

Newsletter of the  
*Alfa Romeo*  
OWNERS OF SOUTHERN CALIFORNIA



*Afficionados*



September 2010

**In This Issue: Monterey  
Historics, Petersen Tour, up-  
coming events, and more...**

**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.arsoc.org](http://www.arsoc.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 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 |
| 1/2 page      | \$150 per year |
| 1/4 page      | \$100 per year |
| Business card | \$100 per year |

**Membership Information**

See the inside back cover of *Alfacionada*.

**This Month's Cover:** There was Alfa Overload at the Monterey Historics weekend events. Pictured is a huge collection of GTVs on the lawn at Concorso Italiano. Photo by Randall Higa.

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

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**Wine Tour: Margi Brown** [margibrown@thekernorg.com](mailto:margibrown@thekernorg.com)

## **2010 AROSC Previews -- *An Outline of Coming Events***

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*September 25 – Cars & Coffee, Brunch @ Cline's, & Tour of  
General Wm. Lyons Collection*

See info on page 20-21.

*September 29 – Board Meeting TBD -- Call Norman Silverman*

*October 3 -- Rescheduled Concours at Paramount Ranch*

Info is incomplete at this time. Watch your E-mail.

***DON'T MISS:  
September 25 - Cars & Coffee, Brunch  
@ Clines, W.F. Lyons Collection  
October 3 - Concours at Paramount  
Ranch  
October 9-10 Wine Tour***

*October 9-10 – Wine Tour to Los Olivos*

See info on page 22

*October 16-17 Time Trial & Race at Willow Springs*

*October 27 – Board Meeting TBD -- Call Norman Silverman*

*October 30 – Mullen Tour and Picnic at Malibu Winery*

See info on page 19.

*November 7 – Concours at Best of France & Italy Car Show,  
Woodley Park*

*November 13 – General Meeting, Elections, and White Turkey Auction, Dirk's Italspeed shop.*

*November 20-21 – Time Trial & Race at Buttonwillow*

*December 5 – Competition Board Meeting*

*December 11– Holiday Party @ Kutkus'*

*December 12 – Board Meeting, old & new, at Kutkus'*

NOTE: Board meetings are currently flexible as to date and location. If you are interested in attending, call Norman Silverman.

# **Elections Are Coming!**

## **Here Is Your Chance to Get Involved!**

Annual elections for the AROSC Board of Directors are coming in November. A mail ballot will be sent out in October with the candidates and candidate statements that have been received by then. Voting will be by mail and at the November club 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 the Nominating Committee by September 25 to be on the ballot, 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.

Nominating Committee:

**Mike Riehle**

(310) 780-5427 or  
[twoina2@earthlink.net](mailto:twoina2@earthlink.net)

**Paul Blankenship**

(818) 349-7661 or  
[sidewaysalfa@msnl.com](mailto:sidewaysalfa@msnl.com)

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

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Monterey weekend was by most any standards a great time. For the 6<sup>th</sup> year in a row, Evie successfully organized what has become our annual “Launch of the Historics Dinner” gathering of AROSC members and friends. Another full house. My personal words of appreciation go to Doug Magnon, the driving force behind the “Riverside International Automotive Museum” and his articulate presentation of the museums’ purposes and goals. As we age, it is always great to meet with members of a newer generation with social conscience sustaining history and giving back to the community. AROSC will be scheduling a return visit to RIAM in spring 2011.

While speaking of Museums, our sincerest thanks to the Petersen Automotive Museum for accommodating AROSC members and friends and for providing a total change of exhibits for our annual visit on August 28<sup>th</sup>. Special thanks to AROSC Board Member and “New” Petersen Docent, Gene Brown and for the surprise appearance and full participation of recovering AROSC Board Member and President of the Petersen Pit Crew, Paul Dexler for providing an in-depth review and enhancement to spectacular exhibits. The Petersen Museum is not just your average car collection. The Petersen is an educational institute that, in addition to a teacher’s education program, tours and introduces around 15,000 students a year from K-12 to the 110-years of the integrated relationship between the

Automobile and Los Angeles (So. Cal.). Being a paid member of the Museum is an inexpensive way to give great value back to your community.

The busy August has come and gone and we will be using most of September for 4<sup>th</sup> quarter preparations. Alfa Romeo will be the featured Marque at the September 25<sup>th</sup> “Cars and Coffee” gathering at Ford / Mazda Premier Auto in Irvine. We had around 95 cars last year. Though there is virtually no limit on the number of Alfa’s that can attend, only the first 45 will fit in the designated feature display area. Cars will be there at 6 AM and the event will be over by 10. For those of you who have not made an RSVP to attend brunch at the home of Chuck and Jan Cline, do so now. The follow-up tour of Gen. Lyons car collections in Cota de Coza IS FULL.

Speaking about using September to get ready, we are still attempting to have a Concorso at the Paramount Ranch in Agora Hills on October 3<sup>rd</sup>. Final information will come in an E Blast. The cleaning will not go to waste as we will be having our Annual Wine Tour the following weekend, October 9-10. Most of us will be gathering at our home base, Best Western Pea Soup Anderson in Buellton for some wine and snacks of Friday, October 8<sup>th</sup>.

