

Alfacionada

NOVEMBER-DECEMBER 2014



Best of France & Italy pages 18-22
Buttonwillow Track Weekend pages 23-25



NEWSLETTER OF THE

Alfa Romeo
Owners of Southern California

Alfa Romeo Owners of Southern California

AROSC Business Address

27152 Paseo Del Este
San Juan Capistrano, CA 92675-4927
info@arosc.org

Newsletter Address

1098 N. Mentor Ave.
Pasadena, CA 91104
nashwill912@earthlink.net

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.

Changes of Address

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.

If you're a nonmember subscriber, or receive the newsletter on a complimentary basis, please send change of address information to the Club Business Address above.

About This Newsletter

Alfacionada is the 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 \$78 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.

Permission is hereby granted other AROC Chapters to reproduce any original material herein upon request, provided credit is given to the author and *Alfacionada*. We ask the courtesy of a copy of the re-publication. Please send requests and copies to Managing Editor, *Alfacionada*, at the Newsletter Address listed above, or to his email.

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: Evelyn inspects Ed and Nora Aenlle's very handsome and rare Alfa 2600 Sprint. More of a fast touring car than its sibling GTV, it also was drawn by the young Giugiaro at Bertone. Taken at Best of France & Italy by Will Owen.
Bottom: Start of race at Buttonwillow shows the range of vehicles running together on this driver's track.

AROSC Board of Directors — 2014

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>

President:

Mike Riehle & Chris Burke
310.780.5427
twoina2@sbcglobal.net

Vice President:

Jim & Elyse Barrett

Treasurer:

Jay Mackro
treasurer@arosc.org

Secretary: M.J. & Sheila Kutkus
310.542.3448

Competition Director:

Terry Watson
310.944.2218
comp@arosc.org

Membership Chair:

Norm & Evie Silverman
normanev@msn.com

Events Chair:

Stan Deller & David Weir
760.778.6713

Concours Chair:

Jeff Srinivasan

Newsletter Editors:

Elyse Barrett
eddinab@verizon.net
Will Owen - 626.345.9659
nashwill912@earthlink.net

Committees

Technical: Gene Brown

Website: Bruce Colby, Webmaster

Electronic Notices: Stan Deller

Disclaimer (a.k.a. Lawyer Repellent)

AROSC and the editors of *Alfacionada* disclaim and assume no liability for the accuracy or legality of any technical information appearing herein. The views and opinions expressed herein are those of the author of the article or of the persons quoted therein. AROSC and *Alfacionada* are also not responsible for the safety or practicality of modifications performed by individuals or companies described in this publication. The automobile's owner/operator should consider his/her goals when contemplating modifications to the automobile, and should seriously think about seeking advice from a trusted personal and/or other qualified automobile mechanic before performing any work or modifications to his/her vehicle. Advertisement of automobiles, products, goods or services in *Alfacionada* does not constitute an endorsement or approval by AROSC.

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

December 13 – Holiday Party, Redondo Beach. Ring out the year with wine tasting, door prizes and a sumptuous spread of culinary delights from your fellow members. Someday we'll do that recipe book! Info on page 10.

January 31 – Annual Meeting and Awards Banquet at Alfredo Garcias in Palos Verdes Estates. See adflyer on page 16.



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



So what's French for "Surf's up, dudes!"? Somebody put an awful lot of very fine work into making a board buggy out of a Citroen DS. Seen at Best of France & Italy, of course, and shot by Will Owen (another view page 22).

FIAT



A & A IMPORT SERVICE

2ND GENERATION FACTORY TRAINED PERSONNEL

511 Richardson Avenue
Santa Barbara, CA 93103

Emilio Valsecchi, Jr.
Owner

(805) 966-2498
email: aaimport@cox.net



Auto Metal Works

2312 1/2 W. 2nd Street, Santa Ana, CA 92703

714-953-3020

GARY TODISCO

World's Fastest Bookstore
Autobooks-Aerobooks
2900 W. Magnolia
in Burbank, Ca. since 1951
818-845-0707
www.autobooks-aerobooks.com

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

Our Fall Day Drive, Dash and Dine 2014, was October 18th. Steve Edelman ordered up perfect weather and charted us a course along back roads to Palmdale. While some were vaguely familiar, I confess to feeling like Columbus. You know the old joke: He didn't know where he was going, didn't know where he was when he got there, and didn't know where he had been when he got back. Yup. That was me. We concluded with a delicious lunch at Pat and Cindy Terrisse's. Many thanks to Steve, Pat and Cindy.

