

Alfacionada

NOVEMBER-DECEMBER 2012



Cars & Coffee, Best of France & Italy, Streets of Willow and those White Turkeys - Complete Year-End Wrap-up!



MONTHLY NEWSLETTER OF THE

Alfa Romeo
Owners of Southern California



Alfa Romeo Owners of Southern California

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Submissions

Please send classified ads, articles, letters and photographs to the Newsletter Address above, to arrive no later than the 25th of the month prior to publication.

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To keep your newsletter arriving after a move, please send your change of address information to AROC, P.O. Box 12340, Kansas City, MO 64116-0340.

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About This Newsletter

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 Romeo enthusiasts. Affiliation with AROSC and a subscription to this newsletter are included in your annual \$70 AROC dues. Non-members may subscribe to *Alfacionada* for \$20 per year, and attend meetings and events. See the inside back cover for a membership application form with rates and contact details.

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Meeting Information

General Meetings are held monthly, on a weekend day, at various locations in Southern California. A full listing of activities is on our website, arosc.org; a four-month calendar of events is on the outside back cover of this newsletter, and detailed information is in Previews. Check all three; email any questions to info@arosc.org, and a Club director will respond.

Our Cover This Month

Top: A very small portion of the Alfas in the corral at Cars & Coffee. See lots more plus a written report on pages 12-14. Bottom: Spiders and 164s dominate this lineup of Concours contenders, facing most of the other Alfas and showing their sterns to the Fiats ... as usual. Six pages of pictures, story and Concours results begin on page 16. Both photos by Will Owen.

AROSC Board of Directors — 2012

Your entire Board is now available at one point of contact: info@arosc.org. We welcome and encourage your thoughts and feedback. This central email address will allow us to respond, at home or on the road, through our computers and smart phones. Leave your telephone number and request a call-back if you wish; we will be happy to contact you personally.

Don't forget to check our website: <http://www.arosc.org>

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Previews ... *What's coming up and when.*

December 8 – Holiday Party! Details on page 5.

January 27 – Annual Meeting/Awards Banquet, Delzano's By the Sea, Redondo Beach Marina. Noon-4:00 PM. See adflyer page 11.

February-March – The 2013 Events and Activities calendar will be worked out at the new Board's first meeting on December 9th. This page in the January *Alfacionada* will feature our plans for the first four months of the new year. Don't miss it!



Note: Board of Directors meetings are generally held on the last Wednesday of the month. Anyone with business to bring before the Board is requested to please contact II Presidente Mike Riehle.



"Hey, little boy – you want a swell T-shirt?" The Blankenships tirelessly flogged the Club merchandise at Best of France & Italy. Do you have YOURS? W. Owen photo.

12th Annual Alfa Clubhouse Holiday Party



Hosted by: M.J. & Sheila Kutkus
in Redondo Beach



Saturday, Dec 8th, Noon - 5

Meet up with old friends, make new friends.
Alfa people are the best in the world!



Holiday Cheer !

Wine tasting table,
bring your favorite
wine to share!

Soft drinks, tea & coffee

Holiday Food



- ◆ Sweet & Sour BBQ Pork Loin
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- ◆ Grilled Chicken Almondine

Bring your specialty dish,
salad or dessert!

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RSVP to Sheila to get directions!

310.542.3448 or sheila.k@verizon.net

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

See you at the party!!

FROM THE TOP ... *the Word from Il Presidente*

Hey, what did everybody think of the four-page “We Threw a Party & Everybody Came” article in the November *Alfa Owner?* Way to go, Paul! The article promotes the history and activities of our Chapter and should help get those people on the other coast excited about coming West for Alfa California 2013. Great photos, too; I can even see our Sprint in a couple of them. Didn’t know Paul could write stories as well as he tells them. Of course, he had the good sense to recruit our local editor to wordsmith his draft a tiny bit. I do the same thing every month, and would like to publicly thank Elyse for both of us.

