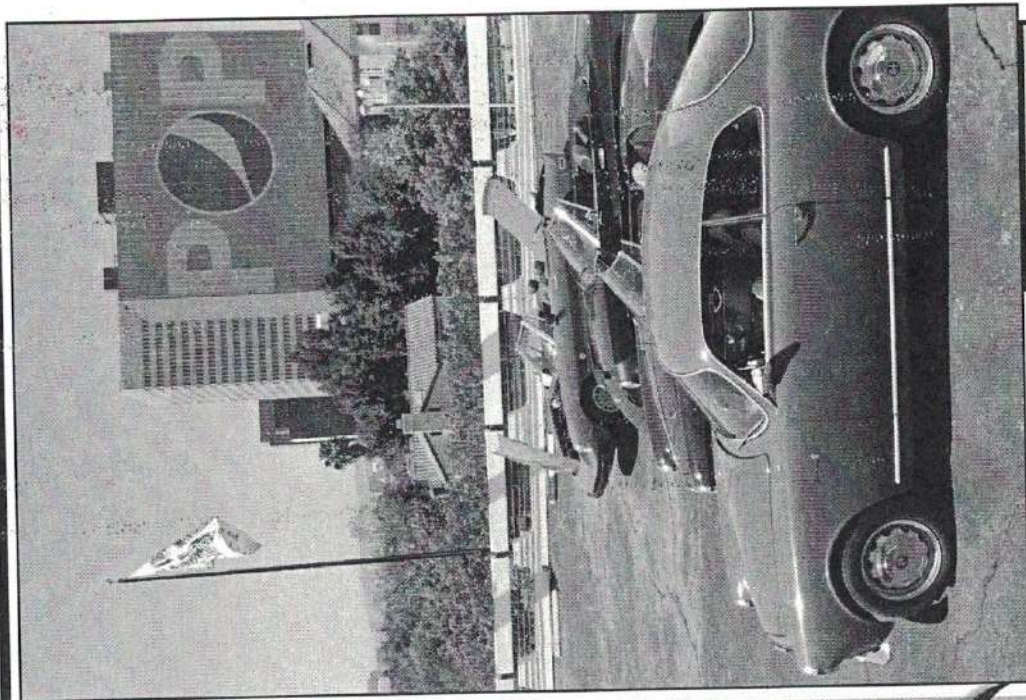




Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



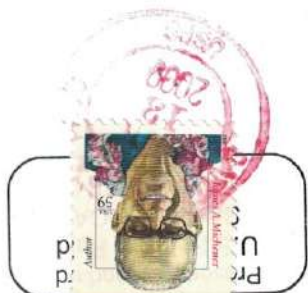
April 2009

In This Issue: March Meeting, Drivers School, upcoming events, and more...

Alfa Romeo

Month	Event
April	2 Board Meeting @ Luigi's 4 Agua Dulce Winery + Vincenzo's Pizza 18-19 Time Trial at Fontana Speedway parking lot 25 Driving Tour + Dine + Meeting for Italian Liberation Day
May	6 Board Meeting @ Luigi's 16-17 Spring Driving Tour - PCH Adventure 30 Meeting @ Cars & Coffee + Tour of collection + Brunch at Cline's FV
June	3 Board Meeting @ Luigi's 7 HB Concours 27 Meeting - Tour Riverside Auto Museum
July	1 Board Meeting @ Luigi's 15-19 ARCC Convention @ Portland, OR 26 General Meeting @ Summer Party, Hunting- ton Beach @ Phyllis'

Our 2009 Calendar



1A

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 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

Affacionada 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.

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

Classified Advertising

Classified (non-commercial) ads are available as a free service to members and for a nominal charge of \$10.00 per insertion to non-members. Ad content must be *Alfa*-related 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>Affacionada</i> .
1/2 page	\$150 per year	
1/4 page	\$100 per year	
Business card	\$100 per year	

This Month's Cover

A nice selection of *Alfas* was parked on the roof of the Petersen Auto Museum awaiting Concours judging at the March meeting. However, due to time and number of cars, the Concours was postponed. Photo by John Thompson.

Disclaimer (a.k.a. Lawyer Repellent)

AROSC and the authors and editors of this newsletter assume no liability for the accuracy or legality of any technical information appearing herein. They are also not responsible for the safety or practicality of modifications performed by individuals or companies and described in these pages. You should always check with your mechanic before performing any work or modifying your car in any way.

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Wine Tour: Margi Brown

margibrown@thekernorg.com

2009 AROSC Previews -- An Outline of Coming Events

April 18-19 -- Time Trial at AAA Speedway Fontana Parking Lot

This will be a fun short-track event, but sorry, no room for racing.

DON'T MISS:
*April 18-19, Fontana Time Trial
April 25, Italian Liberation Day
meeting, tour, dinner, etc.*

April 25 --Driving Tour, Dining and General Meeting -- Brian LeGrand Hosting

April 25th is Italian Liberation Day, and what better way to celebrate it than getting together to take our Italian machines out for a spin! We are planning an all-day drive-and-dine event in the Western part of the Valley. From canyon (and other) roads driving fun, to various pit stops (car museum, sight-seeing, etc), to diner, it will be a day full of fun. More details on pages 20-21. Meanwhile, for better organization and anticipation of needs / reservations please confirm your interest by sending your RSVP to Brian LeGrand at brian.legrand@gmail.com. Ciao!

May 6 -- Board Meeting at Luigi's, 7:30PM

May 16-17 -- Spring Driving Tour -- PCH Tribute

See pages 18-19 for last-minute details of this fun driving tour with the usual special sights provided by the Barretts.

May 30 -- General Meeting at Cars & Coffee, Brunch at Cline's, + Murray Collection Tour

Starting with an 0-dark:30 gathering at "Cars & Coffee" in Irvine, continuing to a tour of the Murray's car collection, and ending with a brunch at the home of Jan & Chuck Cline, this is an early but fun day. See page 22 for early details.

June 3 -- Board Meeting at Luigi's, 7:30 PM

June 7 -- Concours at Huntington Beach Concours, Central Park, 8:00AM -- 4:00 PM

This will be our first points concours, as we passed on a concours at the Petersen last month. This is a fun, relaxed event like Woodley Park, with more cars, and event trophies as well as AROSC ribbons. See poster on page 23.

June 27 -- General Meeting and Tour, Riverside Automotive Museum

July 1 -- Board Meeting at Luigi's, 7:30 PM

July 15-19 -- AROSC Convention at Portland, OR

July 26 -- General Meeting and Summer Party at Phyllis', Huntington Beach

August 2 -- Braille Rallye

August 5 -- Board Meeting at Luigi's, 7:30 PM

August 13-16 -- Monterey Historics Weekend

August 29 -- Drive/Shine/Dine Event (Note date change)

September 2 -- Board Meeting at Luigi's, 7:30 PM

September 12-13 Time Trial & Race at Willow Springs

NOTICE: Ballots for the national AROSC election are bound in the April 2009 *Alfa Owner*; and must be return-postmarked by May 15. Second ballots will be sent to Gold or Verde Family members.

