

Alfacionada

MAY-JUNE 2016



Peter Giacobbi Garage Tour, pages 12-15
Spring 2016 Wine Tour, pages 16-19



NEWSLETTER OF THE

Alfa Romeo
Owners of Southern California

Alfa Romeo Owners of Southern California

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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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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 AROC 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.

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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: Peter Giacobbi discussing the Ferrari 250 Testarossa engine in his handbuilt replica #121. Steve Edelman photo. See more on pages 12-15.
Bottom: White trio spans Alfa history in Calcareous Winery parking lot.
Photo by Bonnie Schwartz. Many more pics, short report on pages 16-19.*

AROSC Board of Directors — 2016

Your entire Board is 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.*

June 4-5 – DE, TT & Race, Buttonwillow.

June 5 – Huntington Beach Concours (non-Club event, info on page 26).

June 12– San Marino Motor Classic Concours (non-club event, info on page 26).

June 26 – Highway Earth, Club Concours #2, Franklin Cyn, Beverly Hills.
See adflyer on page 10.

July 23 – Summer Day Drive, Angeles Crest/Hwy. 2 to Wrightwood. See adflyer on page 11.

August 7 – Summer Party and General Meeting at the Clines', Fountain Valley.

August 15-21 – Monterey Weekend.

September 10-11 – DE, TT & Race, Willow Springs.

September 17-18 – Coronado Speed Festival and post-race dinner.



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



Jason, John, Jeff, Margaret, M.J. and Sheila (in their prize-winning getups) at lunch at Calcareous Winery, a hilltop spot with breathtaking views. David Waelder took the photo. See more Wine Tour on pages 16-19.

San Marino Motor Classic

Saturday, June 11, 6:30 pm **Symphony of Cars Gala at Lacy Park**

*benefiting the USC Trojan Marching Band
\$250 per person (includes General Admission to
San Marino Motor Classic - June 12, 2016)*

Sunday, June 12, 9 am **Event Open** \$25 per person. Children under 12 FREE.

4:30 - 8:30 pm **Afterglow Party at Lacy Park** \$65 per person.

Calling All Cars *To enter a car, become a sponsor, reserve a program advertisement or reserve Gala tickets, visit us at sanmarinomotorclassic.com*



sanmarinomotorclassic.com

Lacy Park, 1485 Virginia Road, San Marino, California

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

Did you make it to the Wine Tour? Many, actually about 40 of us, did and it did not disappoint.

A few Friday night rain showers threatened to disrupt our traditional get-together, but where there is a will there is a way. We were all booked in one section of the inn, so we opened a few rooms, put up the club banner, set up the food under a roof overhang, and managed to stay outside admiring our cars as the dark clouds drifted away.

I might add the Adelaide Inn was a great place to stay. The rooms were nice and it is walking distance of Margie's Diner, one of my favorite stopping points on the way to Monterey. The food is good and the portions are huge! Enough about food.

Did I mention we went wine tasting too? Before we started out, Margi gave us all pink ribbons to tie to our cars to symbolize our memories of Joyce McHattie and to allow her to travel with us in spirit. From the inn we headed west toward the coast and visited a completely new slate of wineries. Lunch was at Calcareous Winery which is on a hilltop with a spectacular panoramic view. Afterwards, Doug McHattie, Chris and I took a short detour to one of our favorite Zinfandel wineries to replenish our stocks. The Saturday night dinner was just up the street from the inn, within walking distance for most of us, and featured excellent barbecue. We were seated in our own section, perfect for boasting and laughing, and for Margi to hand out the copious

door prizes. Our thanks to Margi for a job well done!

Did you make it to our first Club Concours of the year at the Camarillo Air Museum? If not you missed some great cars as well as an opportunity to get a picture of your car on the tarmac under a vintage bomber. We staged our show out of the sun inside the main hangar surrounded by WW II memorabilia. Afterward we adjourned to our Camarillo home for food and conversation. Thank you Jeff for a job well done!