The Best of France and Italy in Van Nuys was another mega event. We counted 91 Alfas in the morning, and then watched as more trickled in. I’d like to have gotten an exact count for bragging rights, but it was impossible. Suffice it to say the weather was perfect, and a good share of the Club was there. I’m sure our Editors have plenty of pics in this issue. The turnout probably would have been even bigger if we had sent an e-blast just before the event. It is clear that many of our members depend on those for a heads-up.

The White Turkey Sale at Ital-speed was great fun as always. Dirk is a superb host, and his collection of Alfas is more than enough to justify the trip. I told a Chevy friend beforehand that Dirk doesn’t have any Tri-Chevys. Oops! Guess what was lurking on the far side! Being an Alfa Nut, I totally forgot that Dirk has a

few other fine examples of automotive achievement! Auction proceeds set a modern-day record at \$468. The single most valuable item was a plaque donated by Alan Ward that included a very nice Giulietta Spider grille. Bidding was spirited with several members, including myself, leaping into the fray. Dirk finally took it home for \$160. The First Lady purchased a stained glass doorway arch donated by Dirk. It is inscribed with the initials T.N. and the date 7-1-51. According to Dirk, the “nice Italian man” said the arch had been salvaged from the Alfa Romeo factory, and the inscription could easily have been made by Tazio Nuvolari. Great story.

The elections are over for another year. We held the polls open a little later than usual since Paul Blankenship, our Election Committee Chair, was working the SEMA show when the ballots are normally mailed out. Surprise! The nine Board Members standing for re-election were all re-elected by wide margins. Dave Mericle allowed as he would consent to be the 10th Board Member since he is retiring from the Navy. Congratulations Dave!

The first meeting of the new Board is the day after the Holiday Party. We eat party leftovers, figure out who is doing what, and hammer out the schedule for the new year. If you have ideas or suggestions, please let us know before that meeting! Tell any Board Member or email us at info@aros.org. As always, we have more proposed events and activities than we have months on the calendar, so it’s

largely a matter of picking and choosing those that are the most popular with you. Even so, we are always open to new ideas.

Speaking of the Holiday Party, it is December 8 at MJ and Sheila's. RSVP to Sheila with your favorite dish, bring a bottle of wine, and enjoy the fruits of MJ's grilling skills. This is always a great party and often brings out a number of "seldom seen" members. See page 5 for details.

The January meeting will be at Delzano's (see page 11) in Redondo

Beach. We'll hand out year-end trophies and have a fine Italian buffet. This year we are classing it up a little with music by club member Steve Johnson's Jazz Legacy Trio. The City of Redondo Beach is redeveloping their waterfront, so this will probably be our last Annual Meeting there.

To quote Red Green – "Remember, if the women don't find you handsome, they should at least find you handy. And don't forget the duct tape, the handyman's secret weapon."

– Mike and Chris

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The Tech Guy ... *Troubleshooting*

In the last two decades there have been many advances in technology that have brought us better, safer cars with features like electronic stability control, anti-lock brakes, electronic engine controls that give more power with less gas and fewer emissions. Upcoming advances will provide even more features. They are already testing self-driving cars.

With all of the electronics and computers in the current crop of cars it now takes a computer to figure out what is wrong. In just a couple of minutes the diagnostic computer at the dealer can pinpoint the bad module allowing the mechanic to quickly replace the part(s) and get you on your way.

But these advances come with a cost. These diagnostic systems can cost tens or even hundreds of thousands of dollars, so not every mechanic can afford to have one. Also they do not always pinpoint the exact cause of the problem, but only an area. So the mechanic relies on the diagnostic system to pinpoint the problem, then the computer tells him what the most likely causes are and what he should check and/or replace. This is done so that the mechanic gets the car out the door as soon as possible; the more cars through the shop the more income. Also with electronic components there is no easy way to tell if it is bad just by looking at it so it has become a replace-and-try type of environment. And this is not only in cars; there are "smart" items all around our houses: TVs, coffee makers, phones, etc. And when anything in these items goes bad the service man replaces the

electronic module or you throw away the entire item and buy a new one. Being a TV repairman use to be a career, now it is a folk legend.

