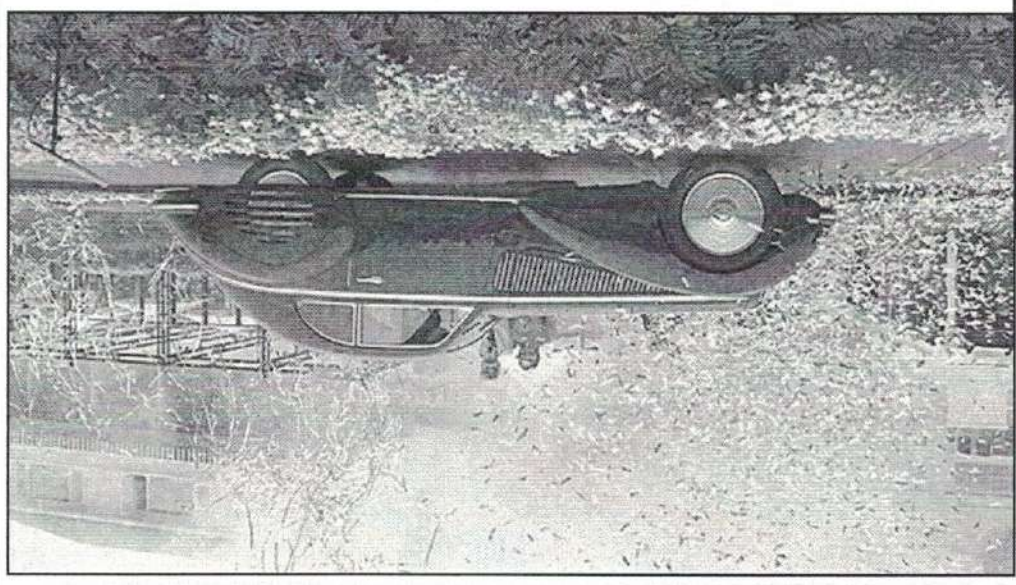




Newsletter of the  
**Alfa Romeo**  
OWNERS OF SOUTHERN CALIFORNIA



September 2008

**In This Issue: Monterey Weekend, Aqua Dulce meeting, upcoming events, and**

# Yfacionada

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	5 Board Meeting @ Luigi's	Car Show & Concours	13 Holiday Party at the Kutkus home
27	General Meeting - Drive/Shine/Dine	25 General Meeting, Nethercutt Museum, + Party @ Casa Silverman	22 General Meeting, 1pm	Board Meeting and planning for 2008 at the Kutkus home	14 Board Meeting and planning for 2008 at the Kutkus home
			30 Coffee Roaster show		

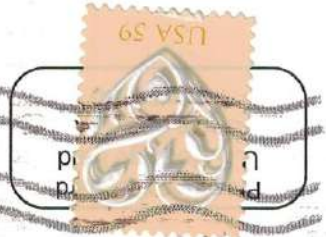
**Our 2008 Calendar -- Revised Again**



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

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

SANTA ANA CA 927  
15 SEP 2008 PM 3:17





### 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](http://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	<b>Membership Information</b> 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

Jon Shirley, the former President and Chief Operating Officer of Microsoft, won this year's Pebble Beach Concours with his Touring-bodied 1938 Alfa Romeo 8C 2900B. Photo from Classic Driver E-zine.

### Disclaimer (a.k.a. Lawyer Repellent)

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## 2008 AROSC Previews -- An Outline of Coming Events

*September 27 – General Meeting: Drive, Shine, Dine Event (rally/concours/lunch) 10:30 AM*

Don't miss this one! We start from Pico Park, about 1/2 mile west of the 605 Fwy on Beverly Blvd. Come out for a fun rally on some twisty Alfa roads, followed by a self-judged concours and lunch at a local Italian restaurant (there may be wine!). Be sure to check the additional info on page 20 for details about the "cylinder count". Don't worry about the concours, any car you drive there will be eligible -- just clean it up. The idea is to come on out for a fun day driving, showing off your wheels, and enjoying the camaraderie of fellow Alfisti. We will have our general membership meeting at the restaurant. Trophies will be awarded based on rally time, concours, and cylinder count. For more info call Fred Firschein at (714) 773-1473.

**DON'T MISS:**  
*Sept 27 Meeting: Drive, Shine, & Dine*  
*Oct. 11-12 Time Trial & Race at Willow Springs - last of 2008!*

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

This is the last time trial and race of the year. We have been plagued with low entry levels and have had to cancel some events this year, so don't miss this one! Contact Bruce Colby early to let him know if you plan to attend or not, so we can plan for this event. See page 18.

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

As we did last year, we will tour the Nethercutt Museum and the restoration shop, followed by a meeting and lunch at the home of Norm and Evie Silverman in Chatsworth. See the President's column for more information. **Don't be late to the museum or you will miss the restoration shop tour!** Be sure to RSVP to Evie at (818) 998-6796 for the lunch, and bring chairs and a table for outside dining. (See pg. 19)

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

Join us for one of the largest gatherings of Alfias in the country at the Best of France & Italy Car Show. We will have our third Concours of the year on this lovely park site - bring a picnic lunch and spend the day!

*November 22 – General Meetings, Elections, and White Turkey Auction, Italspeed*

We will visit Italspeed in their new home in the south downtown Los Angeles area for our annual meeting, as well as gander at Dirk Stoehr's collection of cars, etc.

*November 30 – Coffee Roaster Car Show, Calabasas*

*December 7 – Competition Board Meeting*

*December 13– Holiday Party @ Kukus'*

*December 14 – Board Meeting, old & new, at Kukus'*



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

Monterey weekend this year got off to an inauspicious start. We made the Wednesday night gathering at the MOG Ranch, a few miles inland from Cambria, OK; had a delightful time with old friends and made new acquaintances. Unfortunately on the way down, my skinny, green, original distributor wires started to give me some problems. After a couple of stalls, hard starts and with the help of Jay Mackro and Katherine we made the detour run around the washed out bridge leading to our motel.