June is the season for car shows and we can recommend the following, both of which are looking for more Alfa entries. First up is the Huntington Beach Concours (www.hbconcours.org) on June 5th. It has been a Club event in previous years and offers the promise of cool beach weather. Next is the San Marino Motor Classic (www.sanmarinomotorclassic.com) on June 12th. It is more upscale and offers the chance to see prestigious cars from around the country. Chris and I went the year Alfa was the featured marque and had a great time.

Our June Club event and second Club Concours is the Highway Earth Car Show in Franklin Park in Beverly Hills on the 26th. Evan Klein, the organizer, is a professional automotive photographer, an Alfa owner and enthusiast, and an all-around good guy. This was fun event last year and will be our second Club Concours so dust off your Alfa and enjoy the day.

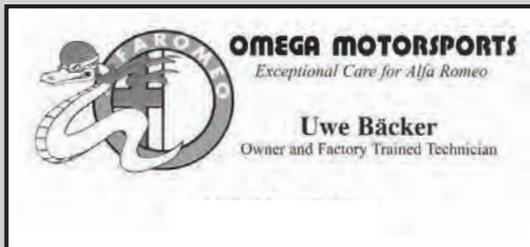
July 23rd is the Summer Day Drive up the Angeles Crest Highway ending

with lunch in Wrightwood. That's a bit far from home for us, so we have made plans to stay the night and have a leisurely drive home on Sunday. Let us know if you are of similar mind and maybe we can get together for dinner.

A mere two weeks later is the annual Summer Party at the Cline's in Fountain Valley. Not only is it a great event, but this year the Clines and the Silvermans can regale us with their recent experiences in Italy. And don't forget the "Clean-Out-the-

Garage" Auction. Bring something. Alfa Romeo parts are always welcome, but other items such as home-grown eggs, fruits and vegetables are also well received. By the way, I just resold the '67 GTV seats that I somehow managed to purchase last year. I had no earthly need for them, but they were such a deal!

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 & Chris*



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The Tech Guy ... At the Start, Part 1

In the early days of the automobile the gasoline engines were started by hand, usually by means of a rope wrapped on a pulley, spinning the flywheel or, more commonly, by means of a crank handle. There were certain disadvantages to starting a gasoline engine by hand. You needed to be strong enough to spin the engine and you risked injury because the engine would occasionally “kickback” (run in the reverse direction).

In 1911 Charles Kettering patented an electric starter for automobile engines. There were other starting systems at the time using compressed air or springs, but the electric starter proved to be the best choice, and by 1920 most automobile manufacturers offered electric starters.

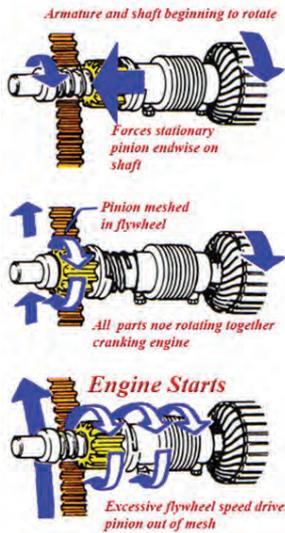
The electric starter consists of a high-current electric motor with a pinion gear that engages a ring gear in the flywheel to turn the engine. The earliest starters were often in constant mesh with the flywheel, and after the engine started the starter became a generator to re-charge the battery. Today’s gas-electric hybrids use this same principle.

Around 1920 Vincent Bendix invented mechanism to automatically engage and disengage the pinion from the flywheel. It became known as the Bendix drive. The pinion was attached to the armature shaft

through a helical thread. When the armature starts to turn, the inertia of the pinion causes the pinion to slide in the helical thread and engage the flywheel. Once the pinion reaches the end of the helical threads it is fully engaged and will now spin with the armature. Once the engine starts, the pinion will turn faster than the starter and will move in the helical threads sliding back toward the armature thus disengaging from the flywheel. The disadvantage of this system is that the pinion is turning when it engages the stationary flywheel and there can be extra wear on the gear teeth.