What has been lost in this technology advance is the fine art of Troubleshooting. Back in the early days (pre-1980) there were few electronic systems in cars and very little in the way of diagnostic systems to help. The mechanic had to learn through experience how to find the problem. A good, experienced mechanic was someone to keep and recommend. You can still find good mechanics, but more and more are relying on diagnostic systems.

However, our Alfas don't have much in the way of electronic aids, so it is necessary to find one of the good old-time mechanics or learn how to troubleshoot the car yourself. The repair part is easy once you have found the problem. The skill comes in trying to identify the problem.

The first step in becoming a good troubleshooter is knowledge; you need to know what something is supposed to do when it is working correctly before you can find the problem. So if you want to be a good troubleshooter, pick up some good books on basic automotive repair. Not the new books that cover electronic fuel injection or anti-lock brakes, but the books our fathers used. Buy a *Motor's Auto Repair Manual* from the 1950s or '60s and read the general sections; they describe how differential, transmission, carbs and other parts work.

Pick up other books that describe how engines work but keep it simple, get older books. You can also ask

questions of other car people for things you don't quite understand. You won't become a Master Troubleshooter overnight, but you will feel better when you talk to your mechanic.

I have been troubleshooting one thing or another most of my adult life and I still miss things, which leads me to my Montreal. You who have been following my column know I experienced an engine problem with my car. After disassembling and inspecting the engine and not finding anything, I sent it off to Engine Machine Services to see if they could

find the problem. They called the other day and said they'd found that the nut holding the sprocket to the camshaft was slightly loose and that the resulting movement was probably causing the noise I heard. That was great to hear, but I kick myself because I should have caught that. I had enough knowledge to have found that problem, but it is so rarely a problem that I didn't think of it. Which is another lesson in troubleshooting: no matter how small the chance, check everything.

– Gene Brown

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AROSC Annual Meeting & Awards Banquet

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Sunday – January 27, 2013; Noon – 4:00 pm



Seating for 100



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Please RSVP to Sheila by Monday, January 21st
Sheila.k@verizon.net or (310) 542-3448

From the 405 freeway:

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BEHIND THE ORANGE CURTAIN

Early Birds Rewarded Again at Cars & Coffee



Shiny Alfas and the club banner in the dawn's early light. Will Owen photo.

Alfa Romeo Day at Irvine's Cars & Coffee is a hike for our Los Angeles and San Diego brethren, but we appreciate the effort they put into helping fill the marquee-park with more than 47 examples of our favorite Italian cars.

Yes, there was a blue Porsche in one corner, but it belonged to the chief of Ford Design in the adjacent office tower. This was his reserved parking space, and he is a friend. And yes, there was a gunmetal gray Maserati in a handicap spot on the south perimeter, but it belonged to an AROSC member who is getting her new knee up to speed.



Classic Alfa lineup under the ficus trees. Jim Barrett photo.

Thank you to new members Cathy Yee and Jim Reising for showing up and saying hello. We look forward to seeing more of you in 2013!

The morning evolved into a bright midday and between the caffeine, Castrol and casseroles, our day was a satisfying jaunt across one little corner of the O.C.



An Alfa 2600-powered tribute car graces the corral. Jim Barrett photo. Below, its cockpit details. Will Owen photo.





First Lady consults with Cindy while Pat settles the Spider. Jim Barrett photo.

We caravanned to our second stop of this three-peat expedition where Tony Nobles treated us to special insights into his fabulous amalgamation of street and race cars. His is a eclectic collection where each car has personal



"Eclectic" is a good word for the Nobles collection. Will Owen photo.

significance, and the exhibit space is shared with a gaming mezzanine and a staging area for the accoutrements of his favorite seasons. At this time it was Halloween (very special indeed!).

Thank you, Tony, for spending time with us, and sharing the histories of your cars.



There's one of about every Ferrari made, including the child's model there in the back. Will Owen photo.

Stop three featured our October General Meeting, hosted by members Jan and Chuck Cline, where Il Presidente advised us of the upcoming Club elections, annual meeting in January, and race weekend at the Streets of Willow Springs in November (see coverage pg. 26-29).