"Can-Am Challenger", Peter tells his own story which includes a wealth of colorful characters and hilarious stories in his own engaging style. Kudos to Evie for again managing to arrange the best \$25 meal in America.

If you've been following the chatter on [www.alfab.com](http://www.alfab.com), you might have the impression that the Concorso Italiano move from Black Horse Golf Course to Marina Airport was a bit of a let down. They did try, but hot coffee and pastry in the hospitality tent didn't quite cut it. Some nice WWII planes for back drops didn't offset the lack of trees and green and shade. The car count, especially among the Ferraris and Alfias, was definitely down and the viewing public was virtually non-existent. My personal belief is that the public has not only been priced out, but located out. After conversations with some of the BoD members of ARA and Delta Sierra, we agree, among other things, that we summarize the pros and cons and present practical suggestions to the Concorso management for next year.

Speaking of ARA and Delta Sierra, our heartfelt thanks go to the members who quietly work behind the scenes to help this weekend go smoothly. It's not just obtaining rooms at the Laureis Inn and Corral passes for the historic, but the unseen work of volunteers that not only get the cars into the venues, but placed with a semblance of order and with a minimum of hassle. This year they made an additional effort to see that we were able to put around 50 Alfias on the track at Laguna Seca for some vigorous laps. I'm waiting to see the picture that Jim Caver's passenger Dave Blancett took as we followed them over into the 'Corkscrew'. I have been made to understand that Evie does not like it when the car leans and bends into corners.

Our August General Meeting was supposed to begin with a wine tasting at Agua Dulce winery, in Agua Dulce at 11 AM. It seems that one of the secrets for a good turnout is the word "WINE", as there were already around 30 people when we got there at 10:30. The furthest, I believe, were the McHatties from La Quinta with Doug resplendent in his kilt. After an hour / hour and a half or so of tasting, we took a quick jaunt down Agua Dulce Canyon Road for a load of pizza and our meeting. I apologize for the delays, but we did not prepare them for over 40 attendees.

Our September 27th General meeting is a new event for us. Arranged by Fred and Tina Firschein, we will meet for a short but interesting Time Speed Distance Rally, gather for a self-judged informal Concorso and proceed to a pizza restaurant for lunch. (see inside)

**On October 11th and 12th, we will have our last Time Trial and Race Weekend at Willow Springs this year.** This is a great time of the year to participate and spectate. If you're not competing but want the experience of driving a racetrack, our Intro (Lunch hour supervised lapping session) will be the best \$20 you've ever invested. I say invested, because you will have invested in improving your basic driving skills as well as having to much fun for it to be



## More from the President:

legal. Willow has great viewing bleachers, a couple of snack shacks (air conditioned), indoor plumbing, and everyone is invited to hang around the pit area. If you have a friend with a competition license you may just get a couple of laps as a passenger during the test runs. As everybody knows, I probably have the slowest car in the club, but in the few years that I have been running Time Trial competition at Willow I have lowered my times from 2:12 to 1:53. The betting window will be open as we try to break 1:50. Check [www.arosc.org](http://www.arosc.org) for details. Just about any car not leaking lots of fluid can be used. If you don't have a helmet, there are usually enough to go around.

A very special private collection tour has been arranged to begin our October General Meeting at the Nethercutt Museum starting with a tour of the world famous restoration facility at 11:00. After the Nethercutt everyone is invited back to our place for food (\$5 contribution will allow for a plethora of Real Italian Deli) and drinks (we will contribute water, soda and very old grape juice). Enjoy a comfortable and reasonably cool back yard (with

pool) General Meeting in the cradle of the surrounding hills and canyons.

Please RSVP to Evy at 818-998-6796. We have never run out of food and do not expect this to be a first. To consult Map Quest, we are at 2130 Stanwell Street, Chatsworth, 91311. Please bring your camp chairs and folding tables to make your dining easier.

Leaving the Nethercutt you will head west on the 118 about 8 miles to De Soto, exit and make a left down the hill. Second light is Chatsworth St where you make a right. Then at the first light (Canoga) turn left for one block to Stanwell, and left again.

Start prepping now for the Best of France and Italy on Sunday, November 2<sup>nd</sup> and our elections and White Turkey Auction at the new Italspeed warehouse (more to follow) November 22.

Keep the wheels side down

*Norm Silverman* (Norman I, Rex)

## Phil Hill

We are sad to report that America's first World Champion, Phil Hill, passed away August 28 due to complications from Parkinson's disease.

All of us at The Riverside International Automotive Museum wish to extend our deepest sympathy to Phil's wife Alma, his son Derek and daughters Vanessa and Jennifer.

Just two weeks ago, we were honored to see Phil at the Gurney Eagle re-union at Quail Lodge. Phil also made an appearance at Laguna Seca in May where his son, Derek gave his father a quick ride in the Maserati MC12.

Jim Stitz spoke of Phil Hill in Tony Adriaensens' book Weekend Heroes:

"I've Had the good fortune to know Hill most of my life and the one quality that is at the top of the list of many is his integrity. I could cite many examples, but it might become tedious. He can be funny as hell and capable of being terribly blunt, but his friendship is something you value. When I first saw him in 1951 racing that

vintage Alfa 2.9 I felt he was special, but yet sometimes he seemed a bit wild. Over the years that feeling of speed would be tempered. Undoubtedly, he is one of the most intelligent men to sit in a racing car being capable of flat out speeds like at Spa or Monza and having the sensitivity to nurse a car for 24 hours or manage to win at the Nurburgring in an over-powerful machine like the



Chapparral. Despite his aggressive style as a youth, he is of course a survivor."

That remains no less true today. Riverside International Automotive Museum,

*Phil Hill was an honorary member of AROSC for a number of years in the past.*



## Tech Article: More on Ignition Systems

Gene Brown caught me at the August Meeting and suggested that perhaps my last column made some unwarranted assumptions. Maybe this was a little friendly payback, but his point is valid. (Gene is club secretary and it is considered great sport to point out minor errors & omissions in the board meeting minutes.)