November 2nd was the Best of France and Italy Car Show in Woodley Park. If you weren't there, you missed out because nearly everyone else was. There were about 100 Alfa Romeos arrayed in the Italian half of the event, including many I had never seen before. There were no fewer than five Giulietta Sprints including a couple of uber-nice cars that looked like fresh restorations. There were also a couple of Junior Zagatos, two or maybe three Sprint Speciales, a Montreal or two, a few GTAs and an honest-to-God Giulietta Sprint Zagato. One Sprint Speciale won the People's Choice Award competition, conducted by our Club for all Alfa owners in the show. Everyone who voted was also entered in a raffle and one lucky owner took away a lovely radio-controlled 4C. Special thanks to Jeff Srinivasan for sourcing the model and running the People's Choice competition.

Oh, and Chrysler Marketing brought a 4C to show. Chris noted

that it is not very practical, but oh so sexy. It is somehow smaller and wider than I anticipated. It is a very handsome car by any standard with a surprisingly roomy interior. The trunk isn't much, but at least there is one!

Our trip home proved eventful, but not in a good way. The car set up a shudder coming down the Camarillo Grade, which rapidly progressed into an alarming banging sound. I pushed in the clutch and we got off on the Camarillo Springs exit (Yes, it was in the news due to a mudflow after the recent rain.) and did a quick roadside inspection. The rubber center drive-shaft support was completely gone, leaving the carrier bearing free to bang around in the carrier. There was no way we could take it back on the freeway, but we soon figured out we could limp home with a feather light throttle at a speed of no more than 10-15 mph. Sometime this week I will get it up on jack stands and do a full diagnosis. Hopefully, a new rubber doughnut and driveshaft support are all it needs.

About the Election. I apologize for not getting the ballots out in time to announce the election results at the Best of France and Italy. Plan B has been formulated and you should be getting your ballots very soon. Please take the time to vote. The Christmas Party is coming up December 13th. See page 10. It's a great time to socialize with seldom-seen members, and if you are new to the Club, it's a great way to meet a lot of interesting people. I'm not promising that Alan Ward will be there, but he often

shows up and I love getting him to talk about his racing days and the many race mods that he pioneered. Regardless, MJ and Sheila are the best hosts, the food is excellent, and the door prizes go on and on.

In January is the Annual Meeting and Awards Banquet. As you all know our Club is filled with a wonderful mix of those who like the social events and who like the competition events. This and the Christmas Party are the two times that everybody gets together. Who wins the overall awards? Why, the people who race and show in the concours, of course. More power to them.

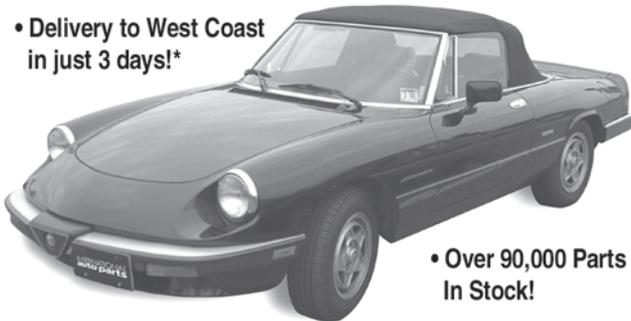
And our national organization is seeking nominees for the Alfa Romeo Owners Club Board of Directors. If you have energy and ideas to bring to the table for the benefit of all, this is your chance to become involved. They are a volunteer organization just like we are, and are always looking for a few good people. Nominations are made by chapter officers, so contact me if you are interested.

“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

ALFA PARTS

• Delivery to West Coast
in just 3 days!*



• Over 90,000 Parts
In Stock!

FREE CATALOG

1-800-788-4435

www.international-auto.com

INTERNATIONAL auto parts

*some restrictions apply

P.O. Box 9036, Charlottesville, Virginia 22906

SC212759

The Tech Guy ... *Pumping Oil*

Back in 1888 when Carl Benz created the first gasoline-powered automobile, lubrication was pretty rudimentary, usually consisting of packing with paraffin, animal fat, lard or other type of slippery goo. For items that needed a more flowing type of lubricant, oil cups were used that would drip oil onto the needed place.