Happy brunch bunch. Clockwise: Norm, Bruce, Pat, Cathy, Erwin, Evelyn. Papa Lee in background. Jim Barrett photo

This year we shifted to a pot-luck format, but Jan burnished the brunch with her signature savory muffins and chile soufflé. The sunny-side-up back garden was cooler than previous years, and we lingered longer and later to



Congeniality in the sun. Clockwise: Jeff Srinivasan and son, Jan, Doug, Joyce. Jim Barrett photo

solve all the problems of the world, including Alfa Romeo's tardy re-entry into the U.S. market – as if! It was the ultimate great brunch break, and abundant thanks go out to the Clines for this successful event.

– Elyse, Jim & Cody Barrett

More Cars & Coffee Pics

Not only were there plenty of great Alfas, there was the usual C&C flock of fascinating cars from every era and every country, very much including ours. All these are by Will Owen.



Above, Mr. Gurney's Ford GT, identified by the "bubble" in the roof to make room for the very tall Dan's head! Below, very rare Arnolt-Chevy; Easy to mistake for the still-rare Bristol, but there's a small-block in there.



Immaculate 1952 Studebaker Commander hardtop, perfect in every way.



Giulietta Sprint above left, and AROSC member Mike Baum's Zagato Junior above and below.



Below, well-executed Ferrari 400i stretch limo would have been worth the visit to the Nobles collection all by itself!



New California Law Creates Legacy License Plate Program

Most of our Alfas qualify us as classic car owners because they were built in the last century. Many started life in California with black or yellow license plates, likely long gone. Now there's a way to replicate those originals

This past fall, Governor Brown signed into law AB 1658, authored by L.A. assemblyman Mike Gatto, to establish the California Legacy License Plate Program. Under this law, the DMV will issue a series of specialized license plates that replicate plates from the state's past.

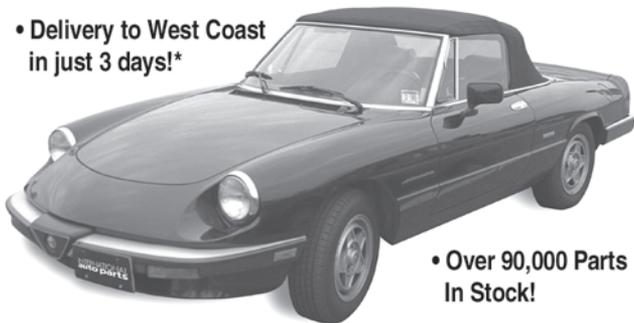
Previously, classic car owners could only revive well-maintained old

plates matching the vintage of their vehicles. The new law will bring a retro look to modern license plates by allowing us to choose from one of three classic designs from the 1950s-'60s (black lettering on yellow or yellow lettering on black) and 1970s-'80s (yellow lettering, blue background).

The hitch is that the law requires at least 2,500 paid applications be received by the DMV by January 1, 2014 or 7,500 orders. The initial fee is \$50; renewals \$40. Go to www.dmv.ca.gov and ask about registering for these plates. — *Elyse Barrett*

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2012 Season Topper: Concours #3

at Best of France & Italy



Alfisti al fresco, on a warm November day; Jan, Susan, Evelyn, Norman, Jack, Jolene, Chris and Mike enjoy the shade. Didn't get the dog's name. All photos Will Owen.

Our third and final Club Concours has been staged for the past several years at the always-great Best of France and Italy car show in Woodley Park, and we returned in November for another memorable meeting. Unlike last year, it was sunny and warm all day. For those who didn't go last year, let's just say that it was muddy. The great weather meant we had a great turnout: more Alfas than I could count and tons of cars everywhere else.

For the Club Concours we had 15 entries, including three racecars. With my concours co-chair Norm down with a lingering sickness, the 15 cars took longer than usual to judge (it had nothing to do with me getting there late, I swear!). We got through them eventually, but I couldn't have done it without Jay Mackro and Howard Zellman. Il Presidente also helped with a few cars. Many, many thanks to you guys, especially Jay, who has been invaluable as a judge at each concours of the year.

Now on to the results!