My last column did not discuss the two electric circuits that make the spark, the low tension circuit and the high tension circuit. For the uninitiated, the fat wires are the high tension circuit. The low tension circuit runs at 12 volts while the high tension circuit develops about 20,000 volts. Grab one of those fat wires with the engine running and you risk getting an electric shock you won't soon forget.

The low tension circuit runs through the primary windings of the coil and then through the points in the distributor to ground. The points are closed most of the time and current flowing through the coil generates a magnetic field. When the points open, this field collapses and the voltage rapidly rises in the secondary windings of the coil. When the voltage reaches about 20,000 volts, the air

in the spark plug gap ionizes and, as they say, the spark plug fires.

It is possible to wire a coil backwards. Up until now I didn't understand why that is a problem, but here is a portion of an article from the August, 1965, Alfa Owner. It was written by Herb Carrier of the Champion Spark Plug Company.

"The ignition systems of virtually every automobile engine in use today are designed so there will be negative polarity at the center spark plug electrode. It's almost the same as saying that the spark plug terminal to which the spark cable is attached is a negative post.

"There are technical reasons why this polarity is recommended.

They have to do with the facts that electricity is assumed to flow from negative to positive, electricity (electrons, actually) move more readily from a hot surface than from a cooler surface, and the spark plug center electrode operates at higher temperatures than the spark plug ground electrode (the one on the side).

"With reverse polarity, Champion service engineers tell us that it can require up to 30% to 40% more

ignition voltage to fire the spark plugs. With a new or nearly new spark plug, reverse coil polarity can be tolerated somewhat without adverse effects on engine performance. But as the spark plug wears, it requires increasingly greater voltages to fire the gap. Very high voltage requirements, often in excess of ignition system capabilities, lead to engine misfire and stumbling under acceleration.

"So, reverse polarity is bad. How do you know if you have it and, if you do, how can it be corrected?

"If you have an oscilloscope or a voltmeter handy, you can locate reverse polarity in a minute. But these items are not normally considered to be ordinary tools for the casual enthusiast-mechanic. On the other hand, what is more common than a plain wooden pencil? You can use a wooden pencil to check for reverse polarity on your Alfa. Here's how:

"Remove a spark plug cable from a spark plug terminal. Hold the cable so that the spark must jump approximately 1/4" or so between the cable and terminal. Start the engine and insert the sharpened point of the pencil into the spark 'stream.' Then note how the spark

flares with respect to the pencil tip. If the flare occurs between the tip and the terminal, polarity is correct. If the flare occurs between the tip and the cable, polarity is reversed.

"To correct reversed polarity, simply reverse the two wire connections at the coil terminals".

I would caution everybody that this was written before electronic ignition systems were in common use, so its applicability to electronic systems is suspect. However, it seems like a reasonable test for older cars with points-type ignition systems. Come to think of it, I switched my '59 Sprint to negative ground so many years ago I no longer remember what I did to convert it. Maybe, I should take a pencil to the garage and see if the coil is wired correctly.

Promise keep everyone informed of any "shocking" developments.

Mike R



# August General Meeting -- Agua Dulce Winery, Pizza, etc.

By M. J Kukkus

We had a wonderful turn-out for our August General Meeting at Agua Dulce Winery, followed by lunch at Vincenzo's Pizza. Forty Alfisti took the drive through Canyon Country to "sample" fine wines and enjoy great food.

Somebody has to do it, and we stepped up again. We were

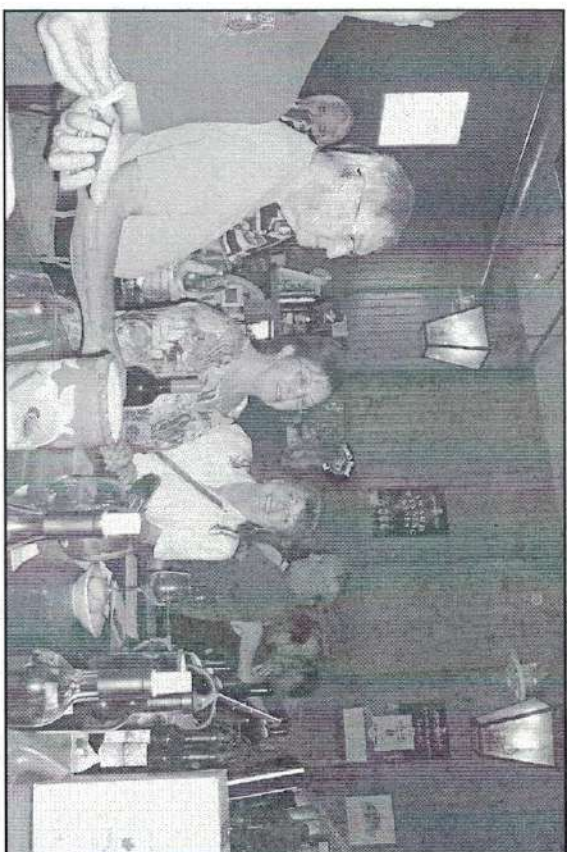
rewarded with value for the money. Agua Dulce offered the Alfa members the deeply discounted Wine Club member prices, and Vincenzo's charged no corkage fee to have our wine with lunch. Of course, our group took advantage. Fine wine, fabulous food, great company, and a good time was had by all!



