint venture MR2 for Andrea in time trial (Rob drove it in Race Group; watching that big buy shoe horn himself into that little car is pure entertainment).

Andrea was great (hey, you don't want to hear me brag about my kid, you write the article). She thoroughly enjoyed herself, and in her last practice started flinging the car around and for the first time broke the 2-Minute barrier with a string of 1:55s, a 1:54, and probably on the verge of a 1:53 when she lost it and looped in Turn 9 toward the end of the session. Turn 9 can be an unnerving place to lose a car (witness my cross country run there a few years ago), and though she shook it off and got right back onto the bicycle, she got overly cautious in the time trial, so her first sub-2-minute time trial lap will have to wait.

Her class (Q) was won by another steadily improving driver, Andrew Petreas, in a vintage X1/9. He's been working hard at this, and it was a well-deserved win.

Also notable was Mike Easternman's white-knuckle 1:38 in Joe Cobb's Mustang to win Class N. It goes to show what happens when you hang around the Club school.

Fast time of the day was a rocket-like 1:30.4 by Matt Poulin in the family M3. Matt was telling us Saturday night how he wanted to be a real racer, so he told his dad to take the anti-lock brakes off the car. Bob obliged him, and a frustrated Matt was locking up the wheels everywhere. We encouraged him, suggesting it would only take a season or so to figure it out. It appears it took him a little less time than that.

In fact, for the first time, Matt was faster than his dad, with Bob telling us that on their timers, his best was a 1:30.7 (Mario Andretti: "The first time Michael passed me in a race, he pulled along side, banged wheels, and then he was gone; Adios, Dada").

So now, the races: Peter Giacobbi motored around to the win in the Alfa qualifier on Saturday, but Marco Ventura surprised him at the start to lead most of the first lap. Peter went by between 8 and 9, but he didn't motor off as expected. Several Laps later, Marco got by again and stayed in front a good portion of the race until Peter finally dispatched him for good several laps from the end. [I'm pretty sure Marco has a 3.0 liter V-6 in his car - Ed.]

Meanwhile, folks were fighting for 4th place as if it was gold. You could throw a blanket over Thyssen, Mazlumian, Russell, and Harris at any time during the race.

And, we all know Norm can drive, but he needs a faster car (Mark Martin: "I

finally figured out what it takes to win here - you need a fast car").

And speaking of fast cars, there were a lot of them in the Open Race. Giacobbi wanted another crack at Hillskemper's M3, and managed to talk himself into a grid position right next to Craig. Some of the faster cars (Jim Ferris, Tim Diaz, Cort Finchbough) had had luck Saturday, so they were gridded behind me. The pack was large, the starting pace was slow, everyone was impatient as we toolled down the front stretch, and the green finally flew seemingly as we got the starter's stand. Then things got real interesting, and pretty much stayed that way for the rest of the race.

There was bedlam in front of me. Craig's path seemed obstructed, so I poked the Cobra toward an open lane on the far right, which Craig saw me do, and he quickly closed it (he said he had enough on his hands with Diaz and Giacobbi, and didn't really want to deal with me too; I was flattered). I swung behind him and into the middle, but that was a solid wall of cars as everyone was trying to get through Turn 1 at once. Discretion was the better part of valor: I backed off since everyone behind me was facing the same wall.

Meanwhile, pole siter Bob Poulin was holeshotted by none other than Brother Mitch and Big Dog. Not only that, Mitch held the storming troops behind him at bay, and for the first time in club history, Mitch and Big Dog led an overall lap. It didn't last long, as Bob assumed his rightful

position on the inside of Turn 1, but an official led-lap was now in the books.

By this time, the fast cars in back had gotten by me, and then Jim Ferris in his Saturday Night late model Monte Carlo and Peter Giacobbi's Spyder went for the same piece of real estate in Turn 1 with predictable results (big cars wins, little car loses), and Peter came out of the dirt and decided to call it a day.