A second type of engagement, called pre-engage, was developed that engages the pinion with the flywheel before the starter motor starts to turn. This is done by use of a solenoid mounted to the starter motor. As the solenoid is energized, a lever connector to the solenoid, moves the pinion to engage it with the flywheel. Once the pinion is fully engaged the solenoid closes the

contacts connecting the starter motor to the battery turning the starter. A one-way clutch locks the pinion to the starter motor. Once the engine is running the pinion now turns faster than the starter motor, releasing the clutch. Switching off the electricity to the starter solenoid retracts the pinion. Because the pinion is not



turning when it engages the flywheel, the wear on the teeth is minimized. This system has largely replaced the Bendix drive in starters although people still refer to both drive types as a Bendix drive.

The starter used for the automobile consisted of a field coil made of coils of copper wire around the inside of the starter case and an armature wound with more copper wire. The field winding was used to create a magnetic field that caused the armature to spin when electricity was run through its windings. All this copper resulted in a starter motor that was large and heavy and used considerable

current for both the field and armature windings. All this current, often exceeding 200 amps, also resulted in heat generated whenever the starter was used. As the heat goes up the starter becomes less efficient requiring more current which generates more heat and so on until the burns out. So if your engine is having a hard time starting you should not run the starter for more than 30 seconds or so without letting it rest and cool down for a few minutes.

At this point, we're running short on space, so let's cool down and continue this story in the next issue of *Alfacionada*.
— Gene Brown



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2016 AROSC Club Concorso #2

Sunday, June 26th



Registration is OPEN

- Register at <http://www.HighwayEarth.com>
- Pay nominal \$20 fee, bring your Alfa & friends
- Come to beautiful Franklin Canyon Park on June 26th
- Special parking/display area reserved for AROSC

Bring your **Alfa Romeo**
for Display **or** to be Judged

To enter the FREE Club Concorso

Reply to Jeff at rogueman1@mac.com or (818) 653-9679
After you Register w/ Highway Earth
But no later than Sunday, June 19th



Wrightwood

Day Tour

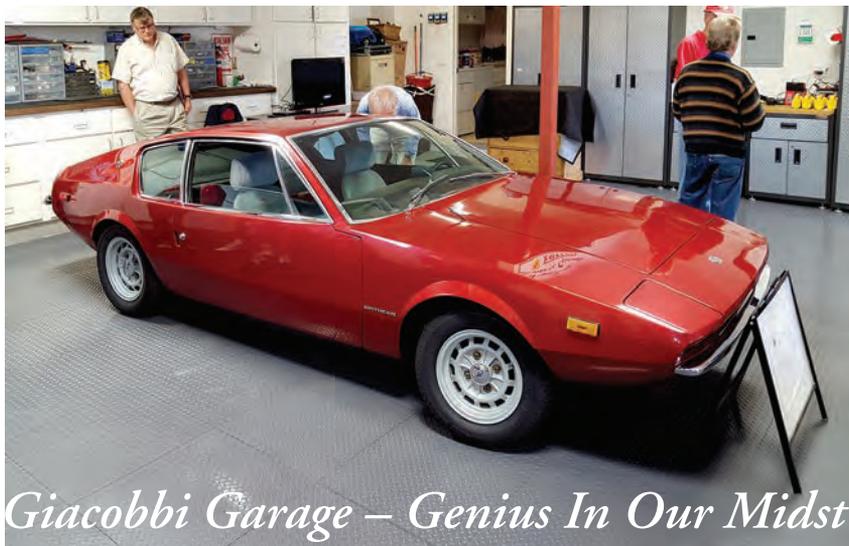
SATURDAY, JULY 23RD

RSVP TODAY

This year's Day Tour will include a drive up the scenic Angeles Crest Highway with the twists and turns that your car has been craving. The destination will be the town of Wrightwood and Mexico Lindo restaurant where we will enjoy lunch.

Please RSVP to Steve Edelman by July 10th at arsq90-ARSteve@yahoo.com so we can let the restaurant know how big our group will be. Drive details will be emailed closer to the event date.





Giacobbi Garage – Genius In Our Midst

Synthesis is an original Giacobbi creation. Steve Edelman photo.

Early this spring, AROSC members spent a few pleasant hours in the company of Peter Giacobbi – longtime Club member, automotive engineer, car builder and Alfa racer. In addition to opening his garage to us to view his terrific collection, Peter entertained the group with stories about living and working in the Italian automotive industry during the 1960s and 70s, where he rubbed shoulders with famous designers and engineers such as Tom Tjaarda, Aurelio Lampredi and Giulio Alfieri.