Race

1st - Keith Burnside, 1973 GTV

Open

3rd - Howard Zellman, 1964 Giulia Spider

2nd - Art Russell, 1963 Giulia Spider

1st - Chuck Schwartz, 1969 1750 Spider

Closed

3rd - Luigi Mascioni, beautiful 1991 168 (a rebadged 164)

2nd - Haig, 1967 Giulia Super

1st - Billy Standris, 1988 Milano Verde

Congratulations! Overall concours champions will be announced at the Annual Meeting in January where all 2012 competition awards are presented. A big thank you to all who entered. If you have any suggestions to make your Club Concours better in 2012, please email info@arosc.org!

— Jordan Lee



Clockwise from above: two cars, two attitudes; Al Cortez's 2600 handbuilt next to 2600 Spider; Mike and Tamara Williams were here from Sacramento to promote the 2013 AROC Convention; Fred Zimmerman's beautiful Berlina visited from Santa Barbara; shiny Milano with lots of Spiders; Art Russell's drop-dead gorgeous Giulia Spider 2nd in Open class, 1st in many hearts ...





Lancia Page, clockwise from above: our favorite mongrel, Lambda V4 drive-train on Model T frame; Flavia convertible; pretty Appia heads Lancia lineup; Fulvia Berlina and coupe; under the mongrel's hood.





Fiat Page, clockwise from above: '20s Fiat 520-Six looks like a nice touring car for the California Mille; metallic grape '60s 500 with, ummm, non-original wheels; another one that threw up its picnic; Santo's racing Abarth (it's fast - see page 26!); Fiat 128 wagon, just because it's my favorite Fiat; Fiat 8V engine in a Siata roadster.





French stuff, this column: Citroen DS pickup truck is pretty cool; 1920s Renault for sale, probably 6CV MT or NN, but seller is clueless. Below, French Ford Comète and Facellia; Comète had a Facel body but was assembled by Ford and sold as top of French line.

This side, from top: Lost our notes for this Bugatti Type 57, but it speaks for itself. Peugeot 403 looks ready for a road trip; can I drive? Below, we have T-Birds, the French have small-bore boulevardiers: Simca Aronde and a row of Renault Caravelles.





This year's Weirdmobile, and it's not even one of Leno's! "La Bestioni" appears to be built on a 1919 chain-drive truck chassis.



Above, Keith Burnside wins Race class; below, Howard Zellman takes 3rd in Open. Jay Mackro photos



"La Bestioni's" 900 cubic inch six-cylinder engine is a massive example of primitive technology brilliantly made. T-head engine needs two plugs per cylinder just to burn the fuel evenly.



Art Russell won 2nd in Open, and Haig took 2nd in the Closed class. Jay Mackro photo.



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White Turkey Time!

Bianchina, Giulietta Sprint and Giulia front a few of our host's other cars at Ital-speed, site of the annual AROSC White Turkey Auction. All photos by Will Owen.

It's always a treat to have any excuse to visit Dirk Stoehr's splendid shop/collection/playroom/toybox. The stuff is wonderful, the man in charge always cheerfully welcoming, and every year he's apparently happy to let our gang swarm in, nibble his munchies and hang out at his nicely stocked bar, and have our meeting and then auction stuff off. Frequently to him.

Most of the particulars of this year's get-together, and election results, will be found on pages 6 and 7 of this issue, in Il Presidente's regular report. For some reason the 2012 edition was

not as well-attended as it usually is, but the relatively sparse crowd made up for it by handing over record amounts of money for the "turkeys" offered for sale.

– Will Owen



Above, Dirk always lays out a nice spread for us. Below, Jan and Chuck Cline discuss it with Paul Blankenship.



Evelyn Silverman helps grandson Brady into a car just his size.





Top left, Norm auctions a giant decal; right, Paul holds the top-selling plaque. Center, how it looked before we invaded. Bottom left, there were lots of vintage T-shirts. Right, NOT for sale, darn it – a real Twin Spark!



Rain and Shine at the Streets

Time Trial and Race: Competitive and Challenging



Start of Saturday's race. It looks wet because it was wet.