As the internal combustion engine was improved, it was found that better lubrication was needed for the bearings and gears. The first enclosed systems were of the splash type where the spinning parts, crankshaft and gears would splash through a container of oil, thus lubricating the bearings or gear teeth. The fit of the parts was loose enough that this was sufficient. Other parts of the engine, the valve system, overhead camshaft, etc., that did not run in oil were either left un-oiled or oiled by the driver using a hand pump.

As power output increased and bearing fit got tighter, it was found that a pressure oiling system was needed, and an engine-driven oil pump was developed. Oiling evolved from partially pressurized systems where only certain parts, such as the main crankshaft bearing, were pressure lubricated (with the rest being splashed), to the full-pressure system that most all engines have today, where all moving parts are pressure lubricated.

The oil pump went through many design variations and today we have two basic types: the gear pump and the rotor type. Regardless of type, the oil pump is driven by either the crankshaft or the camshaft, with a

gear drive or a sprocket and chain.

The gear pump uses two meshed gears to move the oil. The pump is separated into two parts, the suction side and the pressure side. The fit between the gear teeth and the pump walls forms an effective seal to allow the turning of the gears to create a suction at the input to the pump. This draws in oil from the sump. The turning of the gears propels the oil out the pressure side, where it travels through passages in the engine to oil all of the bearings, sprockets and chains. The meshing of the gear teeth prevents the pressurized oil from flowing back to the suction side. The movement of the gears against each other and the top, bottom and sides of the pump will eventually lead to a drop of pressure but, in most cases, the pump will last the life of the engine.

The rotor type oil pump performs the same task but in a different manner. It consists of a gear and a rotor. The gear may be any number of teeth, in car engines usually 4 through 10 teeth. The rotor has one more tooth than the gear. Both parts rotate, but due to the difference in tooth count, the rotor rotates at a slower speed than the gear and around a different center. This causes the gaps between the gear and the rotor to be constantly opened and closed. As they open, they create the suction to pull the oil in, and as they close, the pressure to lubricate the engine.

Regardless of the type, pump must be sufficient to provide the proper pressure when the oil is hot and thinner. As a result, pressure will be higher when the oil is cold and lower when

the oil is hot. To prevent having too much pressure when cold, the system will incorporate a pressure relief valve which will bleed off extra pressure.

Automobile engines have two different methods of containing the oil: in the oil pan (wet sump) or in a separate tank (dry sump). A wet sump system usually has one pump that provides both the suction to draw the oil out of the sump and the pressure to lubricate the engine. The dry sump system has multiple pumps. There is the pressure pump to lubricate the engine and the a second, larger suction pump to pull the oil out of the pan and return it to the tank. The suction pump must be larger to ensure that all the oil put into the engine will be returned to the tank. A dry sump system has a couple of advantages; the most important is consistent oil

pressure for the engine.

In a wet sump system, when accelerating, braking or turning abruptly, oil will move around the sump, and in extreme conditions, or when the oil level is low, the pump may suck air, resulting in a loss of pressure.

Since a dry sump system costs more, it is usually found only in racing engines and super cars. As an added advantage, the dry sump system also contains more oil and that enables the engine to run cooler.

The oil pump, as simple as it is, has allowed engines to generate more power and run much longer than engines of long ago. I hope you now know a bit more about the oil pump, that little item you never have to think about but is so important to your engine.

– Gene Brown



OMEGA MOTORSPORTS
Exceptional Care for Alfa Romeo

Uwe Bäcker
Owner and Factory Trained Technician

310-836-3160

Visit Us On The Web

Pages.prodigy.net/alfaomega

**3822 Clarington Avenue
Culver City CA 90232**

(310) 836-3160



AROSC 14th Annual Clubhouse Holiday Party

Saturday, Dec 13th, Noon – 5

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

Join us and meet up with **old friends**, make **new friends**.



Alfa folks are the best in the world!



M.J. & Sheila will do a **Holiday BBQ:**

- Beef Tenderloin Filet on the Spit
- Grilled Chicken Romesco
- Steamed Salmon Rosemary

Bring your **specialty dish**, salad or dessert!



Wine tasting table,
you bet!
**Bring your favorite
wine to share!**



Door Prizes, oh yeah!

RSVP to Sheila for directions: Sheila.k@verizon.net
(or 310-542-3448 for those without email).

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

Happy Holidays! See you at the party!!

Alfa Parts

www.alfapartscatalog.com



Largest online catalog of original parts and accessories with factory part numbers, images, parts diagrams, online ordering!