Jim kept charging, eventually into second place, leaving a battle-royal raging for third between Big Dog and the sports racers of Steve Hamilton and Cort Flinchbough. The closeness of the free-for-all is evidenced by the donut on the side of Steve's Lola, courtesy of Big Dog during a wild side-by-side ride through Turn 6.

About 4 laps from the end, the trio, headed by Mitch, was barreling down the hill from the horseshoe, overtaking Don Wagner's Mustang when, during the braking for Turn 5, one of those unfortunate racing incidents took place, and Mitch ran into Don.

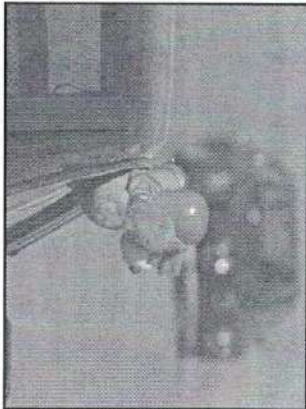
Good news and bad news for Don: he still had the stock rear bumper on his car, so the damage was limited to a broken taillight and a red smudge on the rear bumper. Bad news: Don had forgotten about disengaging the emergency fuel shut-off switch, which activated at impact and he couldn't restart the car (I learned about this switch when I was rear-ended in a practice race a few years ago at the Streets: I deactivated it and am proud

to say that when Tony inadvertently whacked me in just about the same place as Don was in, later that season, I just drove away). Don says the lesson is learned.

For Mitch, on the other hand, the news was all bad: Big Dog has only a front facade with no bumper, so the front end was pushed back like an accordion into the radiator. Big Dog's day was done.

Me? I spent the first 3 or 4 laps wearing Tony Presto's Mazda (actually, it was Terry Watson's Mazda, but that's another story) like a cheap suit. You just can't get far enough away from Tony; just when you think you've got a comfort zone, suddenly he's right there again trying to pass you. So, I just out-horsepowered him, until I couldn't see him anymore, and still kept looking for him at various strategic points just in case.

What a weekend. There was a little property damage which we would, of course, all like to avoid. So, with the exception of that, let's all do it again soon. Terry Major is working hard on getting that done.



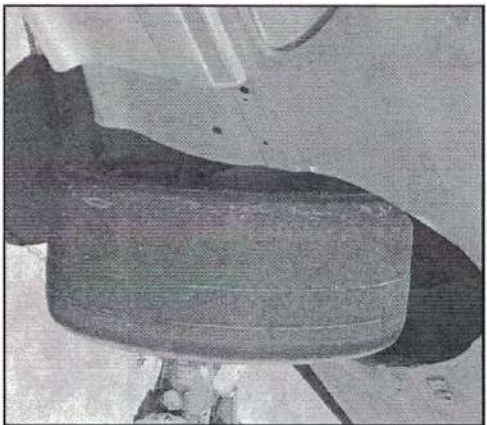
Teddy rides with Paul Blankenship.



Don Wagner and his "scuffed" Mustang



Big Dog is wounded after his encounter with Don Wagner's Mustang.



Big Dog had a problem on Saturday as well -- with a bald tire!



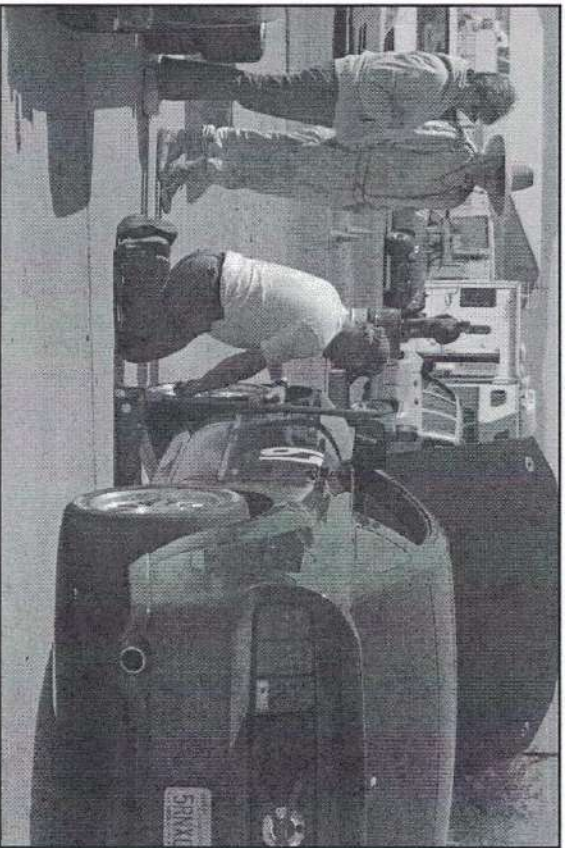
Saturday early at the Drivers Meeting.