His four Italian cars illustrated his presentation: two Giulietta spiders, one a racer, the other beautifully restored, as well as two cars he built from scratch: the Synthesis, a 1970s-era prototype of a grand touring car, and a re-creation of a 1959 250 Ferrari.

We began with the Synthesis, a car styled by Peter's friend Tom Tjaarda* and powered by a Lancia Flavia engine and transaxle mounted

amidships. The Synthesis has the distinction of being the first car equipped with airbags for both driver and passenger. Despite being built in 1970, it still looks modern.

The Testarossa began with a raw body built in Italy. Peter and his crew added a scratch-built chassis, Ferrari running gear, suspension, and other components based on extensive research into factory documentation. This car has been featured at a number of exclusive Ferrari events, appeared at numerous area concours, and was at The Best of France and Italy show at Woodley Park last year. The crew who helped build and maintain the Testarossa, Dan McLeod,

** Prolific designer of well-known cars varying from the everyday (Ford Maverick, Fiat 124 spider) to the exotic (De Tomaso Pantera, Ferrari 365 GT California). His bio on Wikipedia lists about seventy others, including the Synthesis.*

Jim Warden and Mike Boek, were on hand to make sure that everyone's questions were answered.

Peter also discussed his stint as chief engineer for the Delorean Motor Company, suspension set-up for his race car, and how the Petrolicious segment on his Testarossa was filmed. For aural entertainment, he fired up his completely unmuffled spare Ferrari engine.

When Peter and I were planning this event, he guessed his garage could accommodate about 30 visitors. In the end, nearly twice that number asked to attend. Fortunately, the weather cooperated, Peter moved some cars (and the Ferrari engine) out onto his driveway, the Clines thought to bring some folding chairs, and the large group was easily accommodated.

Following the gathering, many of us headed for lunch. No single restaurant could accommodate that many hungry Alfiisti, so we split into two factions: Zov's Bakery and Benjies New York Deli. A perfect conclusion to a great "car guy's" day. —Jay Mackro



From top: Peter in the Giulietta; Engine builder was on hand to explain the mechanicals; Peter tells the story of his creations. Steve Edelman photos.



121's side view is impressive. Steve Edelman Photo.



Peter moved several cars and an engine outside to accommodate the 60+ visitors. Below left, organizer Jay explains how a 30-person visit became a 60-person party. Steve Edelman photos. Right, Peter talks engines. M.J. Kutkus photo.



Jan, Chris, Jayne and Sheila enjoy the morning. Steve Edelman photo.



Here are a few of that happy crowd, enjoying Peter's hospitality and the presence of so many exciting, beautiful machines. Steve Edelman photo.

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The Wine Tour That Ate Los Robles



Neither backing in (see sign above) nor backing out, Alfisti in pursuit of food, wine and fun won't let a little rain get in the way. M.J. Kutkus's photo captures some of that spirit in this Friday evening group shot.

Spring in Paso Robles may never be the same, now that the 40+ AROSC Wine Tour crew has been in town. A rainbow framed their arrival on Friday afternoon, our big red banner was installed on the railings of the Adelaide Inn, and things just went up from there. Due to the colorful weather, the welcome reception moved under the overhang (see photo) and no one missed a beat.

Saturday's breakfast at Margie's Diner fueled the morning's efforts, which started with a turn toward the coast to visit Justin Vineyards and Winery, followed by Tablas Creek. Tour Donna Suprema Margi thoughtfully outfitted everyone with pink ribbons for our cars in remembrance of Joyce McHattie, to invite her to drive and taste with us in spirit.

The lunch stop at the hilltop Calcareous Winery featured beautiful grounds, a stunning vista and new opportunities for the picnic competition in two categories: Most Unique

Presentation and Best Wine Pairing. The winners were MJ and Sheila Kutkus for Most Unique (see photos) and Doug McHattie for Best Wine Pairing. After lunch, we rolled on to Stacked Stone, which specializes in Zinfandels, then Robert Hall, where we were treated to their Wine of the Month, a unique Viognier.