- ▶ *Original parts and hard to find NOS.*
- ▶ *Rebuilds, sheetmetal, restoration and aftermarket parts.*
- ▶ *High performance components.*
- ▶ *Full line of Alfa Romeo Factory gifts, accessories and collectables.*
- ▶ *Prompt worldwide delivery.*

From Giulietta to 164, factory authorized Alfa Romeo parts provider, over 30 years of exclusive Alfa Romeo experience.

***Jon Norman, Ruth Ann Yager
800 890 ALFA (2532)
510 525 9435***

www.alfapartscatalog.com

Dash & Dine 2014

*A fabulous Fall fling on delightful
country roads*



Grinning Road Warriors line up (more or less) for group shot by Steve Edelman.

On the crisp, clear morning of October 18th, we gathered in a Starbucks parking lot near Magic Mountain to start the 2014 Dash & Dine Day Tour. The beautiful day almost felt like fall as we enjoyed a break from the seemingly endless heat waves, and most of those with convertibles decided to take advantage of the opportunity to enjoy the experience al fresco.

The group numbered seven Alfas and four “other” cars, and we proceeded to our scenic photo-op stop overlooking Castaic Lake. After analyzing the state of California's epic drought and getting our fill of photos we set out on a deserted Lake Hughes Road. This road was apparently designed for the car enthusiast, and drivers enjoyed the twisty turns and expansive scenic views. The Schwartz's dog, Cosa, was not so enamored with her experience, however.

Continuing on other exceptional driving roads in the western Angeles

National Forest's Pine Canyon area, the group made its way up to the break stop in Gorman, where we were joined by Shin and Mishiko Yoshikawa in their '64 Fiat 1500 Cabriolet. At nearly 4,000 feet elevation with a light breeze, it was actually chilly, nearly sweater weather.

After a photo confab, we reversed course and headed east through the Antelope Valley past the dormant



Shin and Mishiko Yoshikawa with their '64 Fiat 1500 joined our group in Gorman. Steve Edelman photo.



Old gas station on Lake Hughes Road. Steve Edelman photo.

fields of the California Poppy Reserve and Elizabeth Lake to our lunch destination at Pat and Cindy Terrisse's home in Palmdale.

The Terrisses generously provided an expansive spread with an assortment of hors d'oeuvres, soup, salad, an array of pastas, and tiramisu for dessert. Everyone brought their favorite beverage pairing to enjoy with their

lunch. Many took advantage of the pleasant temperatures to dine outside.

It was a smooth tour with no mechanical failures, no missed turns, no lost participants and a deliciously happy ending.

Cindy and Pat would like to tell everyone who attended that it was a pleasure having you for lunch, and they would love to host another event at their house in the future. And the Club thanks them for their excellent hospitality. – *Steve Edelman*



Antelope Valley here we come! Doug & Joyce, Bonnie & Charlie, Pat, Chuck. Elyse Barrett photo.



Oaks and the open road, and no traffic to slow us down. Elyse Barrett photo.



Castaic Lake photo stop – Charlie gets some quick shots in before it dries up completely. All photos these two pages by Steve Edelman.



Gathering up the group. Steve Edelman photo.



The Blankenships followed by Alister Grigg and the McHatties on Lake Hughes Road. Steve Edelman photo.



Elyse Barrett and Kathy Yee check out the equine scenery.



Clockwise from above: Doug, Joyce, Mary and Sheila sample some beverages; Fabio, Charlie, Mishiko, Shin, Kathy, Bonnie enjoy hors d'oeuvres and conversation; a jolly group lounges on the outdoor patio; Shin samples the pasta selections; The Spread in all its glory. Thanks again to Cindy and Pat Terrise for their splendid hospitality!



AROSC Annual Meeting & Awards Banquet

Alfredo Garcias in Palos Verdes Estates

- same great place, new name

Saturday – January 31, 2015; Noon – 4:00 pm



2325 Palos Verdes Dr West,
Palos Verdes Estates, CA 90274
(310) 544-1400

2014 Wrap-Up
2015 Kick-Off



Year-End Trophies
for Track & Concours Events
Charlie Cup Award



- ◆ **Fine Italian Buffet**
\$25/pp incl. tax & tip
Full cash bar available

- ◆ **Raffle Prizes**

Join us for a
wonderful afternoon.

Bring family & friends!