*Did someone say Wine? That seems to be the magic word to bring people out to a club event or meeting, as evidenced by this happy group at the Agua Dulce Winery bar.*

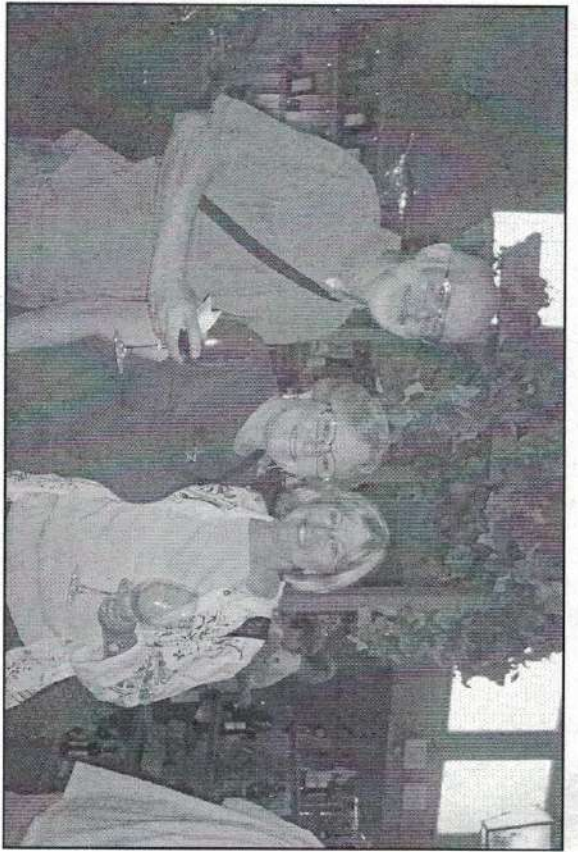


*Paul Blankenship tries a sniff of Jan Cline's glass while Chuck makes sure he doesn't inhale too much.*

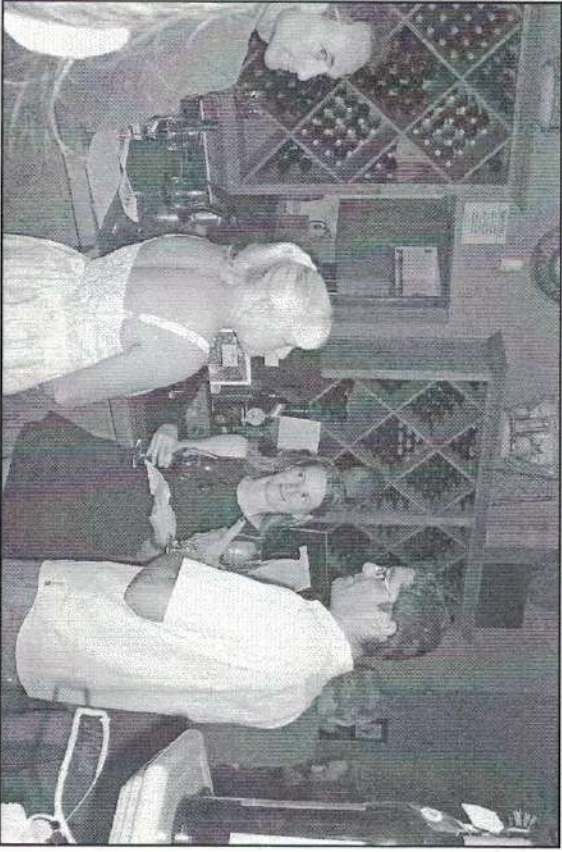


*More happy tasters at Agua Dulce -- Looks like Doug McHattie is buying and Mary Blankenship needs a refill.*





*The Firscheins and Ernie Silberman like what they tasted.*



*Sheila Kutkus chats up new member Rene Schimmer*



*The Schimmers and Zarris enjoy great Pizza at Vincenzo's*



*A club event that includes food is normal -- great Italian food is great!*



## **Bonneville Update: -No records this year, but it was a heck of an effort.**

weren't quite what everyone had hoped for, but it was still an impressive performance.

With veteran racer (but Bonneville rookie) Bob Bowers at the wheel, car certainly looked good early on. Bowers, a vastly experienced road racer, completed his licensing runs with ease and was soon ready for record attempts. With a talented driver, a powerful car and a perfectly prepared course (three of them, actually—two short courses and a long), everything looked promising.

The weather at Bonneville, always an iffy proposition, was generally fantastic this year. Still, high winds on Thursday afternoon forced Southern California Timing Association officials to call an early halt to the day's racing. That stoppage cost the team at least one run, but "Chamber of Commerce" weather returned Friday and Bowers went back to work on the five-mile "Long Course." He ripped off a sizzling 222.620 on his first pass of the day, which qualified the car for a record run. After a very successful half-day's work, the car went into impound for its mandatory overnight stay and the team went back to town



*Mary & Paul Blankenship catch up in things with Randy and Adrienne Harris, who have not been seen enough lately.*



*The "Desert Rats" enjoy their pizza: Bonnie & Charlie Schwartz with Doug and Joyce McHattie.*



# Competition Update

TCRA has canceled the Spring Mt. event we had planned to share with them on September 13 & 14. They had only four people signed up. The plan was that AROSC and TCRA would split the costs 50:50 as we had done at a couple other events this year and that TCRA would handle the organizational aspects of this event. We tried to get the track interested in renting us the shorter/old portion of the track at a reduced rate but it didn't work. While we have enough people signed up to cover half the expenses, we don't have nearly enough to handle the full track cost. That leaves us with no choice other than to cancel as well.

I really, really hate having to do this. I like the Spring Mt. track and was looking forward to driving there.

Also, AROSC has a TT and race scheduled for the weekend of October 11 & 12 at Willow Spring. Given the poor attendance we have experienced lately, it would be a big help if I could get some idea of how many people plan to attend. So, if you plan to attend, would you please let me know by responding to Bruce Colby at [bruce.colby@sbcglobal.net](mailto:bruce.colby@sbcglobal.net). If you're not sure, tell me that as well.

Thanks,

Bruce Colby, Competition Director

## More from Bonneville:

for a well-deserved night of relaxation.

As the sun rose Saturday morning, hopes were high. Unfortunately, the turbocharged four-cylinder was feeling a bit low. Bowers gave it his all, but "Bonnie" could only manage a 217—pretty good, but not nearly good enough for a new record. The team briefly considered another attempt, but the engine was clearly on the verge of doing something ugly and expensive. Nobody wanted to leave without the record, but

nobody wanted to grenade the engine in pursuit of a lost cause, either. Chicago's a long way from Wendover and it was time to go home.

Disappointing? Sure it was; but after setting three records during previous trips to Bonneville, these guys set the bar pretty high. Record or no record, a 222-mph Alfa Spider is still utterly amazing and the team deserves enormous credit for the work they did.

And for the work they're probably doing right now—Speed Week 2009 isn't that far off!