The 3<sup>rd</sup> weekend of October, the 16<sup>th</sup> & 17<sup>th</sup>, is a Time Trial, Race and Driver Education weekend at Willow Springs. This is when I usually get on my soap box and implore anybody, especially new

drivers to get some REAL DRIVING INSTRUCTION. Check out the information at [www.arosc.org](http://www.arosc.org). YOURS MAY BE ANOTHER LIFE WE SAVE.

The month of October will end with a gathering at the new Mullen Automotive Museum in Oxnard. This spectacular 48,000 square is filled with marvelous

French Curves and a rare collection of furniture designed by Bugatti. After the museum we will drive back up the old Mullholland Highway for a picnic lunch at the Malibu Winery in the Santa Monica Mountains.

Keep the wheels side down  
*Norm Silverman (Norman I, Rex)*

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## Alfa to Share Dealers with Fiat & Chrysler

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*Bradford Wernle, Automotive News Europe* — August 24, 2010

TOLEDO, Ohio — Sergio Marchionne, CEO of the Chrysler Group, said that Alfa Romeo vehicles will likely be sold at Fiat dealerships in the United States.

About 200 Fiat franchises will be awarded later this year, mainly to Chrysler Group dealerships in metro markets friendly to small cars.

Fiat is preparing to bring Alfa vehicles to the United States starting in late 2012. Marchionne's statement at a press event here Monday is the strongest indication yet that the two Italian brands will be sold together in the United States. "It's more than likely that Fiat and Alfa Romeo brands will be sold in the same" dealerships, Marchionne said.

For dealers who get the Fiat franchise, the addition of Alfa would be signifi-

cant because Fiat now plans to sell only the 500 minicar. Sales start late this year, followed in subsequent years by other versions of the car, including a convertible, electric and four-door.

Alfa plans a return to North America in late 2012 with the mid-sized Giulia sedan and wagon, which replaced the Europe-only 159 sedan and Sportwagon models. The Giulias will have transverse engines and front- or all-wheel drive. Alfa officials are also looking at or planning a subcompact, hatchback, roadster and mid-sized SUV.

*You can reach Bradford Wernle at [bwernle@crain.com](mailto:bwernle@crain.com).*

Read more: <http://www.autonews.com/apps/pbcs.dll/article?AID=/20100824/COPY/308249999#ixzz0xeKibAQ6>

## GTAm Voted Most Popular in Britain

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*Sports Car Digest. August 27, 2010*

Although Alfa Romeo has to date created more than 70 models in its rich 100 year history, it all came down to a battle between just two iconic Alfas in a poll of fans' favourites, initiated to celebrate the Italian marque's centenary year.

And it was the classic Alfa Giulia GTAm that came top of the poll, beating the modern 8C Competizione supercar to the chequered flag with less than one percent more of the vote.

The Alfa Giulia GTAm, which gained 20.4% of the overall tally, derived from the standard 1750 GT Veloce production model, and secured its place in the Alfa Romeo elite by winning the 1970 European Touring Car Championship in the hands of Dutchman Toine Hezemans. The votes for this poll were collected from admirers and owners – known as Alfisti – who submitted photos of their Alfas to the [alfacentenary.co.uk](http://alfacentenary.co.uk) website to create a unique piece of mosaic artwork.

The GTAm and Alfa's current supercar, the 8C Competizione, led the way against a shortlist of classics.

A worthy runner-up with 19.8%, the 8C Competizione debuted as a concept car at the Frankfurt Motor Show in 2003 and went on to be

produced in 2008 as a limited edition model of just 500 examples and selling out almost immediately. The car's name derives from Alfa's world famous 8 cylinder (8C) engine and the marque's racing pedigree.

Alfa Romeo UK Brand Communications manager, Damien Dally, says: "The Giulia GTAm was a great Alfa and a deserved winner. It's really interesting to see how people voted in the poll. We all have our favourites which is testament to the fantastic cars Alfa Romeo has produced over the past century."

### **Favorite Alfa Romeo Poll**

1. Alfa Romeo Giulia GTAm – 20.4%
2. Alfa Romeo 8C Competizione – 19.8%
3. Alfa Romeo Duetto – 16.1%
4. Alfa Romeo Giulietta – 13.1%
5. Alfa Romeo Sud – 11%
6. Alfa Romeo 156 GTA – 7.5%
7. Alfa Romeo 159 Alfetta – 7.3%
8. Alfa Romeo 8C 2900 B Le Mans – 3.4%
9. Alfa Romeo Giulia 1600 Sprint Speciale – 1.4%

[Source: Alfa Romeo]



## **Grand Turismo Alleggerita -- A brief history**

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*by Toy de Carvalho*

It's taken for granted and is of any ones knowledge, that in the beginning Autodelta created the GTA and all Alfaholics lived happily ever after! Well, it was a bit more involved and complicated than that.

The GTA was actually the work of Satta, the brilliant Spanish engineer that headed Alfa Romeo at the time. He took the most iconic of all Alfas, the Bertone / Giugiaro GTV and started by replacing the heavy steel body panels such as bonnet and boot lid, with lighter aluminium alloy parts. Therefore the "A", for Alleggerita or lightweight in Italian, in GTA.