Tech Article: Odd Clicking Sound

Those who attended the recent Desert Classic Concours D'Elegance in Palm Springs couldn't help but notice Chris and myself hiking across the grass sans Alfa. I had to endure a little

good natured ribbing that the Tech Director should at least be able to keep his own cars running. The fact is we actually started out in the Spider that morning. But a few blocks from home, we heard a clicking sound coming from under the car. Remember when we were kids and put playing cards in our bicycle spokes? It sounded something like that. Not immediately threatening, but not the way to start a trip to Palm Springs. We turned around, tossed out our stuff in the MR-2, and shut the Spider in the garage.

Btw, it was a great weekend. The concours was low key with lots of green grass, a few spectators, lots of exhibitors looking at each others cars, and the party at the McHattie's was simply wonderful.

As for the Spider, a test drive confirmed that the sound varied with road speed. Got the car up in the air and looked for something obvious, but no such luck. Checked lubricant levels and found they were normal. Turned the driveshaft and wheels over by hand and everything seemed smooth. Started the engine and eased out the clutch in second gear. No clicking sound! Listened here and there with an automotive stethoscope. Found the output bearing in the

transmission and the pinion bearings in the diff were a little noisier than I would like, but couldn't convince myself that either was the problem.

A few months ago, I wrote that sometimes diagnosing the problem is more difficult than the repair. This sure was starting to look like one of those times. Worse, I really hate to replace part-after-part hoping the problem will go away. Gave myself a couple days to think about it and then took another test drive. Observed that the clicking was clearly torque related. More torque generally meant more clicking. Also, dragging the brakes had no effect. Thought about it some more. Then, put the car back up in the air and dropped the driveline. Still nothing obvious, but the rear universal joint showed some wear. I wasn't sure if the u-joint was the problem, but under the circumstances, replacing it seemed like a good idea.

Have to admit, I haven't replaced a u-joint since I was a kid growing up on a farm. Removing the circlips and beating it apart was easy and my bench vise was big enough to press the new pieces in place. This operation requires a delicate balance of brawn and finesse and, unfortunately, I used too much brawn. Everything went together, but one of the little rollers had slipped out of place and the new bearing was history. Kicking myself, I made another call to Centerline for another u-joint.

Received another u-joint just before the deadline for this column. Put it in the freezer overnight, in part to make it easier to press in the end caps and, in part, to make stiffer up the grease holding the many little rollers in place. Next morning, it slipped together perfectly. Don't know if chilling the caps made the difference or if it was just the extra care; I'll take it either way.

One more test drive and I'm sorry to say the clicking sound is unchanged. At this point I am open to suggestion. Maybe I should ask my better half,

Mike R.

Chris, to drive the Spider while I hang off the sides & rear to try and localize the sound. Expect someone is going to tell me it's the rubber flex joint behind the transmission. Could be, but there is no detectable vibration and I think it is fairly new. Okay, okay, I can't find the parts receipt, so maybe that's wishful thinking. Guess I'll give myself a couple days to think about it before ordering a flex joint. (more next month).

Mike swears it's nothing this obvious.

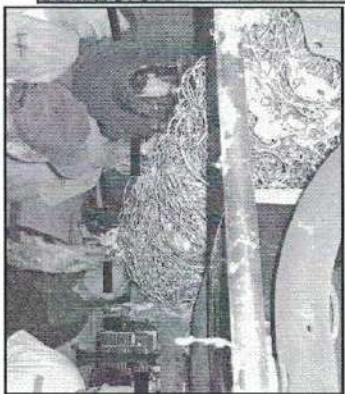
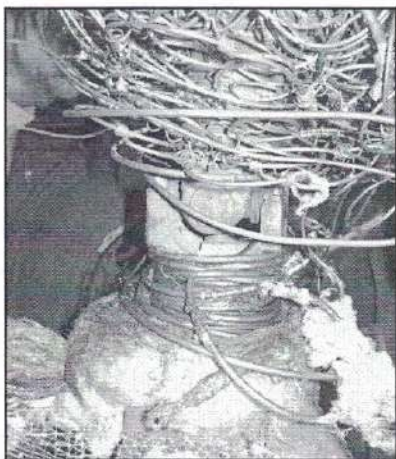
Driveline Vibration Issue — Possible Root Cause

A woman ran over a mattress and decided to keep going anyway. The mattress got caught in the car's under belly and finally whipped around enough to put a tear in the gas tank. Leaking gas, she still managed to drive the car for 30 more miles decently, with a 60lb tangle wrapped around the driveshaft. The subsequent lack of

fuel is what finally brought her vehicle to its knees.

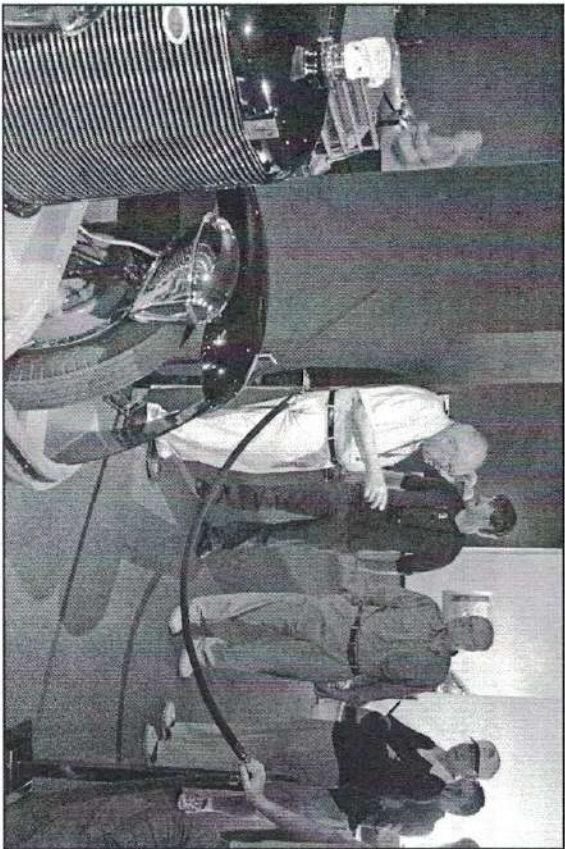
After having her car towed to her dealer's garage, she complained that the vehicle had a "shimmy" when driving it at high speeds.

This is what the dealership found.....



March General Meeting at the Petersen

Photos by John Thompson and Gene Brown



Paul Dexter explains the 1929 Ruxton



Ogling the Bugatti Veyron.

Petersen Special Exhibit: "What Were They Thinking?"