Dinner was at Big Bubba's Bad to the Bone BBQ, a few steps away from our headquarters. We enjoyed tasty barbecue in our own corner of the restaurant, and awards and door prizes overflowed.

On Sunday we parted ways and as is tradition, a hardy few forged outward in search of more tasting opportunities while the rest of us headed home to SoCal.

It was a beautiful weekend in a sumptuous part of California wine country. Thank you, Margi, for another memorable AROSC Wine Tour. We can't wait for next year!



Bonnie with golden bear at Robert Hall Winery; C. Schwartz photo. Below, top to bottom: Charlie and Jan taste at Stacked Stone; Gene, Helen and Adrienne compare notes; Randy, Rich and Diane at the welcome party. David Waelder photos.



Top, Chris, Sheila, Randy and Diane; above, Jan, Natalie, Chris, Norm and Barbara at the Friday evening get-together. M.J. Kutkus photos.



Margaret is ready for this tour! Below, Margi, Jan and Jim do a Friday night toast. David Waelder photos.





We are (mostly) attentive on a guided tour of the barrel room at Robert Hall Winery. David Waelder photo.



Above, our barrel room tour guide. Below, Norm, Evelyn, Mimi and Lucinda enjoy breakfast at Margie's Diner. David Waelder photos.



Top, Bonnie, Mary and Gene get a tasting at Stacked Stone Winery. M.J. Kutkus photo. Above, Susan, Natalie and Chris lean in for the story on whites at Tablas Creek. David Waelder photo.



Super-Organizer Margi emerges from her cage during the dinner at Big Bubba's, to hearty applause. Another good tour well done! Below left, Margaret, Jeff and Susan enjoy their meal and the fun. David Waelder photos.



M.J. and Sheila won Most Unique Presentation at lunch.



An Adelaide Inn staffer took this jolly group shot with John Britton's camera. Smile!

A Visit to Sin City with AROSC – Spring Mountain Motorsports Ranch



By Terry Major with a little help from my friends. Photos Terry Major, Jodi Fibrow.

Growing up I used to listen to Alvin Lee in a group called Ten Years After. This event should be entitled “Ten Years Later” this time starring, not Alvin Lee, but AROSC competitors “putting it on the track.”

The weather was great, no one could ask for more spectacular racing weather, except for afternoon wind – substantial wind on the way up as well as the way home. We had to rig wind blockades to allow the BBQs to do their work on Friday and Saturday night. Friday night the camping contingent had to eat inside our 28 foot trailer. We set up tables, brought in the food and wine, but forgot the disco ball.

Spring Mountain track is almost exactly the same as 2006, (3.4 versus 3.1 miles) but a decade later with rusty minds, every turn and run-off seemed brand new. Our competitors were not sure after one or two sessions that they would be ready for a race on Saturday or Sunday. Multiple com-

petitors stated, “I am not sure we have enough time to learn this track, there are a lot of turns and a lot of them are challenging.” Even though I only did 11 laps, the track was easier to learn this time as the reference points were



Relaxing areas at the track – the shade is pretty nice.

very different. Last time a bush, this time a building as there were condos and garages, balconies and walls around the track. There is even a new track attached for more configurations that was being used by the Ron Fellows Corvette Driving School. I have never seen this many Corvettes in one place. There must have been 100 track-prepared Corvettes. Spring Mountain even has a good-sized lake which is necessary for their individual hydro jetpack attraction. Looked like something out of a sci-fi movie. The spectator viewing areas were far better. The end of Turn 1 and beginning and end of Turn 2 sweepers were 100% visible, helping to see the difference in car setup. Suspension setup and body roll were quite evident in these corners. Spring Mountain also added an upper paddock which allowed for the SpeedVentures sellout weekend to accommodate all entries. Yes, the paddocks were full.

The first session was quite exciting as we had race group, advanced open passing group and multiple fast, fast, fast Radicals circulating the track. Whew! I gotta learn this track. In fact standing near track exit/paddock entry I watched 23 cars playing follow the leader taking the wrong turn in to the paddock. They were supposed to go through the bus stop and take the last turn on to the front straightaway. At the AROSC High Performance Driving School we teach our competitors to watch the track and not the car in front. Hmmm. Back to school?