He then send the shells to Autodelta, Alfa Romeo's racing wing, to install the race-proven twin-plug-head engines and modified suspension and other bits, for it to be eligible to compete in the Group 2, European Touring Car Championship (ETCC).

The body measurements remained untouched, in accordance with the strict rules, that forced cars to use road tyres. The cars were introduced in 1965 and promptly not only won the first race of the inaugural Trans -Am series in the USA, but also the championship.

The 1570 cc GTAs were entered in Division 2 for cars up to 1600cc. The car to beat was the Lotus Cortina, but soon they were retired by the GTA that is claimed to have won 300 races in 1966 alone. Concurrently to the Gr

2 GTAs, Autodelta also built GTAs for the British, Belgium and French Group 5 championships as well as the GTA - SA (twin superchargers).

The Junior is born. In 1968 Alfa Romeo introduced a new line of models powered by 1300 engines and named them (GT, Spyder, Zagato, etc) Juniors.

In that same year, Autodelta introduced the GTA Junior . The car was entered in the Division 1 now for cars up to 1300 cc and for the next few years, until 1974.

At that time Alfa had introduced the 1750 line, so in 1970 it built the 1750 GTAm powered with a 1985 cc engine. As the rules had changed again and the Division 2 was now for cars up to 2 litres, it suited the GTAm perfectly.

That is when things got complicated. How many GTAm were made? Many of them, appear to have been updated from Junior to Am by the installation of 2 litre engines. The early, original GTAm had the 1750. It is of a general consensus that the 1750 / 2000 GTAm , with the "m" standing for maggioratta or increased was powered by a 1985 cc engine with Spica fuel injection. However, some of them had 1998 cc engines , Lucas fuel injection and even 48mm Webbers. Interestingly, all GTAm chassis numbers are of the American market 1750 / 2000 series, raising the question if the "m" next to the GTA doesn't mean America as many claim.

## **The Braille Rallye**

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*Photos by Mike Riehle*

The very idea of taking blind kids on a car rally might seem a little crazy, but sighted or not, kids will be kids. They enjoy the excitement and the noise. My navigator, Luis, is partially sighted. We made the most of the start by wandering around the parking lot, checking out all the great cars, and socializing with his friends and a few of mine too.

The great variety of cars and owners is one of the big attractions for me. The movie cars people were there again with Herbie the Love Bug and the (Delorean) Back to the Future car. Parked near us was a very nice unrestored TR-6, a Sunbeam Tiger, a '55 Thunderbird, a '54 Olds convertible, and a late '60's Chevelle. Somebody brought an actual Testa Rosa. We checked them all out. Have to say I was more impressed with the Testa Rosa than Luis was. From his perspective it didn't make enough noise and it wasn't a convertible.

The event is billed as a car rally, but it is really a party for the kids. The Generals (rules) for TSD (time speed distance) rallying state that the rallymaster will not

attempt to get you lost. That is usually about as true as a politician's campaign promises, but the Braille Rallye is an exception. We were supplied with clear instructions, emergency numbers, and a bail-out packet with instructions to the end.

We started out with the t-tops removed per Luis' request. Yes, I wimped out and took our "Japanese Alfa" better known to most as the MR-2. While Luis enjoyed the sun, I enjoyed a big floppy straw hat and the fact that he did not object to running the AC. It was a pleasant run down various freeways into the Long Beach area. As is often the case, we saw some interesting unfamiliar scenery. Pat West, the organizer, must have a special in with law enforcement, because our morning break was at a police station. Who were those people in the waiting area anyway? Luis took the break as an opportunity to allow that it was getting hot and to request the reinstallation of the t-tops. Smart kid.

After that we cruised a little farther south and toured portions of PCH and Huntington Beach. Luis perfected his role as navigator and at each instructed turn he

would immediately read out the new average speed and the next instruction. We made it to the end without mishap. Like all kids everywhere, Luis ran off to grab a burger and socialize with his friends leaving me to talk with other car owners. I got the skinny on the stock-looking AM radio in the Olds convertible that was actually a high-tech stereo. The owner played 50's songs and 1954 Oldsmobile ads from his IPOD. It also turns out that Bob and his friend, Howard, were docents at the Peterson and said to say hi to Norm and Gene.

I also spent some time comparing notes with Rick, the Tiger owner. He assures me it is possible to scare your navigator as he scared his the first time he romped on it in second gear. I'm not surprised having spent some time as a passenger in a Tiger. If those cars have anything, it is gobs of low end grunt. Rick is the Treasurer of the California Association of Tiger Owners and he gave me a couple copies of their club newsletter, Tiger Tales. Later, I reciprocated by emailing him a couple samples of the Alficianada. Their newsletter is printed in color on very nice paper similar to our national newsletter. On the other hand, their news letter only comes out once every 2 months and their

dues are much higher. Most of their events are similar to ours: car shows, potlucks, parties and swap meets. It was interesting that they hold autox events at Veteran's Stadium twice a year. Hmm. Maybe with the appropriate badges I could pass the Spider off as an Alpine styling prototype and make a few autox runs?