It had been a very long time since the club held a competitive event at the Streets of Willow Springs. It had been done before, but no one could really remember when. The plan was for a school, but a groundswell developed for a race meeting. There was concern about the tightness of the track, in terms of whether passing would be risky or too difficult, but the more psychotic of us saw this as a challenge, so the movement for a competitive event won out.

We chose to use the long, 1.8-mile layout, run counter-clockwise, which turned the skid pad into a double-apex Turn 1 at the end of the front straightaway, and included a carousel banked bowl turn at the end of a crooked back straightaway. It appeared there were 14 turns, if one includes the fast dogleg coming down the hill onto the front straightaway.

Saturday

The weather was the story this day, with an intermittent drizzle keeping the track fairly wet. The race group could not catch a break, but there were several things of note.

First was Anthony Ramicci showing up in his Pirelli World Challenge Fiat Abarth, which brought smiles to everybody's faces until he ran a 1:40 in the wet in the qualifier.

In the race, Terry Major established himself as the "rainmeister" in his Class Q MR-2, finishing fourth in a field of 17, with a lap in the 1.43s. We have all seen the so-called "Sullivans," a 360 spin and proceeding forward on the track with barely a loss of momentum. Here we saw "The Nelson," where Greg Nelson did a 720-degree spin in Turn 1, then funneled his car through the second apex losing only one position.

The most momentous event involved Chris Mayring spinning out in Turn 1 (no one could remember Chris Mayring spinning out, ever), then losing to Phil Guiral, who won class and overall, to the chagrin of second-place Carl Fung in his Corvette Z06. The track was unfriendly to the higher-horsepower, heavier cars; ask Rob Rhodes, who found the Big Dog Mustang GT to be uncontrollable.

Running in her first race, my daughter, Andrea McKibbin, driving

the number 48 MR-2, was 16th until she lost it accelerating out of Turn 13. She turned it sideways as she floated through the dogleg, made two or three attempts at correcting back and forth as she entered the straightaway, then lost it as she hit the dirt.

Restoration of order at the top of the grid came in the final race as the drying track enabled Carl Fung and his Corvette to pull away and hold the lead even as the drizzle returned.

Sunday

Dawn brought a completely a new day, with brilliant blue skies overhead and crisp fall air around us. It was my turn to drive Big Dog and the winds of change were blowing, as Chris Mayring's aura of omnipotence had been cracked when finishing behind Phil Guiral on Saturday.

Frank Durant, sharing the borrowed Mustang with Joe, won class O while John Pelede won class P, and Andrew Petreas took class Q. The fastest time trial car was Roy Tsugawa in his Corvette with a 1:31.

Andrea, sharing number 48 MR-2 with Dennis Fibro, met the same fate as the 48 Cup car of Jimmie Johnson. She thought she heard a noise, came in, no one could find anything, so back out she went, only to have a rear wheel bearing freeze as she swept through Turn 12, resulting in a snapped half shaft, and her day was done.

In the meantime, Big Dog was doing better on dry pavement, and I was on pole for the qualifying race, next to Greg Nelson. I mistakenly used third gear for the start, and as the car coughed Greg Nelson did not waste time. Rather than fight for the first

corner, I conceded it, and followed him around for a few laps. I watched, learned and blew by him down the front straight, secure that my higher horsepower would but him behind. Wrong. He was soon on me like a cheap suit, and took me to school on how to defend a position. Apparently I was a good student, because I won.

After the race, Greg congratulated me and suggested that I should leave him a little racing room in the corners. Concerned that I had committed a breach of racing etiquette, I sought counsel from Paul Ellis, who muttered an expletive generally associated with manure.

Still, Greg was my friend, and I did want to accommodate him. So, when the green flag dropped, I mashed down the accelerator in second gear, and that big V8 took off like a rocket. On the streets of Willow, the smaller cars handle beautifully in the turns, but Big Dog handles beautifully coming out of them and down the straightaways. This was the first day I finished first overall in a big car.

In the meantime, Chris Mayring was swarmed by the Miatas of brother Mitch McKibbin and Phil Guiral. This was one Donnybrook of a race, with Mitch eventually finishing fourth overall, and first in class P. In second and third place overall were Greg Nelson and Tony Presto, first and second in class O.