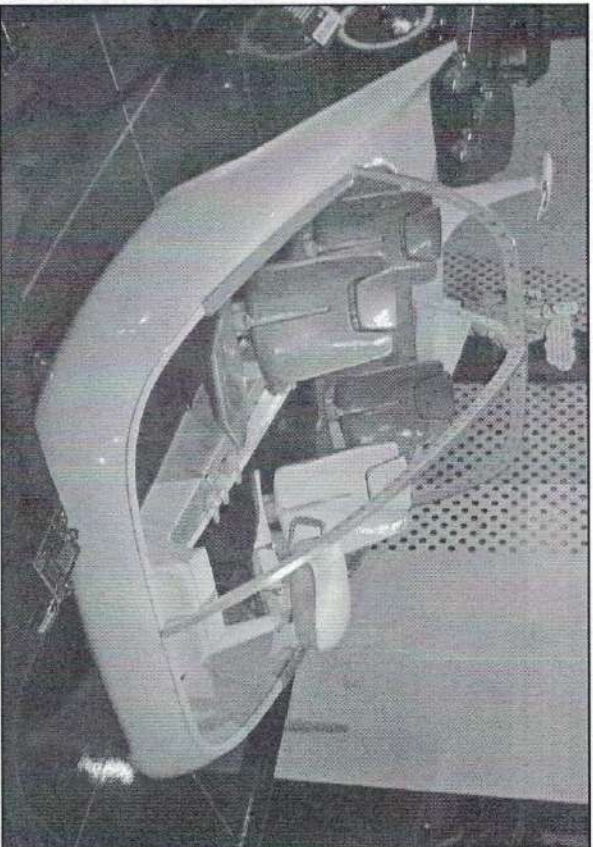
The "Fascination", a 1974 aerodynamic special, it looks like the cars of the future I used to draw when a child.



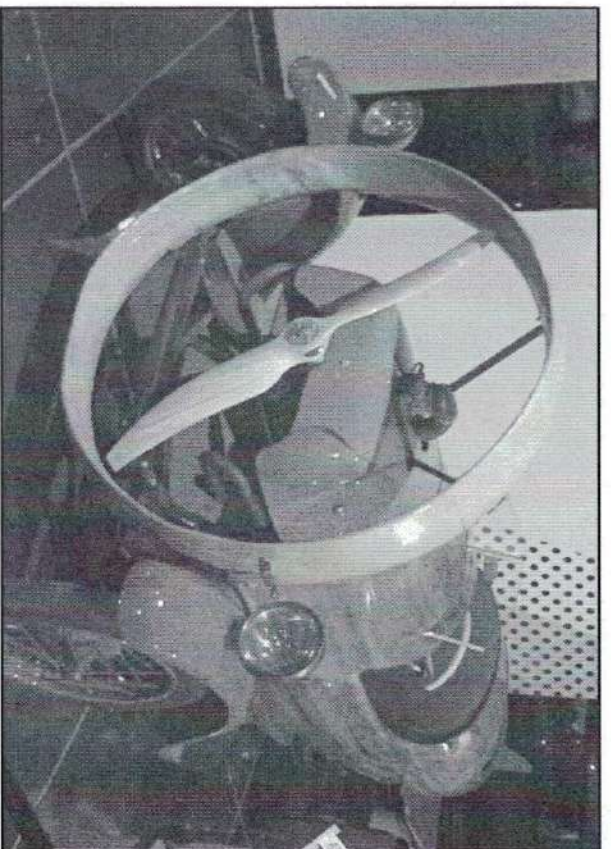
Jeff Robin and Jay Negrin with an Edsel.



The 1964 German Amphicar is the only series produced civilian amphibious vehicles; it has a 73 Hp 4 cylinder Triumph rear engine.



The 1957 Sudebaker-Packard 'Astral', a mockup of an atomic-powered vehicle, gyroscoptically balanced on a single central wheel.

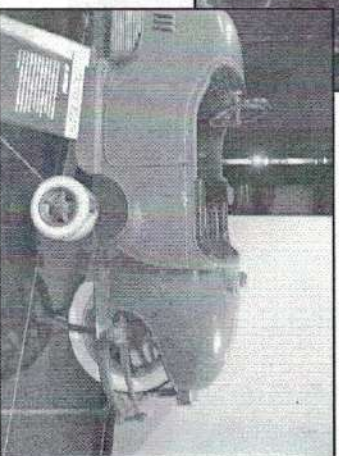


The 1932 French Helicron is propeller driven with rear-wheel steering so the turning wheels don't hit the prop! Hazardous to pedestrians and windy for the driver!



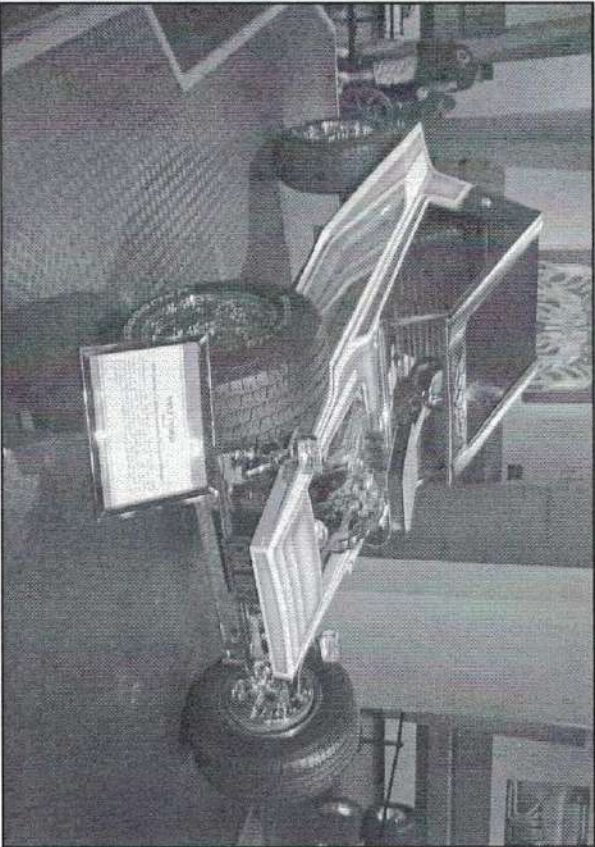
1913 Scripps-Booth Bi-Autogo with V-8 power on 2 wheels with outriggers for slow-speed stability; it weighs 3200 lb!

The extensive copper tubing seen above substituted for a radiator.

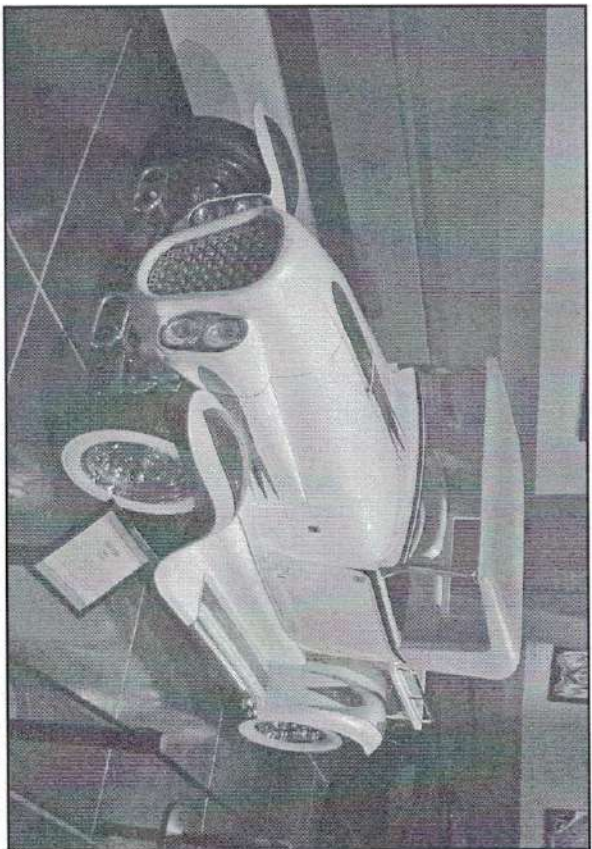




Dan Gurney's 2002 Alligator motorcycle, the rider sits in rather than on it for reduced center of gravity and more aggressive, predictable handling.