No, Luis and I didn't win any trophies, but we didn't get lost and we had a great time. I expect our times were slow, especially on the leg where we caught some traffic on PCH. Luis is curious about everything and he quizzed me as to what other cars I had. The result is I promised to bring the Spider next year. Will it be loud enough to suit his tastes? Maybe I will open up the air box and treat him to the unmuffled song of the Webers.

Elsewhere in this issue is a plea for volunteers to run for the Board in November. Please give it serious consideration. I would say the requirements are enthusiasm, an email account and an ability to make it to the Board Meetings. No experience required! We are always looking for fresh blood with new ideas. Please give Paul Blankenship or myself a call if you are interested.

Mike R



*Mike Riehle and his navigator Luis prepare to set off in Mike's MR2 "Japanese Alfa" but first the roof comes off!*



*A traditional black & white CHP car leaves the start line while a convertible Mini gets set to go next.*



*A new stealthy CHP car gets ready to start -- beware the new white on white paint scheme -- not just a black & white anymore.*



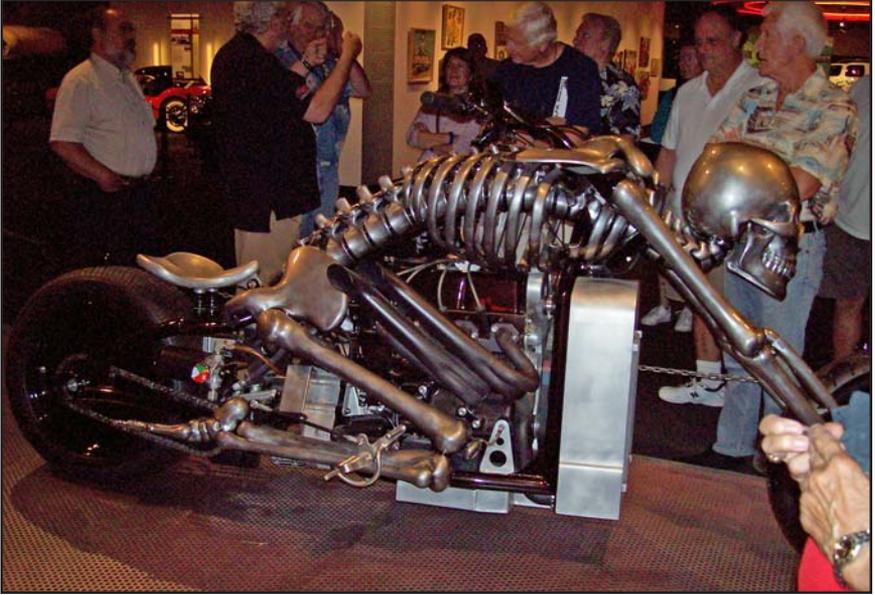
*A nice old VW bug and a fancy looking Dodge Charger are ready to start.*

## **Petersen Museum Tour**

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*Photos by Phyllis Gaylard*



*This motorcycle is constructed like a skeleton -- all the bones included, with hands on the front axle, pelvis seat, and backbone to rest on! Ouch!*



*A beautiful 1939 Lincoln Zephyr "Scrape" hot rod in iridescent purple metallic paint.*



*The fiberglass-bodied 1954 Kaiser-Darren sports car was designed to compete with the then-recently introduced Corvette. Only about 435 were made.*



*A 1956 fiberglass bodied Volvo P-1900, designed to compete with Corvette in the sports car marketplace. Less than 70 were built, and Volvo ended the project due to a lack of quality. It looks like an early prototype Edsel -- sucking on a lemon.*



*Rita Hayworth's 1953 Cadillac-powered Ghia, a gift from Ali Kahn.*



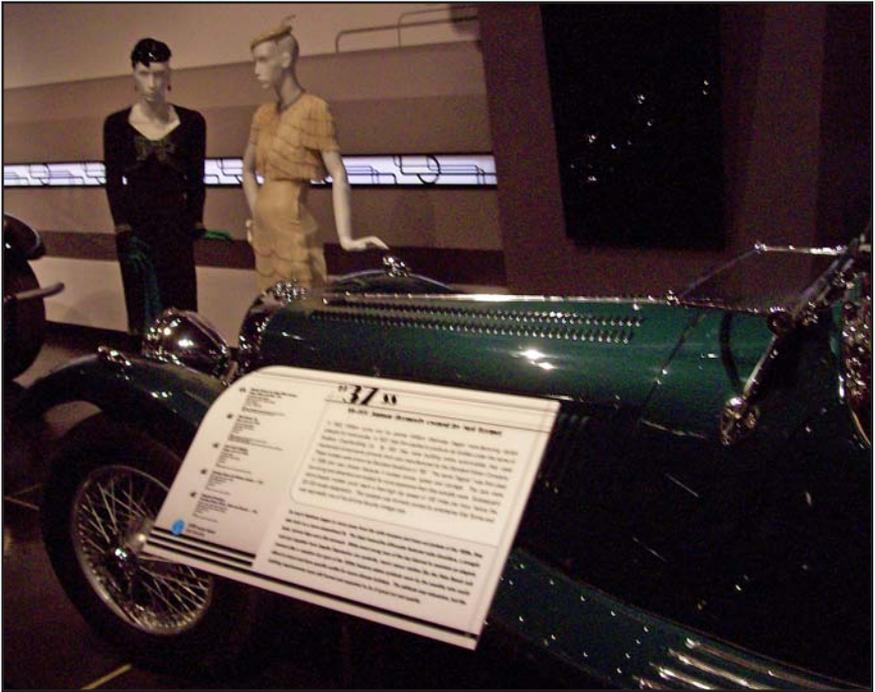
*The Barris-Campbell V-8 Juice car has a tank for V-8 as well as for gas.*