Terry Watson, Paul Ellis, and Dennis Fibrow work the tower and control the track.



Sspeila and MJ Kutkus, Doug Bender, and a couple of others well bundled up wait for the action to start.



Getting ready to run



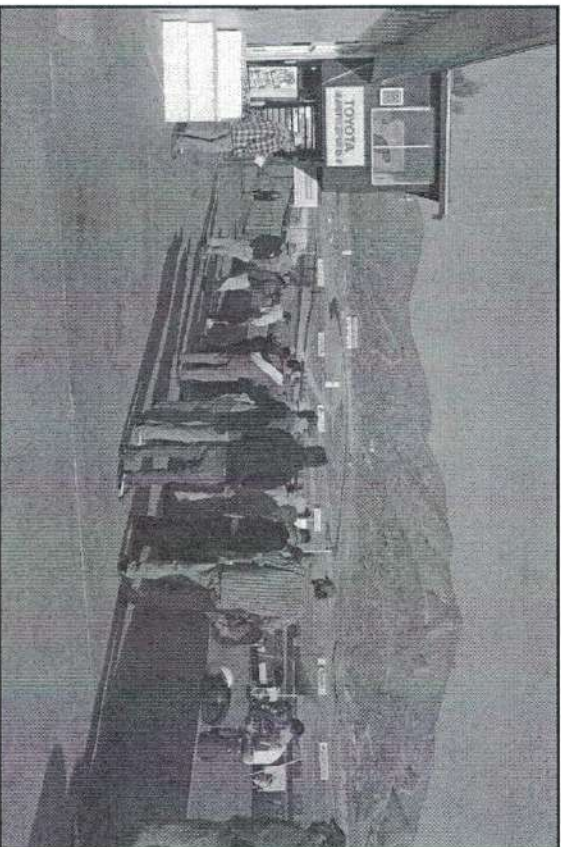
Doug Adler gets ready with his Hot Rod.



MJ & Sheila Kutkus sell numbers and take reservations for dinner.



Those who camp out at the track had a good Barbeque dinner and fun in the paddock Saturday night.



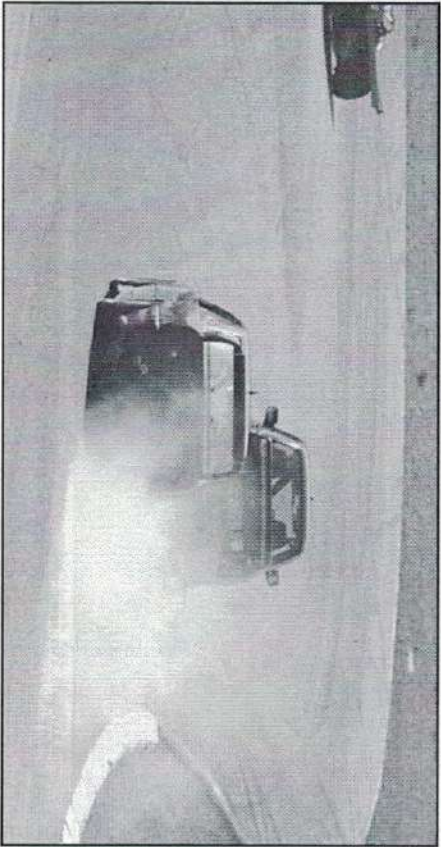
Waiting for Sunday's meeting -- where is the preacher?