1937 Ford "Alien", the 1969 America's Most Beautiful Roadster winner.



The 1927 Ford hot rod "Ala Kart II", a tribute to the original Ala Kart that was the first two-time winner of the AMBR trophy, destroyed by fire.



*After the tour, we retired to the roof for a picnic lunch, and everyone set up in the shade overlooking the cars and the "Miracle Mile". We also contemplated whether to judge a concours or not -- and decided **not**.*

Alfa Tops Desert Classic Concours d'Elegance

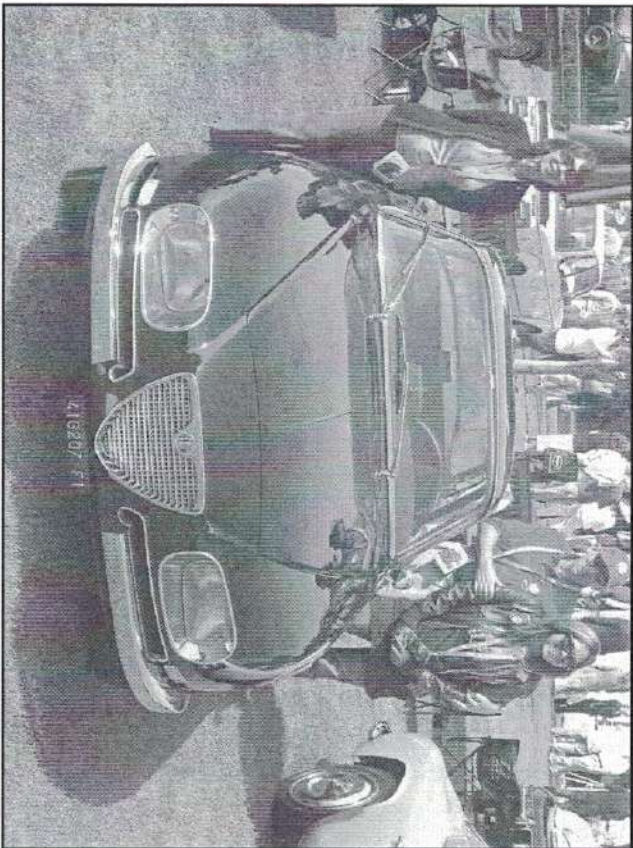
To complete the coverage of the second annual Desert Classic Concours d'Elegance featuring Alfa Romeo, our Club was well represented in many aspects of the late-winter Palm Springs weekend.

First, the **Best of Show** trophy was sponsored by AROC member Don Murray and was won by the 1961 Giulietta SZ Coda Tronca Zagato Coupe of Scott Gauthier from Scottsdale, Arizona. See Autoweek, April 6 issue for a picture of this car -- looks like a small GTZ.

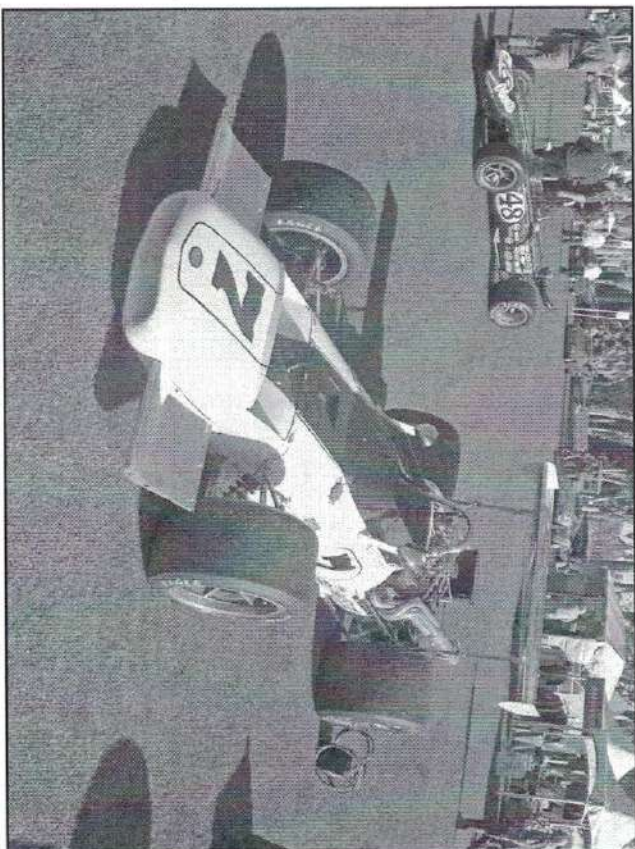
Second, Don and Carol Murray's 1966 2600 SZ Zagato Coupe was deemed **Best Alfa Romeo** of the show, and was second in class to the Gauthier Coda Tronca.

Third, the 1969 Gurney Eagle 5000 driven by our best pal, Tony Adamowicz, was crowned **Best Competition Car**.

Fourth, the '65 GTA of Bob Lee from Rolling Hills was second in the race car class.



The Murrays with their lovely 1966 2600 SZ Zagato coupe, Best Alfa Romeo winner.



The 1969 Gurney Eagle 5000 driven and co-owned by Tony Adamowicz, was awarded the Best Competition Car.



Bob Lee's 1965 Alfa GTA, number 6 (second car from front), was second in the race car class.

Last Call: PCH Tribute/Spring Driving Tour Rolls on May 16

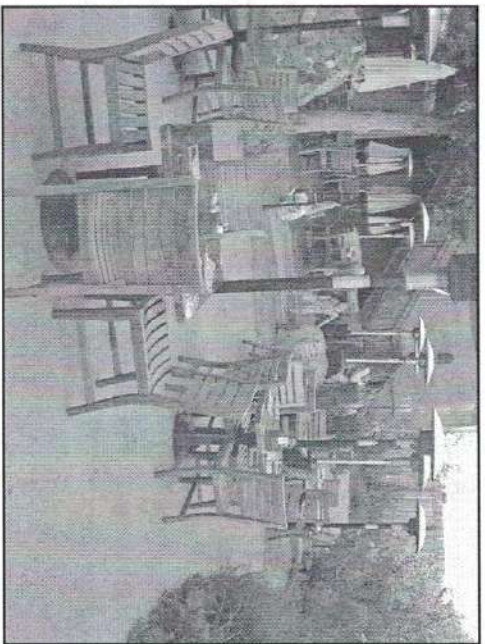
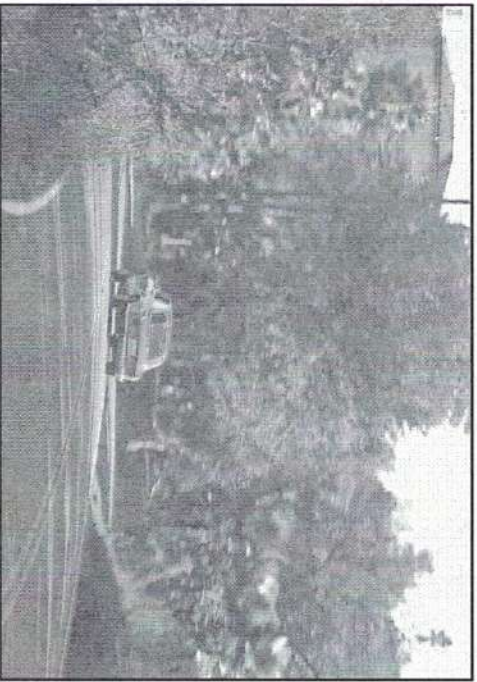
If you haven't decided to join the '09 Spring Driving Tour, now's the time. Get serious with your social secretaries about May 16-17, and spend a day or the entire weekend with your best Club driving buds.