Time Trials

There were about 45 time trialers on Saturday (with 17 of them racers), but they seemed to thin out on Sunday. Joe Cobb's Mustang was giving him trouble, so he showed up with a Mustang borrowed from Mike Easterman,

and in the last half of the “solo” timed session, he was the only car running.

A few Alfa Romeos ran, and past president Norm Silverman did a very respectable 1:43 in his Giulia TI. Roy Tsugawa got top time of day in TT in his Corvette. Roy’s car is equipped with a GPS data logging unit as well as an audible G meter that speaks lateral G forces as you navigate the track. Terry Watson took a ride with Roy and was impressed how extremely smooth and fast he was at 1:34 or so.

Then Terry found out he had been doing 1:35s in his RX7. Roy was one second faster at the end of the day. Goes to show how the Streets track is a great equalizer of the big, powerful, heavier cars against the lighter, more nimble cars.

As usual, the people participating in this event are first class. Everyone looks forward to the next event in January 2013.

– Mike McKibbin

AROSC Streets of Willow Results
Raced on November 18, 2012

Class	Position	No.	Name	Laps	Diff.	Total Time	Best Time
M	1	91	Michael McKibbin	12		17:56.599	1:28.275
0							
	1	29	Greg Nelson	12		18:10.189	1:29.759
	2	28	Tony Presto	12	25.202	18:35.391	1:31.026
	3	291	Terry Watson	12	52.881	19:03.070	1:32.723
P							
	1	99	Mitch McKibbin	12		18:46.439	1:32.102
	2	4	Chris Mayring	12	2.287	18:48.726	1:32.597
	3	8	Phil Guiral	12	2.801	18:49.240	1:32.502
	4	51	Richard Mathias	12	39.476	19:25.915	1:35.627
	5	716	Jorge Mazlumian	11	1 lap	18:02.854	1:35.494
Not Classified							
	DNF	316	Mike Kerr	8	DNF	14:49.184	1:48.891
Q							
	1	10	Terry Major	12		19:25.590	1:35.463
	2	18	Beverly Major	11	1 lap	18:31.216	1:38.477
TCRA							
	1	93	Edmond Lo	12		19:20.707	1:33.810
	2	11	Chuck Adkins	11	1 lap	18:32.019	1:38.644
Margin of Victory		Avg. Speed	Best Lap Time	Best Speed	Best Lap by		
13.590		72.227	1:28.275	73.407	91 - Michael MCKibbin		

AROSC Streets of Willow Results
Time Trials Run on November 18, 2012

Class	Position	No.	Name	Car	Best Lap
F	1	105	Norman Silverman	Alfa	1:43.528
M	1	11	Roy Tsugawa	Corvette	1:31.627
O	1	25	Frank Duran	Mustang	1:42.769
	2	125	Joe Cobbs	Mustang	1:43.618
P	1	44	John Fedele	Miata	1:35.993
	2	113	Peter Russell	240Z	1:36.040
	3	316	Bob Thomas	Escort	1:51.177
Q	1	19	Andrew Petreas	X1/9	1:44.817



The folded, almost intertwined twistiness of the Streets of Willow course is apparent in this photograph.

AROSC Alfa Cup Race Willow Springs, September 9, 2012

Due to time and space constraints the results from our 40th jubilee race weekend didn't make the October issue of *Alfacionada*. So now, for the record, here are the final positions overall in in class for the Alfa Cup competition. Congratulations to all who participated, and thank you for a great show.