Vegetable Lasagna,
Chicken Marsala,
Ravioli Bolognese,
Shrimp Pasta, Antipasto,
Green Salad, Breads,
Soda, Iced Tea, Lemonade
--- and Dessert !!



Please RSVP to Sheila by Monday, January 27th
Sheila.k@verizon.net or (310) 542-3448

Directions: There are many ways to get there, but to finish with a scenic drive, get on Pacific Coast Hwy (CA-1) at the southern border of Redondo Beach, turn south on Palos Verdes Blvd, go 1.4 mi, then slight right onto Palos Verdes Dr West. Go 2.9 mi, destination on the right, after Yarmouth Rd. The restaurant is in the courtyard. Park in the rear structure, take the elevator up, or park along the perimeter of the plaza.

Barlow Insurance

Quality Collector Car Insurance *Since 1971*

JONATHAN BARLOW

Lic#CA0774014

800-558-7772 • 951-279-4002 • Fax 951-279-8502

P.O. Box 77788 • Corona, CA 92877-0126

barlowjb@pacbell.net

Please Visit our Website at

www.BarlowInsurance.net

Lancia

Alfa Romeo

FIAT

Santo's Italian Car Service

Santo Rimicci
8816 Amigo Avenue
Northridge, CA 91324

Telephone
(818) 701 - 1614

Monday thru Friday 8 to 6, Saturday 9 to 3

*Taste the BEST organic coffee from
Central and South America!*

COFFEE
On Gears

**MOBILE SERVICE for your Car Events,
Parties and more!**

(310) 513-3217 info@coffeeongears.com

It Was the Best of Times at Best of France & Italy



Thanks to Alfa dealer and AROC Board member Sean Russell for bringing that tiny but wicked little white car, and making us all want one very badly! This and all photos by Will Owen unless otherwise noted.

The Club's last drive-in clean-car event of the year, the Best of France and Italy Car Show, was a sun-splashed Fall kick-off for the 2014 holiday season. Approximately 100 Alfa Romeos covered up the patchy lawns of Woodley Park to brighten

ite car guy, Jay Leno, and even some coverage in *Autoweek*. The swapmeet again yielded special parts and pieces ranging from a drivetrain for Ed to a gas cap for Jim. And the project car du jour was a Fiat Jolly, festooned in rust and notes assuring potential buyers that the body would buff out.

Our AROSC contingent set up picnic headquarters with a buffet sourced by Norm and Evelyn from San Carlos Deli in Chatsworth that was later graced by a visit from the proprietor himself, Giovanni. The rest of us added fruit, condiments and desserts,



Gorgeous oddballs 1600 Junior Zagato and Montreal.

this fun annual gathering, and we enjoyed the company of San Diego and OC members, while making new friends from all around L.A.

Organizers Tina Van Curen and Chuck Forward put out great food and another nice sound track for the day that included a visit by our favor-



Fine cheeses from San Carlos Deli! Elyse Barrett photo.



Norm assembles lunch for grandson Brady from the AROSC buffet. Elyse Barrett photo.

creating a special lunch indeed.

In place of our traditional Club concours, Direttore di Concorsi Jeff Srinivasan conducted a People's Choice election among all Alfa Romeo owners entered in the car show,



and that ballot doubled as a raffle entry for a fabulous radio-controlled model 4C. Jeff collected 60 ballots, and 41 votes were cast. More than 15 cars got People's Choice votes, with the winner receiving almost 20% of the total votes. And that winner was AROSC member Doug Joseph's 1961 Giulietta Sprint Speciale (coachwork by Bertone). The winner of the RC 4C, graciously provided by an anonymous donor, was Greg Davis.

Thank you, Jeff, for a well-executed



Above, raffle winner Greg Davis. Left, People's Choice winner Doug Joseph. Both photos Elyse Barrett. Below, Doug's winning '61 Sprint Speciale, photo by Jeff Srinivasan.





All day long, people just could not get enough of the 4C. Let's all hope that it helps to re-ignite a real interest in Alfa Romeo among not only us longtime Alfisti but the North American car-buying public. And while we're at it, can I have one too?

involvement opportunity for the Alfa Romeo community.

The shadows lengthened early due to the return of Pacific Standard Time, so we decamped to our home garages throughout the region – Camarillo to Fallbrook, Victorville to Long Beach, and all points in between. Best of France and Italy happens every

November, so if you weren't here this year, mark your calendar for 2015; it is a classic you shouldn't miss.