Our hotel block has just three rooms available at this writing — but arrangements can be made if we know you're coming. If not, at least join us for the Saturday drive and picnic at San Diegoito County Park picnic. Flexibility is our middle name.

If you're San Diegians and want to do the second half, hook up with us Sunday morning. We'll be at the Wagon Wheel at about 9 a.m. before heading to San Pasqual Battlefield, Belle Marie Winery, then Dave and Erica Hering's in Fallbrook for a late lunch.

We would like to get your email/snailmail addresses and cell phone numbers to provide last-minute details and driving directions.

Please let Jim & Elyse Barrett know if you're going to attend by emailing eddinab@mindspring.com or calling 714.964.9530. Hope to see you there!



'09 PCH Tribute Tour Itinerary

Saturday

7:30 a.m. Optional breakfast at Seaport Marina Hotel

8:30 a.m. Arrive Seaport Marina Hotel at the intersection of PCH and 2nd/Westminster Bl. in Long Beach. Receive 20 Questions Gimmick Rally forms/info.

9 a.m. Depart Seaport Marina Hotel.

12 noon Arrive San Diegoito County Park for the Juried Picnic Lunch and Prizegiving

1:30 p.m. Depart on the North County Twisities

4 p.m. Arrive/Check in at the Palm Tree Lodge. Our block of 15 rooms is reserved for \$60 each. Call now to book your space: 760.745.7613

5 p.m. Tour at Stone Brewery

6:30 p.m. Dinner at Stone World Gardens and prizegiving for "PCH 20

Questions" Gimmick.

Sat. Night Enjoy a nice sleep in the quiet of inland San Diego County next to the original Hwy. 395.

Sunday

9 a.m. Breakfast at The Wagon Wheel

10 a.m.-1 p.m. Optional Adventures - San Pasqual Battlefield and Belle Marie Winery

1:30 p.m. Lunch at Dave and Erica Hering's in Fallbrook

Please Register Early

RSVP to Elyse and Jim Barrett: 714.964.9530 or email to

eddinab@mindspring.com. Then book your room. Space is limited, but the rate can't be beat: \$60 each at the Palm Tree Lodge. Call now and tell them you're with the Alfa Club event: 760.745.7613!



April Meeting: Food, Wine, & Driving -- An Alfa Day! Hosted by Brian Legrand

ITALIAN LIBERATION DAY - APRIL 25

Join us for an all day drive-and-dine event in the Western part of the Valley. From canyon (and other) roads, have driving fun to various pit stops, from a Village Coffee Roaster "replica" morning gathering to a lasagna-a-gogo diner, it will be a day full of fun.

Itinerary:

10:00 AM or earlier: arrive at JAVA KAI in Moorpark (4225 Tierra Rejada Rd, Suite A, Moorpark, 93021)

Quick guidance to get there:

- Take the **23 North** from the 101
- Exit **Tierra Rejada Rd** and take a left (going West)
- Keep going straight to **Mountain Trail St** and take a left
- Enter the shopping area (first right on Mountain Trail St)
- Once in the lot, take a right to head back towards the corner of Tierra Rejada and Mountain Trail St. Java Kai is in Suite A (opposite Subway / Panda Fresh)
- There is parking all around and very nearby the coffee shop. We can not reserve dedicated parking spaces, so the earlier you make it, higher the chance to be closer and together.

10:45 AM, leave Moorpark and head towards Oxnard to visit the MURPHY CAR MUSEUM, 2230 Statham Blvd, Oxnard, 93033

11:30 AM estimated arrival time. They are opening an Italian Superbike exhibit that very same day!

12:15 PM, leave Oxnard and head to MALIBU FAMILY WINERY for a picnic lunch (and wine from the winery).

1:00 PM, Arrival estimated at Malibu Family Wines: 31800 Mulholland Highway, Malibu, 90265

2:30 PM, leave Malibu and head towards the PARAMOUNT RANCH in Agoura Hills.

3:00 PM, estimated arrival at Paramount Ranch, an old sports car track from the 1950's. Walk around the Western decor, hike or relax, and evaporate the Malibu wine in us.

4:00 to 4.30 PM, leave Paramount Ranch and head to Brian's place for Lasagna dinner.

5:00 PM, estimated arrival at Brian's home, 2481 Seacrest Court, Thousand Oaks 91362. The party can end pretty much when we want.

Financial note:

- Purchase at Java Kai coffee shop is totally discretionary
- **\$9 per person** at the Murphy Car museum-- everyone pays their own on the spot
- Winery asks for a minimum number of bottles purchased to have a picnic on premises.
- We have reserved two tables that should accommodate 15. Their wines are around \$20 a bottle. Pre-payment will be advanced as requested and we can collect later if we don't meet the minimum.
- **\$5 per person** for the Lasagna party at Brian's -- can be collected that evening.
- Please bring your **Italian beverage** of choice, (be it San Pellegrino or Chianti)
- We will dine in Brian's backyard as he is packing up for a move, so bring **chairs and tables** as we do at the Silverman's parties.

For better organization and anticipation of needs and reservations, please confirm your attendance by sending your RSVP to Brian Legrand at brian.legrand@gmail.com, as soon as possible!

May General Meeting: Alfa Romeo Featured Marque at Cars & Coffee; Special Tour & Brunch Follow

May is "Adventure in the OC" month. Mark your calendars and set your alarm clocks for the May 30 General Meeting, which starts with Cars & Coffee at the Ford Design Center in Irvine at 6:30 a.m.

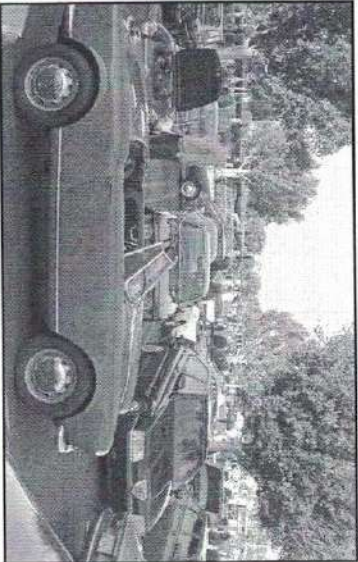
Your rewards for rolling out in the pre-dawn chill are: 1) to be centerpiece of SoCal's coolest car confab among 400 of your closest enthusiast admirers; 2) enjoy an insiders-only tour of Club members Don and Carol Murray's fabulous personal collection; and 3) devour a sumptuous brunch at the home of Club members Chuck and Jan Cline.