*The Cars & Fashion display shows how stream-lined cars influenced clothing design from 1913 to 1938.*



*A rare 1938 Delahaye 135M Roadster by Figoni et Falaschi with a dress by Jeanne Lanvin -- both are simply elegant.*



*A 37 SS -- a 1937 Jaguar SS with some stylish frock of the period.*



*As usual, the gathering included a picnic lunch -- in the parking garage.*

## Mullen Collection Tour October 30

The Mullen Automotive Museum is an homage to art deco and the machine age (1918-1941) – eras that produced exquisite art and magnificent automobiles. The museum is home to examples of the finest of historic French automobiles from the Bugatti to the Voisin as well as significant and representative decorative art from this same period.

Many of the more than 100 vintage French cars on display have won prestigious awards at Concours d’Elegance throughout the world. Also on view are famous French race cars, many of them winners of past historic races.

The Brescia Bugatti is displayed as found in Lake Maggiore after 73 years under water. The 1936 Bugatti 57SC Atlantic was recently purchased at auction for a record price over \$30 million. It is based on a show car built for the 1935 Paris Auto Salon. The only other completely original Atlantic is owned by Ralph Lauren.

The Mullin Automotive museum is located in Oxnard, in an extensively remodeled building formerly housing the Otis Chandler collection. The building was designed with environmental issues in mind, and includes a solar system on the roof as well as a planted green roof.

The Mullen is located at 1421 Emerson Avenue, Oxnard 93033. For more info, check out [mullinautomotivemuseum.com](http://mullinautomotivemuseum.com). More info on the time of the tour and lunch arrangements will be available next month.



*The Bugatti Atlantic -- the most expensive car ever purchased.*

*The “Lake “ Bugatti as found after 73 years under water.*



## Special Three-Part Event September 25

### Cars & Coffee + Brunch @ Chez Cline + Wm. Lyon Collection

September's general meeting will be a day to remember. Mark your calendars for Saturday, September 25, and get ready for an Alfa-filled *Tour de OC*! You can jump in at any part of the day, but two parts will require an RSVP. Part I is Cars & Coffee in Irvine. Part II is brunch at the home of Chuck and Jan Cline in Fountain Valley. Part III is a private club-members-only tour of the William Lyon Collection in Coto de Caza. Check out the itinerary, and note that an RSVP is needed for brunch.

#### **Part I: Cars & Coffee - 6:30 AM**

Morning People Unite! The meeting hour is 6:30 a.m. at the Ford Design Center parking lot in Irvine for Cars & Coffee. This Alfa Romeo's annual featured marque day, and our chance to share the space with Orange County and San Diego Chapter pals who always show up. In past years, we've had 60 cars overflowing the marque park. Let's make it 70 (or, dare we suggest a centenario 100?) this time! Arrive no later than 7 a.m., or you risk not being able to be in the Alfa area. It is an absolutely great way to start the day. Oh, and there will also be about 300 additional sports and touring cars, plus some way-cool motorcycles to check out. Bring your personal mug o' joe, or purchase coffee (and Danish or doughnuts, juice or fruit) on-site. No RSVP needed. Admission is free.