Meanwhile, make another calendar note for December 13, and join us at the Holiday Party! See page 10 for details and RSVP ASAP.

– Elyse Barrett



One of our favorite BoF&I regulars is this "Alfa Healey." The owner preferred to be anonymous, but said the car's performance with the 2-liter Alfa is at least as good as the original 3-liter six, and the steering and handling greatly improved. We suspect it's also a lot easier to work on.



The weird, wonderful Citroens: Sleek CX above, DS "Break" below, plastic-bodied 2CV-based Mehari at bottom.



1900 Sprint by Pininfarina most elegant outside and (below) inside.



Type 13 Bugatti was made from 1910-26; this is the "Brescia" 16-valve racing model made from 1919. These are still run in cross-country Trials in the UK!



Peugeots = Really Nice Cars. 404 above is one we remember fondly; 302 below is from 1938, different era but the same kind of pleasant family sedan.



Returning to the subject of engine transplants, we give you the Ferrariolet. Practical, yes, but those wheels ... !



Here's another view of the Surfin' Citroën. What a lot of work for something so goofy; makes a body proud to be human!



More small fast Italians: a pair of small-bore Ducatis. Yum yum.



We lunch well too – Jim, Elyse, M.J. and Sheila chat with Jolene.



California Alfisti, look upon this and weep ... a visiting Alfetta 1.8 with foreign plates, below.

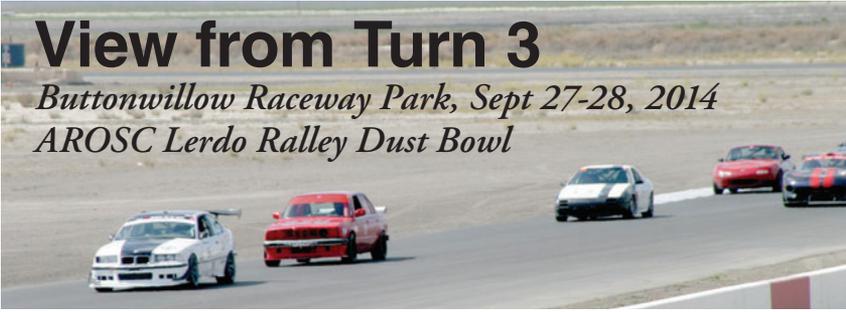


One you could buy – Sports Sedan for sale – and one you can't: mine!



View from Turn 3

*Buttonwillow Raceway Park, Sept 27-28, 2014
AROSC Lerdo Rally Dust Bowl*



Our AROSC Race/TT High Performance Driving Buttonwillow weekend was hosted by Northern California Racing Club (NCRC) and we attracted 51 total entries, including the return of a long-lost Alfa driven by Art Russell. Welcome back to the track, Art.

We had about 10 new drivers, and Alfa instructors were asked to help out, giving them plenty of smiles and conversation. They had a ball and were full of praise for how our side (AROSC) of the event was managed. NCRC did keep the event on schedule, with the help of an announcer on the microphone all the time. (Look out Mitch!)

The days and evenings were clear and comfortable with temperatures ranging from 80-88, and the night sky was alight with stars.

The Buttonwillow track configuration was 13 clockwise turns, including



Front straight action – dusty much?

the Bus Stop and the Sweeper. The track has a new surface and Tiger Teeth berms that seem less upsetting to your lap. However, it was a bit slippery, and there were giant dust clouds flying in just about every session. It was very dry and dusty, and lots of cars came back to the paddock a different color. The NCRC cars seemed much dirtier than AROSC cars; maybe they should attend the AROSC High Performance Driving School? One turn that separates the men from the boys and girls is Phil Hill. That hill/corner changed the color of lots of cars this weekend for Alfa and NorCal.

I took a look at some old lap times and found them comparable. We last ran in this configuration in 2011, when my times in the same car were about two seconds faster per lap. The dirt and rocks on the track may have affected times this year; my time was 2:16 in the MR2.