We've had two previous marque corrals at C&C in the OC and this should be another great one. To be parked together, we need to arrive no later than 7 a.m. Once ensconced, you can refill your coffee mugs, munch pastries and fruit (available from the organizers for a nominal fee), and view the arriving multitudes. We had a record 85 Alfas in our 2008 gathering, so let's beat that number this year!

At about 9 we'll disband and run a convoy to Costa Mesa to view the Murray collection residing in a converted sail loft. Don and Carol are giving us this rare opportunity to view some of their lovely sports, touring and racing cars that include the Palm Springs Desert Classic Best Alfa Romeo 2600 SZ, plus some very nice "P Cars" and "F Cars".

Following the tour, we'll again drive together to the Clines in Fountain Valley. Jan will have some heirloom AROSC dishes in the oven, and we're confident that Chuck will let us peek into his garage, or at least share his logistics triumph for sheltering a number of precious vehicles in a suburban setting. A \$5 per person donation to the Clines will cover the cost of brunch.

As always, an RSVP helps us plan and execute our fabulous confabs. We can also get addresses, cell phone numbers and driving directions for you. Please let Jim & Elyse Barrett know if you're going to attend by emailing eddinab@mindspring.com or calling 714-964-9530.



First AROSC Concours June 7 at the Huntington Beach Concours d'Elegance

We have a new judging form, which is easier to use and to prepare to. There is always lots to do and see at this Charity event so sign up soon, or just come out and see all the cars and motorcycles. For more info, contact Phyllis Gaylard at AROSCeditor@aol.com.

HB CONCOURS

2009

HB CONCOURS

hbsconcours.org

Huntington Beach Central Park • 7111 Talbert Ave., Hunt, Bch. 714-375-8414

SATURDAY JUNE 6, 2009 HOT RODS IN THE PARK 9am-2pm

Salute to: Orphan Cars & "HEMI" Tribute

SUNDAY JUNE 7, 2009 HB CONCOURS 9pm - 4pm

Salute to: Pontiac, Aston Martin & Big Dog Motorcycles

Grand Marshal

"Prekball Tim" Lawrence
Host: Hot Rod & Custom Builders of SoCal

Special Guest: Special Interest General

Dave Kutz - KADC -TV
Automotive Specialist

Beach Band & Pacific Island Dancing • Food • Vendors

All pre-1979 Hot Rods/Custom Cars Invited.... & Motorcycles!

Bring this Flyer for \$2.00 discount at the gate. One Day \$16.00 Two Day Fun Tickets \$15.00

Proceeds benefit the Children's Resource Center which provides library services for the gifted, normal and disabled children at the Huntington Beach Public Library

SPONSORS:

MOTHERS
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Metropolis
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For Seater Motorcycles

Quilting

The Huntington Beach Concours of Elegance, Inc. is a 501(c)(3) non-profit. Volunteers contact Vg. Galich 714-785-7621

Drivers School -- A Weekend at the Track for Shophie & Sunny, Newbies

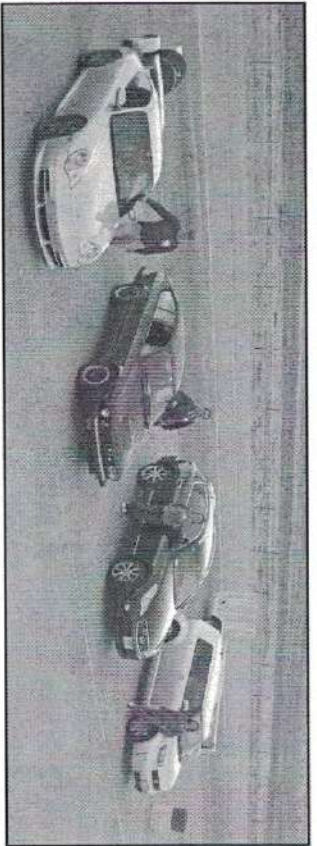
So, we have a group of friends at work who too often get caught up in the moment whenever one of us gets a wild hair. Hey, range shooting, yeah! Everyone gather up to go shooting... one time. Mountain biking, Yeah! Everyone go out and spend hundreds, thousands of dollars for new mountain bikes... have we all ever ridden together? Even one ride? Nope. Motorcycles! Yeah! Two of us got our licenses on a whim, bought bikes. Have we ever even ridden together? Nope. So given that background, when the Alfa Club driving school was the latest buzz last Fall 2008, we all got psyched up and worked up and egged each other on to all sign up and go for a fun weekend of track driving. When the class got cancelled, we all let out a secret sigh of relief that we really didn't have to go through with it. But of course, the talk continued to be big. "Oh, too bad the class got cancelled—we could have... we would have..." Yada, yada, yada.

each other on. And the inevitable testosterone-filled, big talking, mindless banter ensued, following the announcement of the class. And caught up in that often pointless jibber of e-mails were two little gals, Shophie and Sunny, who had never even met before. The guys trying to use each of the innocent two as leverage to get the other to sign up for the class. After weeks of talking big, during the final days before the class, the man talk all of a sudden stopped. Hmmm. So assuming that we were the only ones that hadn't yet signed up, the two ladies, barely acquaintances, e-mailed and IM-ed back and forth about whether we were really going to go through with it. Me, with my Scion XB, automatic, no less! And Shophie with her Infiniti G35, which needed to go into the shop for new brakes. Two days before the class, and we were still unsure, until finally, Mr. Craig Goldenson, a long-time member of the Alfa Club, brought the two ladies together for a face to face. We found out then that all the boys had backed out and no one from our group had signed up. Typical.

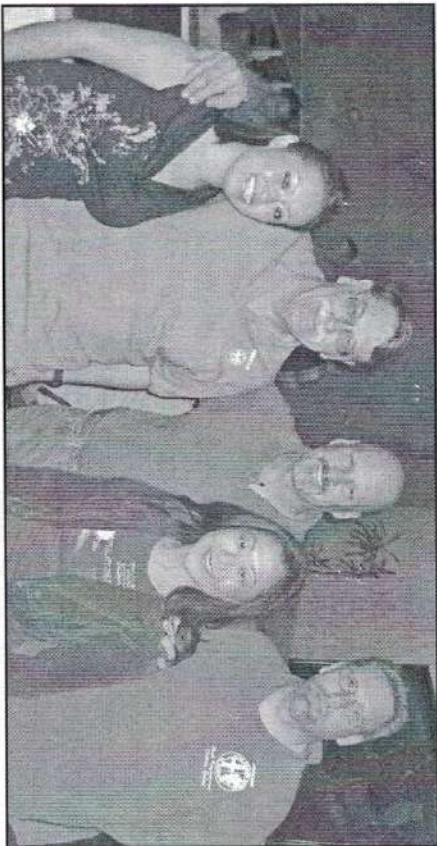
After some enthusiastic sweet talk and pleading for the Alfa Club,

Craig convinced us to think about it. A sweet man, yes. A salesman? Hardly. However, being the impulsive, non-planning, planner that I am, I said I'd think about it, and as soon as Craig and Shophie left my office, I was on the phone with Chris for an inspection, just in case I decided to sign up. Then soon after, on the phone with Steve to negotiate the late charge, if we were to sign up for the class which was the next day. Craig offered that Shophie and I would be able to caravan with him and Greg Heesacker, another long-time Alfa Club member that Friday night, but since we still hadn't made up our minds, and I had to play volleyball after work, we politely declined and decided to drive up in the morning of the class. If we decided to sign up. So, Friday was a busy day for Shophie. She took her car into the shop, getting a loaner car from the dealer, and getting it inspected for the class — JUST IN CASE we decided to take the class. Friday night preparations of packing, gathering up helmets, and googling directions to Streets of Willow was hectic.