# October Meeting -- Nethercutt Tour

## 10:00 AM October 25, Sylmar

On October 25 we will have a general meeting in conjunction with a tour at the Nethercutt Collection and Museum at 15200 Bledsoe Street, Sylmar, CA 91342. **NO**: children under 12, no shorts, no totally bare arms.

We will meet at the museum in Sylmar at **10:00 am**, and Skip Marketti will take us on a tour of the restoration shop (**don't be late or you will miss this!**).

After, we will tour the Museum Tower, which has the Grand Salon and the musical instrument collection.

Afterwards, we will proceed south and west to Chez Silverman for the meeting, party, food, wine, and etc - **RSVP TO (818) 998-6796!** Bring outdoor chairs and a table (if you have one) for backyard dining, so we don't have to rent them.

### Directions:

The Nethercutt: take the Roxford St. offramp from the I-5, just north of the merger of the I-5 and the I-405. Turn east on Roxford Street, and then right (south) on the first street: Encinitas Ave. Follow this around the forced left onto Bledsoe and proceed past San Fernando Rd to the corner of Bradley Ave. Parking is in the lot on the left.

Villa Silverman is in Chastworth. Go back to the I-5 South, follow signs onto the I-405, and then go onto the I18 Fwy West for about 8 miles. Exit onto De Soto Ave and go south down the hill to Chatsworth Street. Turn right, proceed to Canoga Ave and turn left. Make a left on Stanwell (first opportunity on left) and find #21330 on the right side.







# A Day at the Races: The 2008 Rolex Monterey Historics

When you've had your fill of concours and auctions, there's only one thing to do: head for the hills and take a day off at the Mazda Raceway.

Saturday's the day when visitors to the Monterey Peninsula find time to get some sun and high-octane action at Laguna Seca. Given a good run with the traffic, it's only 45 minutes or so away from Pebble Beach or Monterey, and a day at the races is the perfect antidote to endless speculation on correct oil filter colours or 250 GT Lusso values.

I took the day off and, with a couple of close friends, had a

whale of a time seeing racing cars that (outside the Goodwood Festival of Speed) you will never see in Europe.

Amazingly, it was the 35th running of the Rolex Monterey Historic Automobile Races in 2008. Presented by Toyota, as they

have been in recent years, the three-day event cleverly

showcases the best of US racing with the top European marques so beloved Stateside: Ferrari and Porsche, together with vintage Alfa Romeos and Bugattis.

Homegrown hero Mario Andretti, the 1978 Formula 1 World

Champion, was honoured at this year's event. The man from Nazareth (Pennsylvania, that is) was behind the wheel of a John Player Special Lotus again and swung the black and gold machine round the sweeping course's curves like, well, no other. I was impressed.



The on-track action on the Saturday comprised races for older cars (and Indy Roadsters), two

Formula Junior heats (the small-capacity single-seaters being a feature this year), 1955 - 1960 Sports Racing Cars over 2500c,

Historic Trans-Am cars, 1966 - 1974 Historic Can-Ams, and 1964 - 1975 FIA Sports Racers.

The headlining race, for me, at least, was the Trans-Am event. You just don't see these 'stock' small-block V8s in the UK. We have the St Mary's Trophy at the Goodwood Revival that will (in its later-year incarnation) feature

American cars such as Mustangs, Falcons and Galaxies, but nothing can compare with the Trans-Am in its early 70s heyday for rumbling door-to-door, eight-cylinder action.

To be correct, of course, a certain J. Rindt in a tiny Alfa Romeo GTA did well, and Tony Adamowicz won the 1968 Manufacturers' Championship driving a Porsche 911, but it's the big-capacity metal that people flock to see.

In 2008 it was Ken Epsman, from Saratoga CA, that played Sam



Posey in the #77 lime green Dodge Challenger to Jamey Mazzotta's Parnelli Jones or George Follmer in his yellow Bud Moore 1970 Boss 302 Mustang.

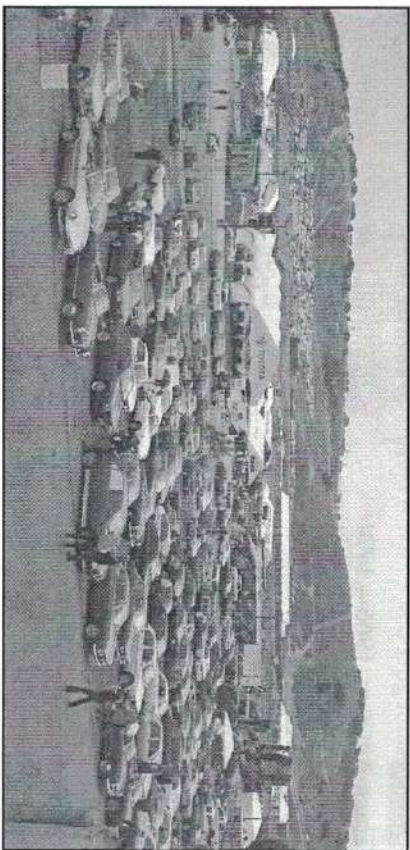
Unlike the original series, the door-handles remained untouched, however, as the rules for competing at the Monterey Historics are strict - one strike and you are, quite literally, out the following year. That notwithstanding, it was still a tremendous spectacle and well worth the \$85 ticket price alone.

Next year's Rolex Monterey Historic Automobile Races, Presented by Toyota are scheduled for 14 - 16 August 2009, with Porsche as the official marque.