Pos	OA	In Class	No.	Driver	Car	Class	Laps	Total Tm	Best Tm
1		1	121	Peter Giacobbi	Spider	AB	12	20:34.571	01:39.244
2		2	682	Giafranco Masdea	GTV	AB	12	20:41.543	01:42.075
3		3	681	Anthony Rimicci	GT Jr	AB	12	20:44.768	01:41.182
6		4	85	Bob Wass	GTV	AB	12	21:15.031	01:44.678
8		5	70	Manuel Minassian	Giulia Super	AB	12	21:16.052	01:44.177
9		6	17	Doug Bender	Sprint GT	AB	12	21:26.983	01:45.052
10		7	33	Rick Clemente	GTV	AB	12	22:00.996	01:46.252
11		8	333	Tom Sahines	Spider	AB	12	22:03.543	01:48.038
14		9	99	David DeRosier	GT	AB	11	21:23.600	01:53.424
16		10	28	Randal Harris	Duetto	AB	11	22:16.022	01:46.047
4		1	65	Bruce Colby	Sprint GT	CDEF	12	20:58.807	01:43.248
5		2	82	Brian Mertz	Giulia Spider	CDEF	12	21:14.142	01:44.247
7		3	204	Jeff Thraen	Giulia Spider	CDEF	12	21:15.336	01:43.253
12		4	79	Dirk Stoehr	Super	CDEF	11	20:55.208	01:50.482
13		5	91	John Samson	GTV	CDEF	11	21:07.159	01:51.127
15		6	105	Norm Silverman	Giulia	CDEF	11	22:11.190	01:56.719
DNF		DNF	12	David Burgoon	GTV	CDEF	7	12:33.750	01:44.794

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Classified – Cars For Sale

1991 164 – 139K w eng rbl'd @ 100K. Time Belt with 5K. CA car. Auto trans. Wants to cruise 70+ @ 20+ MPG. Interior good, A/C cold with good step motor, all electronics, lthr seats, sun roof, windows, dash, rear window def + shades, color white. Brand new transmission! \$4300 OBO. Call 818.427.2054.

1987 Milano Gold – Cosmetically challenged beater, ridiculously reliable. No AC, typically leaky power steering, passed smog by a wide margin. Speedo/odo not working since 11/99. \$1200 OBO for now; get it while it's still ugly and cheap. Will, 626.345.9659 or nashwill912@earthlink.net (Pasadena).

1993 SERIES 4 SPIDER VELOCE – Red/black. 78K miles on the odo. Four new Pirelli P6 s mounted July '11; new top installed Sep.'11. Huntington Beach Concours winner in “daily driver” class '08. No, not a show-quality concours winner, but a solid driver for touring and weekend outings. Normal 2nd gear balky synchro. Maintained by APC in Orange from end of new car warranty. Photos on request. \$8,750. Chuck or Jan Cline, 714.531.3541; jclinefvca@yahoo.com.

1981 SPIDER – 85K miles on new engine. Garaged in San Francisco area. Ruby metallic over cream, completely refurbished 1998. Convertible top and radial tires in good condition. Standard equipment includes turbina wheels; power brakes and windows; 5-speed manual trans. and limited-slip differential; Spica fuel injection. Beautiful car that has aged gracefully. \$6,500. Call 209.352.0128.



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Classified (non-commercial) ads are accepted and published as a free service to members, and for \$10 per insertion for non-members. Content must be Alfa-related and/or of special and specific interest to the membership. Deadline for ad art files to be received by the editor is the 25th of the month before publication.

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Alfa Romeo Owners of Southern California

Dues for a one-year membership in the Alfa Romeo Owners of Southern California (AROSC) and the Alfa Romeo Owners Club - US (AROC) are \$70. Please fill in the information blanks in this form, clip and mail with your check, payable to Alfa Romeo Owners Club, to Alfa Romeo Owners Club, P.O. Box 12340, Kansas City, MO 64116-3040. You may also join online using your credit card by visiting aroc-usa.org, or by telephoning 877.399.2762.

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*Alfa Romeo Owners
of Southern California
20072 Cove Circle
Huntington Beach, CA 92646*



Our 2012/13 Calendar of Events

December
8 Holiday Party! See page 5
for information.

January
27 Annual Meeting and
Awards Banquet – see
page 11 for complete
information.
19-20 Time Trial and Race,
Willow Springs
Raceway, Rosamond

February
16-17 Driving School, Streets
of Willow, Willow
Springs Raceway,
Rosamond
23-24 Drive to Joshua Tree
and Club Concours #1
at the Desert Classic,
Indian Wells

March
Watch this space for 2013
events and activities!