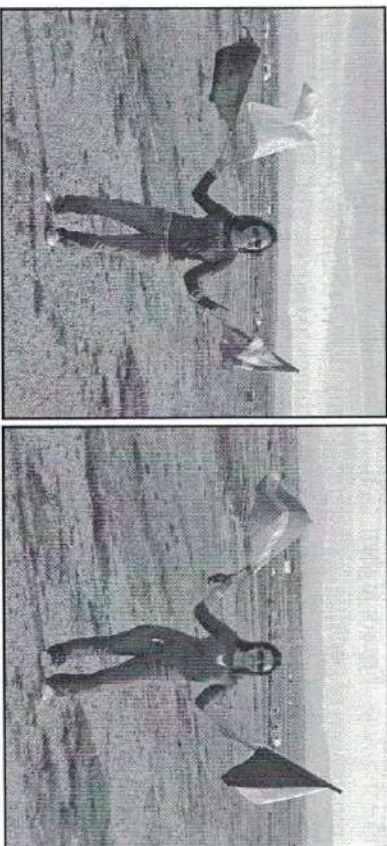
Saturday morning, 5:00AM, telephone call "Are we going? Do you want to? Should we?" and finally, "let's just do it." Then the excitement started. Both of us had packed — just in case — and the next couple of hours was havoc. My Scion required complete cleaning out, per class prep instructions. The backseats of the car which my 7 yr-old daughter created a playground for herself with all her "stuff" were all tossed into the garage. Workout bag, tennis racquets, bike helmets, roller blades, 5 umbrellas, 28 water bottles (empty and full), and even my work bag including my laptop all literally thrown into the garage. While this was going on in Irvine, across town in Lakewood, Shophie was rushing to get herself going. Luckily the loaner car she had was spic and span with not a mark (though that didn't last when I ran over the loaner's shade roller bar in the pit area as I first rolled out to the skid pad for the first time — hey? How'd that roller get under my tires?). Shophie had other things to take care of, like picking her mom up and dropping her off at work. Needless to say, we had a 1-1/2 hr late departure time of 7:15AM for a planned arrival at Willow of 8:00AM. No problem. Even though neither one of us had no idea where we were going, we



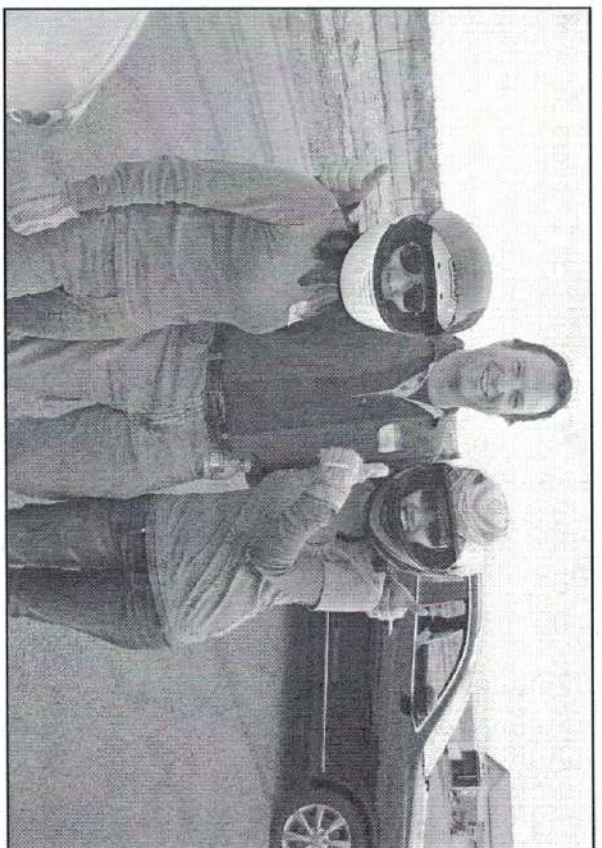
Greg Heecker, Craig Goldenson, Shophie Vieng, and Sunny Sizlo showing off their babies (goes to show ya, it takes all kinds and horsepower! - no car left behind!)



After hours fun with instructors. (Instructors still talk to you even after they've been in a car with you driving -- That's dedication!)



Wohoo! Flag Girls!! Sunny? Shophie? Shophie? Sunny?



Sunny, Craig, and Shophie giving the course a thumbs up approval! (Hey, cool helmets! Never mind the helmets, cool gardening gloves!)



Instructors & students from Street Performance and Time Trial Courses. (complete strangers forced together for a weekend of tire-squealing, skid paddin', track racin' fun!)

The Adventures of Sunny & Shophie at Drivers School Continued

were both confident we would make it. And since neither one us knew how to get there, it didn't make a difference who led, so we took turns leading, following. We just knew that this was the beginning of a fun drive. After all, we're going to driving school, right? We're SUPPOSED to drive fast and furious. Right? Woo hoo!

Well, we soon found out that the Street Performance is not just all about speed. It's about much more than that. It's about knowing how to drive your car in any situation, how to handle difficult situations on the real-life roads, knowing what your car can do and shouldn't do, how to not panic when your car starts burning rubber and vibrating unnaturally, and when the warning lights go off. It's about getting to know your car and bottom line, how to be a safe driver, on the track and on the road. Don't be mistaken, the squeal factor is not lost here. There is speed involved in the controlled track and skid pad environment, and there was definitely squealing going on all weekend, not only from the rubber but definitely from the two ladies who were having the time of their lives. The weekend was a never-ending adventure full of squealing

tires, swerving cars (controlled, of course), obstacle courses, speeding through the turns instead of braking through the turns, satisfaction of making each lap better than the last, taking a turn using the right apex, figuring out what the heck an apex even means, oh, and can't forget, changing/rotating tires and pretending to work on our cars in the pit area in between sessions. And the best part, the BS and chatin it up with fellow classmates, club veterans, and instructors — the awesome instructors — with frequent, intermittent squeals as Shophie and I found it very difficult to contain our excitement and maintain our mature composure during any conversation about the driving experience with anyone throughout the entire weekend! To top it off, flag girls in the midst of time trials and end of class races! Who can ask for anything more?

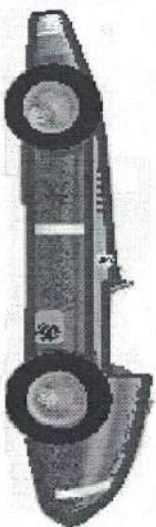
Finally, we can't leave out the thoughtful, reflective side of this memorable experience. After most everyone was packed up and gone from the pits the first day, nothing can compare to walking the track with a nice cold bottle of beer with a couple of veterans, Craig and

Greg. As we walked the track in the beautiful sunset, examining and analyzing every bit of the track, the absence of all sound and noise that filled the track earlier in the day created a peaceful calm to which we could only sigh and smile with contentment.