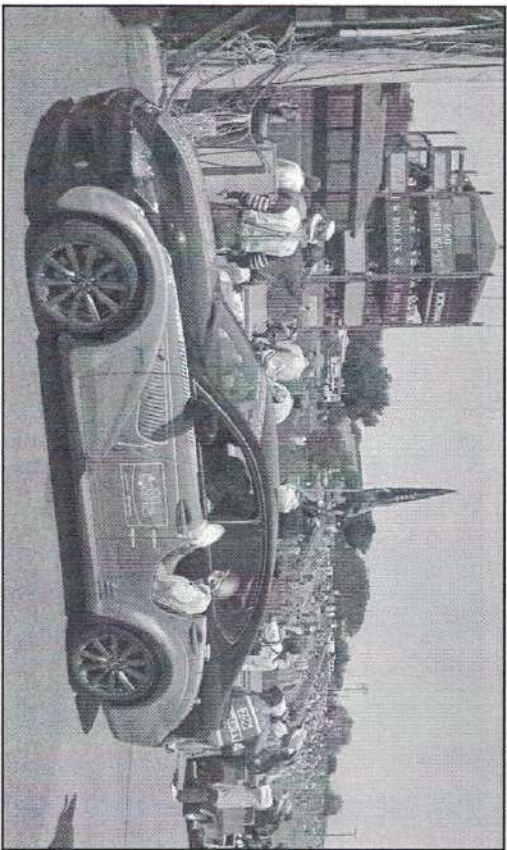
Text: *Steve Wakefield*  
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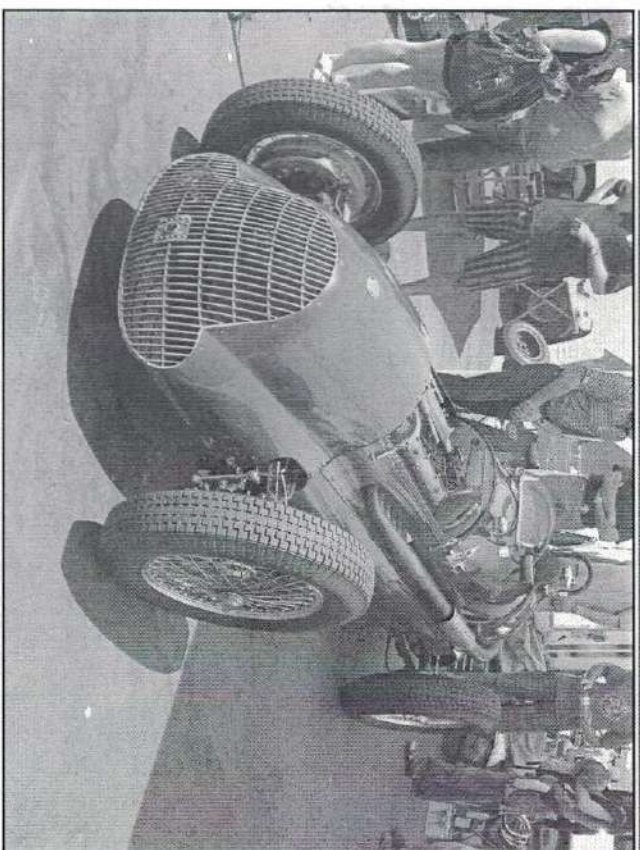
McLaren induction on a Can-Am car -- like a pipe organ.



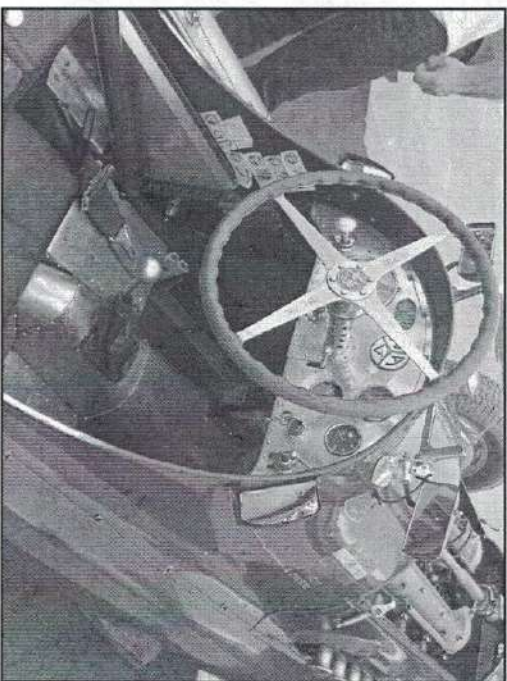
The Alfa Romeo at Mazda Raceway (Laguna Seca)



The pace car had an intriguing paint job for the Historic Races.