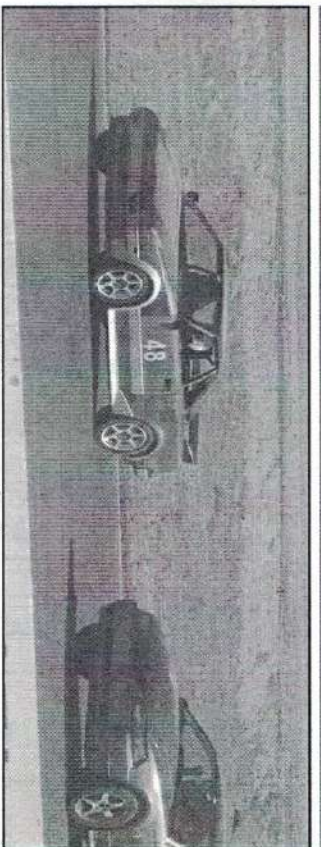
Peter Giacobbi edges Marco Venturi's GTV6 to lead the Alfa Cup race on Sunday while Jes Thyssen hopes they spin and give him the win.



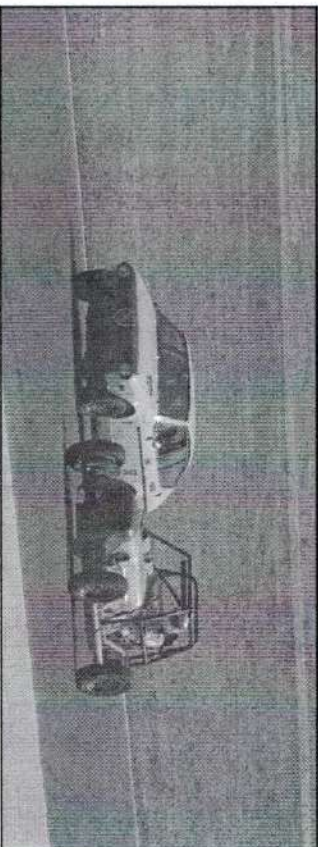
Big Dog leads a lap! But not for long - Bob Poulin is coming in his BMW!



Looks like Poulin misjudged his braking behind the MR2.



Andrea (MR2) and her Dad (Mustang cobra)



What a drag race: Erick Klein's Alfetta GT vs. Paul Ellis' Dunebuggy.



A happy trophy winner at the end of the weekend.

Willow Springs Time Trial - October 12, 2008

Pos.	No.	Driver	Car	Best	Lap1	Lap2	Lap3	Lap4	Lap5
Class B									
1	750	Mazlumian, Jorge	GTV	1:44.185	1:44.185	1:44.325	1:44.769	1:44.925	
Class C									
1	84	Russell, Arthur	GTV	1:43.810	1:44.491	1:44.018	1:43.810	1:44.379	
2	12	Burgoon, David	GTV	1:43.955	1:43.955	1:44.284	1:44.691	1:46.129	
3	50	Caver, Jim	GTV	1:52.661	1:55.974	1:53.344	1:53.478	1:53.034	1:52.661
Class D									
1	54	Herting, David	Alfetta Sedan	1:59.294	2:00.182	1:59.294			
Class E									
1	77	Klein, Erick	Alfetta GT	1:50.983	2:10.341	2:02.797	1:52.968	1:58.388	1:50.983
2	25	Blankenship, Paul	Alfetta GT	1:57.224	1:59.152	1:58.021	1:57.875	1:57.224	1:57.500
Class F									
1	105	Silverman, Norm	Giulia TI	1:58.270	1:58.495	1:58.578	1:59.063	1:58.270	
Class H									
1	113	Vasquez, Hector (1)	Giulietta SZ	1:47.796	1:49.030	1:48.415	1:48.146	1:49.578	1:47.796
Class L									
1	622	Poulin, Matt (1, 2)	BMW M3	1:30.438	1:33.122	1:33.713	1:31.472	1:30.438	1:33.844
Class M									
1	11	Tsugawa, Roy	Corvette	1:43.955	4:33.641	1:44.083	1:43.955		
2	91	Rhodes, Robert	Mustang	1:44.693	1:44.693				