Shophie and I had the most amazing time and drove away from the weekend (via a now newly appreciated Angeles Crest) with a satisfaction and excitement beyond our expectations. If this noisy, dusty, rubber squealing adrenalin

rush is what da boys have deceived the better half of the population with as being dirty, grimy, no place for a lady, well #\$\$@ that! Not only is the Street Performance school and the track SO the right place for ladies, it's even the right place for a lil' ol car like the Scion XB! Sorry Boys, not only are we planning on coming back in the fall, but the secret is out! And we're spreading the word! By the way, has anyone seen the fall school schedule?

Sunny & Shophie



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Winter School At The Streets

By: Mike McKibben

The Drivers Schools are always interesting. Jesse James showed up at one with a flat black felt-covered Ferrari a while back, and then there was the tornado about a year and a half ago. This one will be known for the large street performance group, not only including multiple SUVs, but in particular Matt Poulin's AVIS rented Ford E-350 Econoline van liveried with "Italian Medical Team" decals. The sight of this tank spinning donuts on the skid pad just plain burns into the brain. Matt actually ran a pretty good line with it on the race course, although at times it appeared to defy gravity.

Some were quicker studies than others, and the street performance student who got lost on the transition from the skid pad to the mini track and ended up on the race track heading up a bunch of time trial cars was an example of why you need to arrive in time for the drivers' meeting.

The Saturday Night Feast at the China Empire also featured a mini awards ceremony as Tony Presto received his plate for his 2008 Class O championships. He is an excellent driver, and the award was well-deserved.



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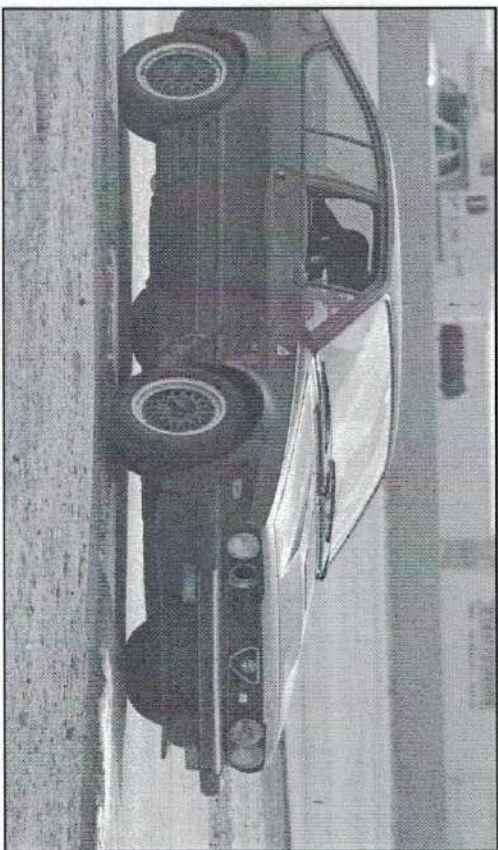
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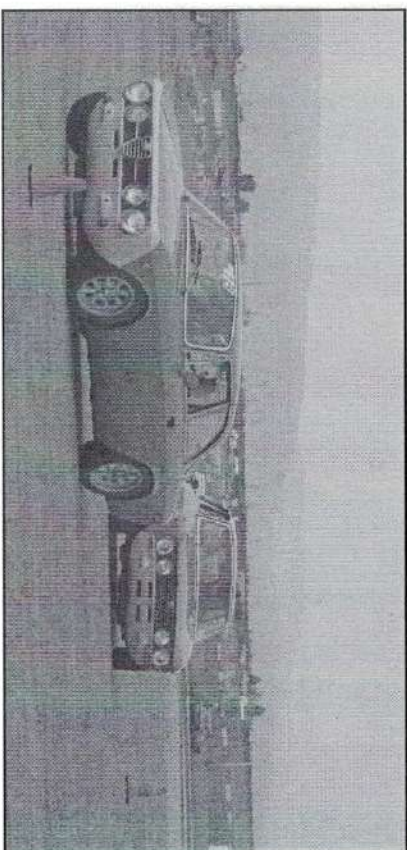
Someone else to watch in race group is Joe Cobbs. He originally signed up for time trial, but was convinced to switch to race group, despite his protestations that he was not ready. He finished the weekend by winning two of the three practice races.

Two very important points: Everyone thoroughly enjoyed themselves, and the improvement in driving technique over the course of the weekend was immense.

My daughter, Andrea, keeps improving in time trial. Next year, we throw her into race group.



Craig Goldenson hits the Apex right on.



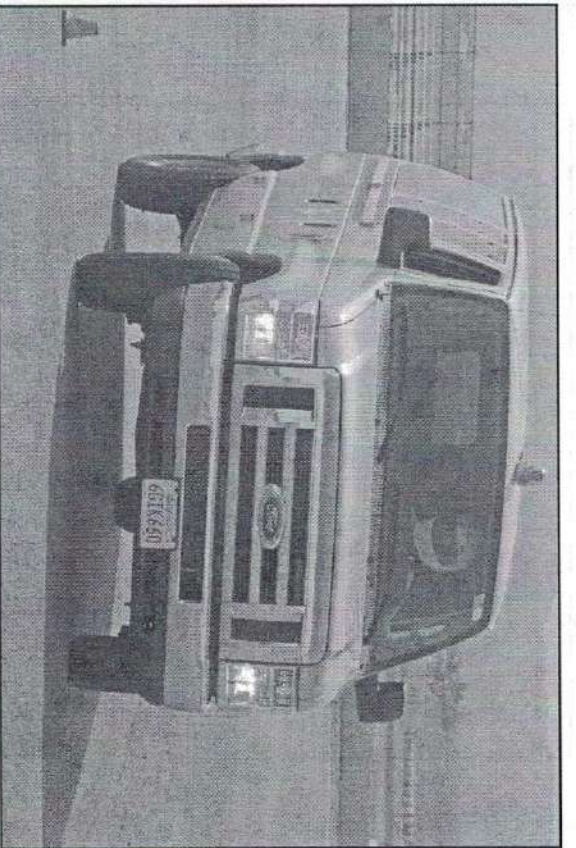
Two GTVs chase on the track.



Sunny (in car) and Shophie get some last-minute instruction before going on track.



An unusual sight! A Porsche GT3 as a tow vehicle! Wonder what's on the trailer -- looks like a fuel tank: nitro or beer?



Matt Roulin puts his "new ride" Ambulance through its paces -- as they say, we'll teach you how to drive anything better.



Jody Fibrou hostesses at her barbeque lunch for the hungry drivers -- thanks, Jody!

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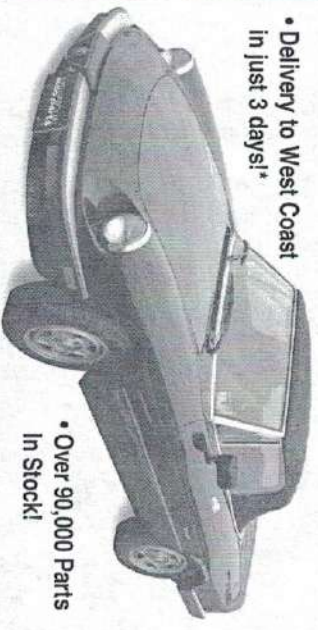
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