Fangio's Alfa

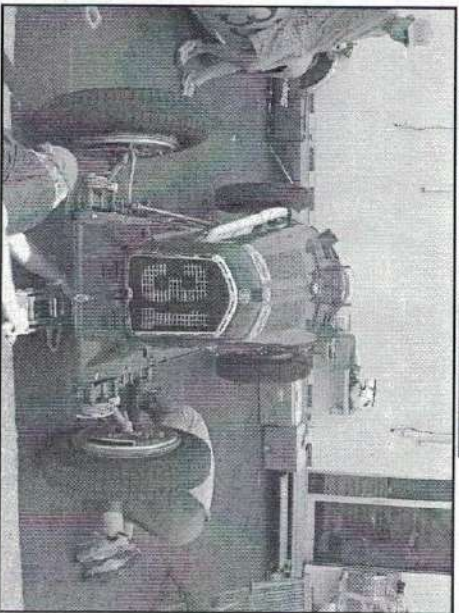






*Peter Giddings's Alfa P2*

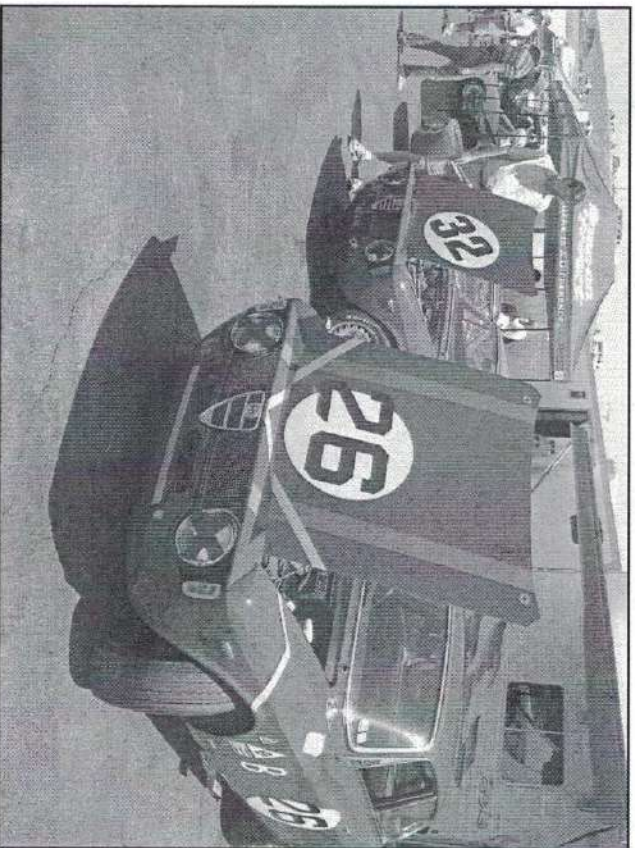
*Another P-car - getting inspected.*



*An Alfa P3*



*A GTA and a GTV that looks a lot like Jon Norman's green & blue car.*

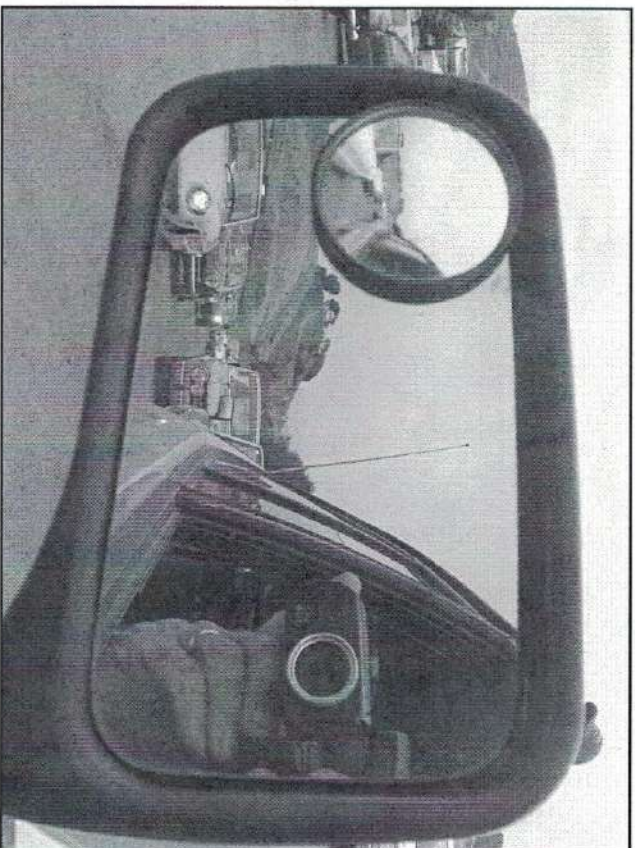


*More GTAs in the paddock.*





*A Formula Junior after becoming a victim of the Corkscrew.*



*The start of the track-drive from the Barrett's perspective.*



*The Alfa Parade heads into the corkscrew.*



*This parade lap was supposed to run at 35 mph! The pace car took off and so did everyone else!*



# The 58th Pebble Beach Concours d'Elegance

Jon Shirley, the former president and chief operating officer of Microsoft, won this year's event with his Touring-bodied 1938 Alfa Romeo 8C 2900B.

A hot favourite, along with Sam Mann's 1935 Hispano Suiza K6 Brandone Cabriolet, the svelte dark blue berlinetta wowed judges and spectators alike. If you look back at the list of previous overall winners, it's usually a car from the 'elegant' era of inter-war motoring that takes the top prize; so 2008 was no exception.

The 200-car entry is sub-divided into classes and themes. Of special note in 2008 were the specific categories honouring Lancia and Lamborghini, as well as the 50th Anniversary of the Ferrari Spyder California. The latter included six cars, while entered in the Lamborghini class was one of the stars of the day: the only Miura Bertone Roadster in existence, fresh from a complete restoration back to its original specification of pale blue metalflake paintwork with white leather.

Hats off to Arnold Meier of Switzerland, whose 1968 Ferrari

312 P coupé had been driven at Laguna Seca on Saturday and was then smartly presented on the famous fairway on the 18th hole at 06:00 the next day by its British racing driver, David Franklin. There was also a 1972 Ferrari 312 PB, third-placed in class, from Steven Read of Berkeley.

Sadly, for obvious reasons of ground-clearance and slow-running, neither of these attractive competition cars made Thursday's Pebble Beach Tour d'Elegance presented by Rolex. This is where entrants can drive around a picturesque course down CA 1 to Big Sur and back again. Wreathed in mist for the most part, the optional event provides a useful 'tie-breaker' should two cars be equal on points on the Sunday. A 'Tour' car will be given the nod over a 'Concours-only', and it goes some way towards dispelling the 'garage queen' monicker so often given to Pebble Beach entries.

Try telling that to Jean Sage, driving the Torrota Collection's 1954 Lancia D24, or the Prewar Preservation Class 1937 Horch Cabriolet, complete with its 'US Forces in Germany' licence plate.

100 years of General Motors was celebrated by a class for GM Woodies, General Motors-powered Sports Cars (Bizzarrini, Allard and Scarab, in addition to Corvette), and 'Motorama', a display of GM concept cars - although none of the latter were eligible for awards. Cadillac had its own class for pre-war cars (V16s), as did Rolls-Royce and Mercedes-Benz.

Totally ignoring the opinion of experts, the Classic Driver award would have gone to the Lancia D24, although fair enough, the Alfa was shiny and I wouldn't have minded Donald Orosco's fabulous ex-Scarab (and later Shelby American) team transporter. Complete with cars - the man's got style.

Next year's Pebble Beach Concours is scheduled for Sunday August 16 2009, with Bentley and Bugatti as the official marques.

*Text: Steve Wakefield*

*Photos: Pebble Beach Concours d'Elegance and Classic Driver - all strictly copyright*

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## **Auction Report:**

**Goodings & Company Auction:**  
\$2,585,000 bought someone a potential Pebble Beach concours winner: the gorgeous 1938 Alfa Romeo 6C 2300 B Mille Miglia.