#### **Part II: Brunch Chez Cline - 9:45 AM**

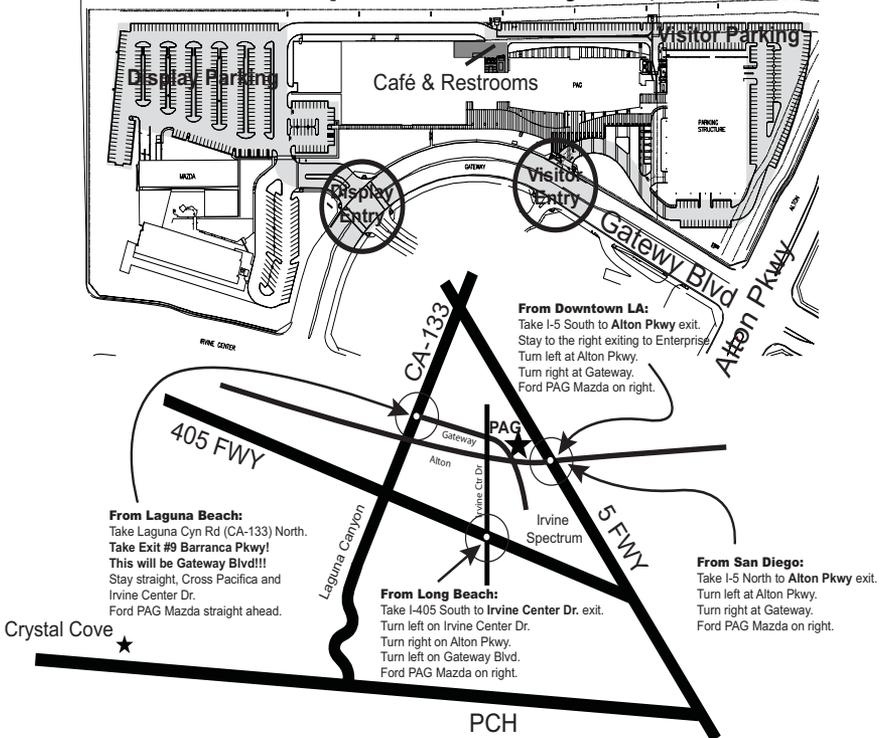
Cars & Coffee winds down a bit after 9 a.m., so hang out and we will depart Irvine at 9:20 to arrive by about 9:45. The drive to Chuck and Jan's is an easy jaunt up the 405. Our regularly scheduled Club discussion and address by *il Presidente* Norm Silverman will take place here. Last year, Jan cooked her fingers to the bone for us, and we reveled in classic AROSC egg dishes, beautiful baked goodies, breakfast casseroles, and great juices and coffees. Chuck let us poke around in his (ahem, spotless!) garage, and we got caught up on what had been going on all summer. So let's do it again. If you are planning to attend brunch, **please RSVP to the Clines, at 714.531.3541 no later than September 21. Space is limited so don't wait too late or you won't be able to attend!** An expenses-defrayment donation of \$5 per person is requested, please.

**Part III: Club-Only Tour of Wm. Lyon Collection - 12:30 PM**

We have always hoped to someday get a glimpse of “The General’s” collection of fine automobiles. September 25, 2010 is the day. With assistance from OC Chapter member and friend, Julie Brinkerhoff-Jacobs, we will be granted access to the estate and a look at not only the Dana Pt. Concours prize-winning Alfa Romeo TZ2 Coupe, but an array of very nice cars we can all appreciate. If you are not attending brunch, we plan to meet in Coto de Caza by 12:30 for the tour that begins at 1 p.m. **Note: our available slots for attending this tour are filled by now! You can come to the rest of the day’s events if you are too late.**

There you have it, car fans. Save the date and let us know when we’ll see you!

**FORD-PAG-MAZDA Campus 7905 Gateway Blvd, Irvine, CA 92618**



# **AROSC Annual Wine Tour is Coming Soon!**

## **October 8-10, 2010**

We'll be headed to the beautiful  
**Santa Ynez Valley** for this year's trip  
and it's guaranteed to be a great time!

**That's exactly half way between our  
San Francisco and San Diego friends!**

Hotel Accommodations have been set at:

### **Pea Soup Andersen's Inn**

51 E. Hwy 246

Buellton, CA 93427

(800) Pea-Soup or (805) 688-3216

Special Group Rate available under:

### **Alfa Romeo Car Club**

King or (2) Queens

Please contact your  
Wine Tour Coordinator at:  
**[margibrown@thekernorg.com](mailto:margibrown@thekernorg.com)**  
to receive up-to-date information  
about this year's wine tour.



## **Monterey Weekend 2010**

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By Randall Higa,  
Photos by Randall & the Barretts

Although the Monterey Weekend for 2010 brought a few changes, it was still a glorious opportunity to celebrate Alfa Romeo's 100<sup>th</sup> anniversary. I am still quite peeved that Steve Earle is no longer producing the historic races at Laguna Seca. Although everyone still refers to it as the "Monterey Historics" or simply as the "Historics", the event is now officially called the "Rolex Monterey Motorsports Reunion" held at the "Mazda Raceway Laguna Seca." In any case, Alfa Romeo was NOT the featured marque at the races. Whatever. At least Pebble Beach did the right thing and honored Alfa Romeo appropriately. More on that later.

My weekend began on Thursday with a trek up the 101 to my '79 Alfa Spider which resides in a barn in Oxnard. Like a red-headed stepchild, my poor Spider suffers from neglect so I was a bit skeptical about it transporting me to Monterey without its usual pre-Monterey check-up and detailing.

Luckily, I shouldn't have worried. After loading up the Spider, I headed back up the 101 in a mad sprint to Salinas. I dumped a few bags of luggage at the hotel that was to be home for the weekend, and again headed north on 101 to Berkeley where I had an appointment to see a bicycle – more precisely, a folding custom Bike Friday Crusoe that was

made in Eugene, Oregon. After fighting nasty traffic on the 580 freeway and a quick visit to Kermit Lynch for some exquisite Loire Valley Red wines, I acquired the bike and made my way back to Salinas. It was a long first day – about 16 hours on the road – but kudos to the Spider for running flawlessly. In fact, the dead speedometer mysteriously woke up and began working somewhere south of San Jose. Very weird.

The weekend was also a wonderful reunion of Alfisti that I've known for many years – Jerry, Sam and Ken. Ironically, they all have far better Alfas, but mine was the only one driven to Monterey. I was also hoping to see my old GTV that I sold to Jerry Lomas (anyone remember the blue GTV with white polka dots at Willow Springs?) that he beautifully restored but stayed in Oregon. Sam likewise didn't bring his exquisite 1964 Spider Veloce from LA, and Kenny came from Hawaii after recently selling a grand 1930 1750 GS Castagna cabriolet. Kenny is still in the process of restoring his other 1750 – a one-off Zagato coupe built for the Paris Exposition. This is the same Ken that had the 1959 Sprint Veloce that Len Frank drove in the 1985 Historics.