The Race classes were not without attrition. Dennis Fibrow blew a motor, on purpose I think because he has a newly rebuilt one in his shop! Terry Major lost the championship last year. He even torched wife Beverly's car, giving the championship to Dennis. This year (No, Dennis, the car works better with a motor) Terry Major gets



Art Russell and his "new" Alfa GTV.

the championship back! Bev Major killed a starter and transmission, but she still finished two races in third gear only! Mike Mckibbin has a Cobra that needs an autopsy. Gill Rios had a DNF in the Saturday race, but finished Sunday. Terry Major's MR2 also required push-start partners for every session. Tony Presto's Miata stopped starting. I think he has his wires crossed. Art Russell kept his Alfa running; he also brought his boys, Peter and Robert, with the 240Z. Andrea Mckibbin did not get a DNF, she got a DNS! Have to ask Dennis Fibrow what that means.

The fastest cars on track had not run with AROSC race group before,



Bev Major

so they had to put an "X" on the back of their cars. That is all I saw of them, the "Xes". They also took fastest laps in races. A street BRZ did a 2:06, what's in that thing? I spoke to the owners of the FRS-BRZ and they were hoping for sub-2:00 laps.

How many Miatas can you count?

Six in Race Group? There were many separate race battles Saturday and Sunday. Rich Mathias must have been watching "Wagon Train" through the Bus Stop, because that is where he ended up, in the desert, with two rivals saying thank you for the position and points.

Randy Harris brought his Alfa Duetto and it sure looked good.

Chris Lavallee's TT lap times improved from Saturday's 2:36 to Sunday's 2:20. This was just his third time on a race track, and he placed



Bob Russell

second in class. It is amazing what a set of race tires will do for your lap times! Chris's quote: "Tires are everything." Looks like time for AROSC Race School for him!

Saturday night was another one for the Bench Racing books! Oak Hills Brewing Co. did it again with a keg of excellent liquid refreshment. There was a solid crowd participating, with the usual suspects and some new friendly polite folks. By the way, Gary Glazier's BMW is fast thanks to Sherri's cookies. We had great food: baby back ribs, corn on the cob, potatoes, salad and spirits. That's what I call a barbecue. It only got a little out of hand, maybe because "Dad" was not there (Terry Watson was still recuperating from a non-motorized

collision). We laughed so hard it hurt, all night. Sunday morning, it took a full AROSC work crew to get that area cleaned and sanitized.

We want to thank all AROSC competitors, volunteers, and directors, as well as NCRC for hosting the weekend.

Also: AROSC picked up some extra charger-operated AMB transponders. If you are looking to purchase a transponder please call Dennis or Jodi Fibrow for details and reasonable pricing. And look for the AROSC Hospitality Vehicle at the next event.

We just may have a way to get those Saturday night partiers back to their motorhomes safely. I am looking to name this vehicle. Suggestions? It now has a 1979 Tyrell F1 rear wing to keep the rears on the ground.

Take a look at the names below folks, as I think all have attended the AROSC High Performance Driving School. The interaction at the school or on the track provides for a fantastic weekend of camaraderie and racing!

– Terry Major, with a little help from his friends

AROSC Time Trial Buttonwillow September 27, 2014

No.	Name	Car	Best Lap
Class M			
111	Roy Tsugawa	Corvette	02:06.343
7	Jerry Sanada	Camaro	02:11.624
Class N			
53	Jason Billot	Audi S6	02:08.831
	Brandon Showalter		02:08.883
7	Dylan Rundell	350Z	02:16.099
14	Mike Ryan	Corvette	02:17.181
117	Carol Mak	Lotus	02:18.315
11	Kirk Lewis	Alfa Milano	02:19.596
131	Cesar/John DeAnda	Mustang	02:24.893
99	Eddie Chuang	NSX	02:26.598
Class O			
9	Alvin Isidro	Fiat 500 Abarth	02:17.026
Class P			
13	Robert Russell	Fiat 500 Abarth	02:18.273
29	Jason Seal	BMW 2002	02:18.985
1	Mike Steben	Alfa GTV	02:19.882
89	Kevin McManus	Corvette	02:21.761
0	Derek Watry	BMW 325	02:29.116
Class Q			
5	Andy Steben	Alfa GTV	02:19.727
14	Chris Lavallee	Miata	02:21.236