Race Group and Time Trial

Race Group had many competitors, including AROSC and Super Miata. We split a rolling start between the

two groups. Both days the racing was exceptional. Ask Greg Nelson, he finished mid-pack, that's something new for him. Ask Dennis Fibrow and Tony Presto, they looked like they were married for 10 laps. Ask Chris Mayring if you need a fuel pump on the racetrack. Ask Gary Josephs in his LBGP Celica what you are supposed to do before a turn (brake?). Ask Gary Glazier if it supposed to be that easy? Ask Terry Watson if it supposed to be that difficult? We are glad Bruce Colby made it to the track this weekend and very happy his 914-6 was



Super Miata coming to the start ...



... and going into Turn 1.

handling satisfactorily. How many Miatas? I don't know, I can't count that high. Greg Nelson: "Man these Super Miata guys can drive!"

For TT we had a couple of father and son duets with the DeAndas and the Stebens. Mustangs and Alfas ... oh yeah, and Miatas too. Are the fathers or sons faster? You be the judge.



Gary Glazier, Bruce Colby, Chris Mayring, John Fedele, Dennis Fibrow, Tony Presto, Phil Guiral and Gary Josephs starting a race!

AROSC finished at 1:30PM on Sunday allowing us to leave early; how nice, that is if we could fit through the new underpass. Oh well. We tried, but nine-foot limitation through the underpass put an end to the super early getaway. Aaron did shut the track down and let us across the track to get on the long and winding (windy) road home. It looks as though one guy had difficulty on the way home as 15 miles out of the track there was a crashed upsidedown BMW off the side of the road. He should have gone to the track, because we all know it much safer on the racetrack than the road to wherever!

Aaron Bitterman and SpeedVentures run a very good show. He is good with the schedule and the



Same guys passing Start/Finish.



Saturday Race Finishers Bruce Colby, Dennis Fibrow, Tony Prost, Greg Nelson and Mike Easterman!

“downloads” and saying what needs to be said. One issue we need to discuss with Aaron is allowing race group and open passing time trial groups to run in the same practice sessions. AROSC believes safety is our paramount concern and cars sharing the session with different skill levels, safety requirements, passengers needs to be addressed.

A special shoutout to Jodi Fibrow for doing SpeedVentures timing allowing the SpeedVentures employee, Grant, to compete on the track.

It was also good to see Mike Easterman and Don Wagner helping



Chris Mayring, Dennis Fibrow, Tony Presto, Greg Nelson and Gary Glazier enjoy the afternoon.

to administer this terrific AROSC race/TT event at Spring Mountain Motorsports Ranch and we can't wait to come back to this terrific venue.

Next Event: June 4-5, 2016, But-tonwillow Raceway Park

– Terry Major

May-June 2016

**AROSC Open Race Overall
Spring Mountain April 23,2016**

Pos OA	In Class	No.	Name	Car	Class	Laps	Total Tm	Best Tm
2	1	65	Bruce Colby	Porsche	L	UNK	UNK	02:50.454
1	1	991	Gary Glazier	BMW	N	UNK	UNK	02:47.455
3	2	760	J. Farina	BMW	N	UNK	UNK	02:50.239
10	1	906	Gil Rios	Boxster	O	UNK	UNK	03:09.196
4	1	4	Chris Mayring	Miata	P	UNK	UNK	02:54.158
5	2	88	Tony Presto	Miata	P	UNK	UNK	02:55.612
6	3	50	Dennis Fibrow	Miata	P	UNK	UNK	02:56.720
8	4	44	John Fedele	Miata	P	UNK	UNK	02:58.303
7	5	8	Phil Gurial	Miata	P	UNK	UNK	02:59.228
9	1	18	Beverly Major	Miata	Q	UNK	UNK	03:07.711
SPM	1	29	Greg Nelson	Miata	SPM	UNK	UNK	02:46.164