Friday morning was wet and dreary. It took four large towels to dry off the Spider before heading to Concorso Italiano at Laguna Seca Golf Ranch. Jerry Lomas accompanied me and the Spider into the show as my trusty "handler." We got there late so we

## *Alfa Romeo Owners of Southern California*

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didn't get to line up with the other Series 2 Spiders. Oh, well, the South 40 was just fine. I took the Bike Friday from the trunk and unfolded it for its maiden ride. It proved to be an ideal bike on which to ride with my 1980s vintage Alfa Romeo team cycling outfit around the expansive Concorso. Although the bike isn't Italian, I did fit it with a Selle Italia seat for marginal legitimacy.



The Alfa Romeos were indeed in good form. There was something for everyone with a good showing of post-Korean War Alfa Romeos. Al Cortes garnered tremendous attention with an amazingly beautiful recreation of a 3000 CM (see below).

There were several standout Alfa Romeos that caught my eye. Some won my heart and some left me a little cold. Since beauty is in the eye of the beholder, I'll just say that they were noteworthy and helped make the event memorable.

The featured cars included a stunning 8C2900 coupe and a glorious P3. A friend and fellow vintage bicycle aficionado came with a friend in a unique Alfa Dino. The car was recognizable as a Ferrari Dino, but had an Alfa Romeo 2.5 liter V-6 motor with downdraft Webers. There was a nice pair of new 8C Competizione coupes that were glorious in their splendor. On the other end of the scale, there were also a pair of LeMons racing cars – you know, that racing series that limits the expenditure of a car to \$500. As expected, one of the cars was an Alfetta GT coupe (do they ever get any respect?) with a gigantic rear wing, and the other LeMons racer was a Series 2 Spider painted to match the tied-dyed drivers' T-shirts. Scary, indeed.





*The unique Alfa Dino.*



*A pair of LeMons race entries.*





*Looks like 2 Ferraris want to crash the Alfa Romeo Hospitality Tent.*



*Lounging in the shade, to recover from Italian Car Overload.*

As an “exhibitor” with an Alfa Romeo, we were allowed into the Alfa Romeo hospitality tent. It felt nice to feel as much exclusivity as those with the higher-priced spread of Italian cars. It was also a good place to chat with fellow Alfisti while recovering from Italian-Car-Overload Disorder (ICOD).

On Saturday, it was back to Laguna Seca with entry into the Alfa Romeo Corral. Luckily, the Corral was in its usual location with a spectacular view of cars drifting around Turn 2. However, there seemed to be fewer Alfa Romeos than usual and the energy level seemed a bit muted considering that we were there to celebrate a 100<sup>th</sup> anniversary.



*Peter Gidding's P3*



Anthony Rimicci in the Trans Am race. It was a bittersweet reminder of Charlie who was a great contributor to AROSC, a great sportsman, and above all, a great friend. The Trans Am race also

*Joe DiLoretto's 33 TT12*

Despite my complaining about the changes to the Historics, there were nonetheless plenty of Alfa Romeos to see on the track and in the pits. I felt quite happy but a little sad to see the Charlie Thieriot number 33 GTA driven by



included several other GTVs and GTAs including the Horst Kwech GTV and its nemesis, the Brock Racing Enterprises (BRE) Datsun 510 driven by John Morton; the same driver that raced against the Alfas in the early 1970s. I can still recall Charlie's grumbling about BRE team's bloated budget and questionable suspension modifications.

Other races on Saturday and Sunday featured Alfas in the pre-1949 sports car class, the 1955-62 GT car class, the 1964-1969 FIA Manufacturers' Championship car class, and the 1961-66 GT car class. The pits had an impressive cluster of GTAs and GTVs; many displayed with poster boards describing their impressive racing history. The one notable non-Alfa event was the all-Bugatti race that seemed to have included every vintage Bug on the planet.

The Pebble Beach golf course was the place to be on Sunday morning. I was a little disturbed by the high level of commercialism that has invaded the venue – we had to walk through acres and acres of new car sales lots, used motorcycle sales tents, and other tents filled with automotive trinkets. By the time we finally got to the actual show, I felt like I needed a shower and a full refund for my entry fee. Even the Super Bowl doesn't have that many commercials. Sheesh.

Nonetheless, I do give high praise to the Pebble Beach Concours d'Elegance for featuring Alfa Romeo. The display of significant Alfas was truly remarkable and spectacular.

Lined up along the shoreline were many familiar Alfas as well as lesser-known cars starting with a 1910 A.L.F.A. 24 HP Torpedo and ending with three glorious 8C2900s. I was fortunate to be in front of Simon Moore's 1936 8C2900A Spider when it was being judged. I heard the wonderful mechanical noises generated by the formidable 2.9 motor as it crooned and seduced the somber judges.