Class N

1	333	Hammack, John	BMW M3	1:36.277	1:36.509	1:36.277	1:38.018	1:38.949	
2	60	Watson, Terry	Mustang	1:47.137	1:49.134	1:48.422	1:47.276	1:47.137	1:47.530

Class O

1	144	Easterman, Mike	Mustang LX	1:38.053	1:43.430	1:41.096	1:40.329	1:40.084	1:38.053
2	44	Cobbs, Joseph	Mustang LX	1:47.876	1:47.876				
0.3	74	Ross, David	Mustang GT	1:50.460	1:53.512	1:51.724	1:50.460	1:50.869	1:52.422

Class P

1	1	Mayring, Christopher	Miata	1:41.618	1:44.560	1:43.350	1:42.024	1:41.618	1:42.987
2	6	Guiral, Philip	Miata	1:46.040	1:47.407	1:46.580	1:46.161	1:46.040	1:46.262
3	93	Kutkus, M.J.	SLK230	1:46.510	1:50.648	1:47.920	1:48.168	1:48.395	1:46.510

Class Q

1	119	Petreas, Andrew	X19	1:57.070	1:59.046	2:00.229	1:57.846	1:58.318	1:57.070
2	2	Firschein, Fred	Miata	2:00.544	2:01.441	2:01.473	2:00.707	2:00.544	2:01.190
3	48	McKibbin, Andrea	MR2	2:01.956	2:03.694	2:03.242	2:01.956	2:03.844	2:06.634

(1) New Track Record

(2) Best Time of Day

OPEN RACE RESULTS — Sunday, Oct 12

Pos.	Class	Driver	No.	Car
1	L	Robert Poulan	62	BMW M3
2	L	Jim Ferris	8	Chevy Monte Carlo
3	K	Cort Finchbaugh	97	Tiga SP2000
4	K	Steve Hamilton	61	Lola T-594
5	M	Tom Diaz	2	Ford Mustang
6	L	Craig Hillskemper	454	BMW M3
7	N	Mike McKibbin	9	Mustang Cobra
8	O	Tony Presto	291	Mazda RX7
9	O	Bruce Colby	89	BMW 325i
10	P	Chris Mayring	1	Mazda Miata
11	P	Rob Burgoon	41	Mazda Miata
12	P	Terry Major	10	Toyota MR2
13	P	Phil Guiral	6	Mazda Miata
14	CDEF	Dave Burgoon	12	Alfa GTV
15	ABZ	Marco Ventura	40	Alfa GTV V6
16	ABZ	Jorge Mazlumian	750	Alfa GTV
17	P	Beverly Major	18	Toyota MR2
18	P	Rob Rhodes	48	Toyota MR2
19	M	Mitch McKibbin	91	Ford Mustang
20	N	Don Wagner	60	Ford Mustang
21	ABZ	Peter Giacobbi	121	Alfa Spider

ALFA CUP RACE RESULTS — Sunday, Oct. 12

Pos.	Class	Driver	No.	Car
1	ABZ	Peter Giacobbi	121	Alfa Spider
2	ABZ	Marco Ventura	40	Alfa GTV V6
3	CDEF	Colin Chung	621	Alfa GTV6
4	ABZ	Jes Thyssen	81	Alfa Milano
5	ABZ	Jorge Mazlumian	750	Alfa GTV
6	CDEF	Art Russell	84	Alfa GTV
7	CDEF	Randy Harris	28	Alfa Duetto
8	CDEF	Dave Burgoon	12	Alfa GTV
9	CDEF	Norm Silverman	105	Alfa Giulia Ti



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