AROSC Time Trial Buttonwillow September 28, 2014

No.	Name	Car	Best Lap
Class L			
233	Roy Garbalsa	RX7	01:59.920
Class M			
11	Roy Tsugawa	Corvette	02:05.936
117	Carol Mak	Lotus	02:24.562
Class N			
775	Darren Rugh	BRZ	02:06.521
21	Dylan Rundell	350Z	02:13.511
11	Kirk Lewis	Alfa Milano	02:17.337
131	Cesar DeAnda	Mustang	02:21.633
53	Jason Billot	Audi S6	02:41.912
Class O			
117	Matt Steele	Porsche Carrera	02:08.316
8	Adam Gershon	RX7	02:09.945
Class P			
113	Peter Russell	240Z	02:16.003
29	Jason Seal	BMW 2002	02:16.389
1	Mike Steben	Alfa GTV	02:17.140
84	Art Russell	Alfa GTV	02:20.154
0	Derek Watry	BMW 325	02:27.440
Class Q			
5	Andy Steben	Alfa GTV	02:18.069
14	Chris Lavallee	Miata	02:20.570
46	Andrew Watry	Alfa Giulia Super	02:22.414

AROSC Open Race Overall Buttonwillow September 27, 2014

In Class	No.	Name	Car	Class	Laps	Total Tm	Best Tm
1	96	Gregg Hughes	BMW 325	M		23:13.685	01:57.681
2	34	Jim Stevens	BMW M3	M		24:14.175	01:57.078
1	325	Gary Glazier	BMW 325	O		24:19.743	02:05.232

AROSC Open Race Overall Buttonwillow September 28, 2014

In Class	No.	Name	Car	Class	Laps	Total Tm	Best Tm
1	34	Jim Stevens	BMW M3	M		22:33.925	01:58.794
2	96	Gregg Hughes	BMW 325	M		22:34.387	01:59.107
1	906	Gil Rios	Porsche Boxster	N		24:01.557	02:23.037

Classified – Cars/Parts For Sale

FOR SALE – 1988 ALFA ROMEO SPIDER

Son and I bought it for him to drive at college. Planned to restore it together and keep it, but he must sell it to pay tuition. It is a beauty. Sold AS IS, no warranty. \$10,000. In Agoura Hills. E-mail tired_trigeek@earthlink.net



FOR SALE – 1974 ALFA ROMEO SPIDER

California car; recent restoration. Original Campagnolo wheels & floor mats, new dash cover. Drivetrain balanced – drives very well. Recent head gasket. Owned since 1994; always serviced at John's Alfa. 120K on car; 55K on rebuilt engine. \$15,900 OBO. Call 323.428.7663 / shaun@studiofynn.com

FOR SALE – 1988 ALFA ROMEO SPIDER

VELOCE Excellent condition. Just over 10K miles. Garage kept. One owner. Comes with hardtop. \$15,000.00. Joe, 760.580.6011 (Poway, CA).



FOR SALE – 1974 ALFA ROMEO SPIDER

172,000 original miles. Car runs great and is in sound mechanical condition. Original owner. Has spent 98% of its life garaged. All original except radio and carpet. Asking \$10,000. Russ Neglia, runeglia@gmail.com

FOR SALE – 1982 GTV6 Needs total restoration, dark grey w blu interior, after-market sun roof. Was running when parked. Best offer. Al Cortes: 424-236-0106 or alcortes1@hotmail.com

FOR SALE – RONAL WHEELS FOR ALFETTA 15" x 7" 4x98 pattern fits Alfetta ONLY. In Pasadena. Asking \$800 for the set of four. Delivery possible. Will Owen, nashwill912@earthlink.net



MEMBERSHIP APPLICATION

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 \$78. 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.

NAME _____ SPOUSE _____

STREET _____ CITY _____ STATE _____ ZIP _____

HOME PHONE _____ WORK PHONE _____

E-MAIL _____ ALFA(S) OWNED _____

AROC MEMBER # (IF APPLICABLE) _____ CHECK ENCLOSED FOR \$ _____

PLEASE INDICATE YOUR NEWSLETTER DELIVERY PREFERENCE: EMAIL _____ U.S. MAIL _____

Affiliation/Subscription

Non-AROC members, automobile enthusiasts, industry friends and special associates may subscribe to *Affionada* for \$20 per year, and attend meetings and events. To become an affiliate/subscriber, or renew your affiliation/subscription, send this form with a check payable to AROSC to AROSC Treasurer, 27152 Paseo Del Este, San Juan Capistrano, CA 92675-4927

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



Our 2014-15 Calendar of Events

December

13 Holiday Party, Redondo Beach. Ring out the year with wine tasting, door prizes and a sumptuous spread of culinary delights from your fellow members.

January

31 Annual Meeting and Awards Banquet at Alfredo Garcias in Palos Verdes Estates.

Coming next issue: a whole new year of Alfa fun and frolic!