Other notable Alfas included the twin-engine 1931 Tipo A Grand Prix car, a bevy of 8C2300 racers and spiders, a 1952 Disco Volante C52 Touring Spider, a Tipo B P3 Aerodinamica, and the magnificent 158 (OK, the latter is one Alfetta that *does* get lots of respect). My "favorite" of the show was a splendid unrestored 1932 Tipo B monoposto that was raced by Scuderia Ferrari throughout Europe, raced a few Indy 500s, migrated to Australia, came back to the US, and is now in the ownership of Hugh Taylor of London, England. Also noteworthy was the BAT 9 car on a raised platform in front of a giant poster from the 1989 Concours d'Elegance poster featuring the BAT 5 car.

My Monterey trip abruptly ended when I began attending an energy efficiency conference at the Asilomar Conference Center on the Monterey Peninsula on Monday morning. I had a tough time switching my discussions from massive horsepower and glorious racing venues to efficacious LED lighting and stringent building energy standards. I was quite delighted hear many of the

energy efficiency geeks and tree huggers reminisce about their old Alfas as though they were former lovers.

I topped off my Monterey excursion with a relaxing drive down Highway 1 through Big Sur. I was chased for several miles by a Bugatti and saw several other Bugs on the road. I made my usual stop at Nepenthe and had their famous burger with a luscious a Pinot Noir from Gary's vineyard in the Santa Lucia Highlands while admiring the wild and unspoiled Big Sur coastline.

Life really doesn't get much better!



*A class of magnificent Alfa 8Cs.*



*A lucky kid riding in a vintage pram with a pusher in vintage attire.*

## *Alfa Romeo Owners of Southern California*

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*Pebble Beach Concours*

*The Alfa Romeo Museum sent 7 rarely seen historic Alfas*

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*The 1910 24 HP Series A Torpedo -- the popular version of the first Italian designed and built Alfa Romeo.*



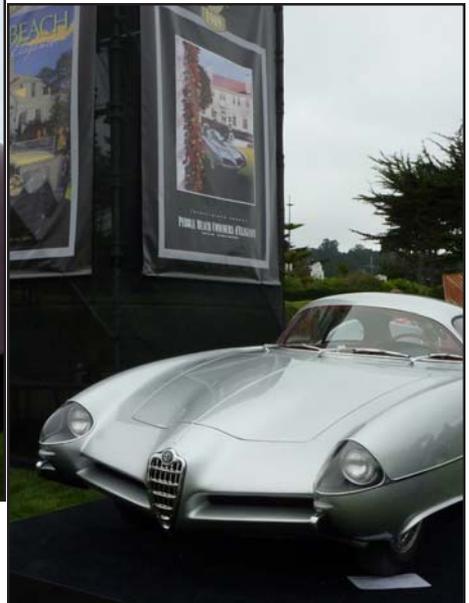
*The 1900 C52 Disco Volante Spider circa 1952.*



*The Tipo B (P3) Aerodinamica with fairings by Ferrari -- 1934.*



*Simon Moore's 1936 8C2900 A Spider, judged the "Most Elegant Convertible".*



*The BAT 9 with the poster from the 1989 Pebble Beach event featuring the BAT 5.*



*Randall heads home, but stuck in traffic leading a Bugatti and a camper.*



*Fiat's Corporate Display -- the Fiat 500 and an espresso bar too!*



*The AROSC Lunch & Chat session -- indoors!*



*This really spells out ALFA 100 -- Photo by Marv White, with permission.*

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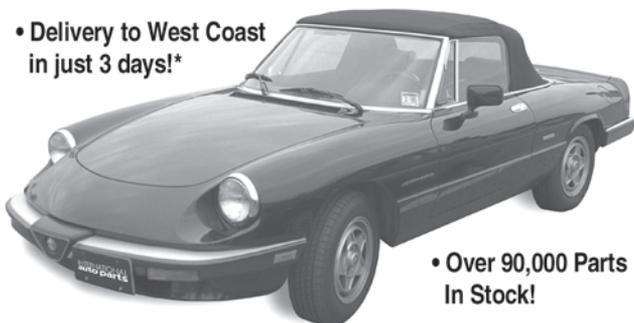
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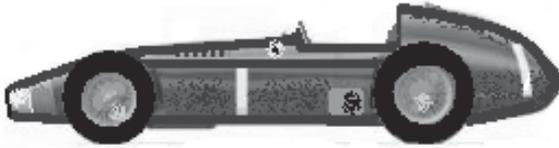
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| September   | October   | November   | December   |
|---|---|--|--|
| 25 Cars & Coffee, Brunch @<br>Cline's + Tour of Lyons<br>Collection | 3 Concours Paramount Rch<br>9-10 Wine Tour<br>16-17 Time Trial & Race @<br>Willow Springs | 7 Concours @ Woodley<br>Park<br>13 General Meeting/<br>elections /white turkey<br>auction @ Dirk's | 5 Competition Board mtg.<br>11 Holiday Party @ Kutkus' |
| 29 Board Meeting TBD  | 30 Mullen tour, Picnic @<br>Malibu Winery   | 20-21 Time Trial & Race @<br>Buttonwillow  | 12 Board Meeting & planning<br>@ Kutkus'               |