**Bonhams & Butterfields at Quail Lodge Sale:** a 1930 Alfa Romeo 6C 1750 Gran Sport Spyder sold for \$1,107,000.

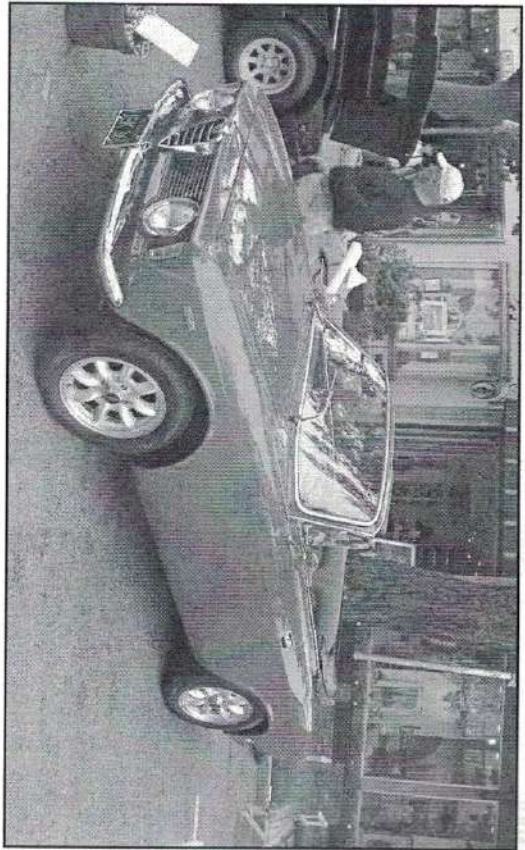


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GARY TODISCO



# Monterey Historics Weekend

Photos by Jim Barrett



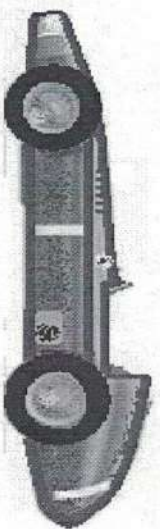
*A GTC at the Carmel Concorso*



*An Alfa 2600 SZ and its family.*



*This Alfa SZ seems to be doing double duty at the races and the Concursos*



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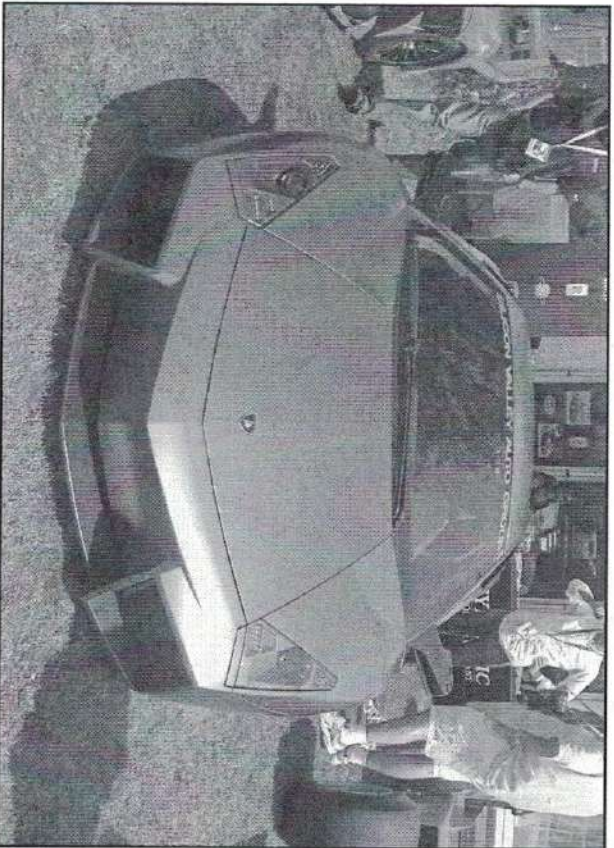
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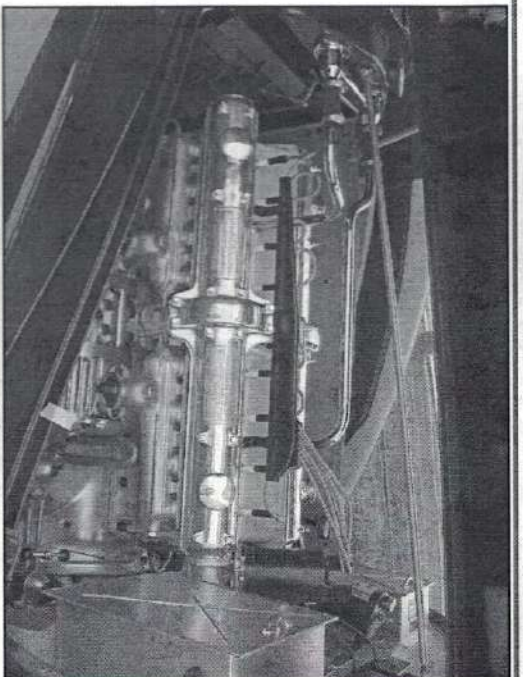




*This 1930 Alfa Romeo 6C 1750 Gran Sport Spyder sold for \$1,107,000 at the Bonhams & Butterfields at Quail Lodge Sale*



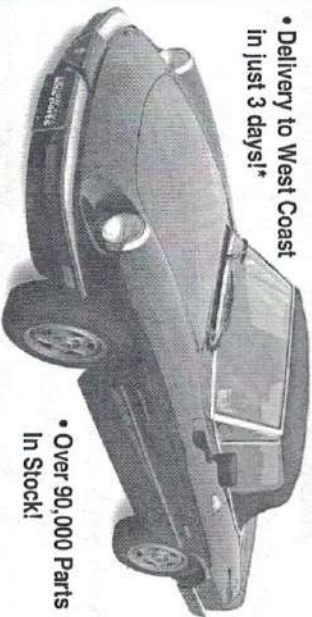
*The Revvion at Quail*



*The engine bay of the 8C*

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