**AROSC Open Race Overall
Spring Mountain April 24,2016**

Pos OA	In Class	No.	Name	Car	Class	Laps	Total Tm	Best Tm
2	1	65	Bruce Colby	Porsche	L	UNK	UNK	02:42.470
1	1	991	Gary Glazier	BMW	O	UNK	UNK	02:47.742
3	1	4	Chris Mayring	Miata	P	UNK	UNK	02:54.192
4	2	88	Tony Presto	Miata	P	UNK	UNK	02:55.466
5	3	50	Dennis Fibrow	Miata	P	UNK	UNK	02:55.527
6	4	44	John Fedle	Miata	P	UNK	UNK	02:56.738
7	5	8	Phil Gurial	Miata	P	UNK	UNK	02:57.501
8	6	112	Gary Joseph	Celica	P	UNK	UNK	03:03.800
SPM	1	29	Greg Nelson	Miata	SPM	UNK	UNK	02:45.413

**AROSC Time Trial
Spring Mountain April 23,2016**

<u>Class N</u>	No.	Name	Car	Best Lap
	31	DeAnda	Mustang	03:20.602
<u>Class O</u>				
	44	Mario Cano	NSX	03:07.894
<u>Class P</u>				
	76	Jimmy Riordan	Protégé	03:06.683
<u>Class Q</u>				
	1	Mike Steben	Alfa GTV	03:12.4

**AROSC Time Trial
Spring Mountain April 24,2016**

	No.	Name	Car	Best Lap
<u>Class N</u>				
	31	DeAnda	Mustang	03:11.251
<u>Class O</u>				
	44	Mario Cano	NSX	02:59.868
	906	Gil Rios	Porsche	03:06.599
<u>Class P</u>				
	76	Jimmy Riordan	Mazda	03:02.313
<u>Class Q</u>				
	1	Mike Steben	Alfa GTV	03:05.7

A Keepsake Giulietta Sprint Completes a 56-Year Journey ... *A Sort of Saga by Jim Bruni*

Fifty years ago I bought a red 1961 Giulietta Sprint in Louisville, Kentucky, and when I moved to New York City I wasn't about to give it up. So I found a one-car garage for the Giulietta in Queens that was a mere subway ride, elevated train transfer and four-block walk away from my apartment in Midtown Manhattan.

This was not exactly Alfa Country – but on the upside I found two brothers who were ace mechanics just down the block from my garage. They possessed an Italian *sentimento profondo* about things mechanical: think Luigi and Guido from the Pixar movie, “Cars”. The guys had been part of Lancia’s Grand Prix team in the mid-1950s. After Lancia withdrew from competition the brothers moved to America to work for Alfred Momo preparing Briggs Cunningham’s

Maseratis. When Cunningham stopped running the Italian cars, they opened their own shop in Queens.

The Alfa meant escape from The City on weekends and transport to the Midwest for annual vacations. It followed Route 66 when I moved to California. It went to Bridgehampton, Lime Rock, Mid-Ohio, Englishtown, Meadowdale, Blackhawk Farms, Elkhart Lake, Riverside, Ascot, Laguna Seca, and Sears Point. And it never missed a beat. In 1971 I traded the Giulietta to Otto Zipper for one of those new-fangled BMW 2002s.

It may be true that A. L. F. A. stands for “Always Looking For Another”. Fifty years after buying my first, I decided I wasn't getting any younger and Giulietta Sprints weren't getting any cheaper. So last year I found a 1960 Alfa Romeo Giulietta



Sprint in Lyon, France. It was the same exterior color and interior trim as my original 1961.

Sergio, the car's owner, was a vintage racer who makes the Dos Equis "Most Interesting Man In The World" look like a wallflower. The change of ownership – with only a little help from Google's Translate App – went smoothly. Sergio couldn't have been more honest and helpful.



Loading the Alfa into the container.

His business involves shipping, and he was able to oversee export details from his end. Modern Ro-Ro (Roll on-Roll off) ships are the cheapest, but the safety of shipping the car in a container was worth the reasonable extra cost.

The Alfa was packed in a TEX-tainer at Lyon, trucked to the port of Fos sur Mer and loaded on the *Seaspan Felixstone* for shipment to Long Beach. Thanks to sat-tracking we were able to catch a webcam shot of the boat as it left the Panama Canal.

Today's shipping regulations can be complex: EPA; DOT; Bill of Sale; Bills of Lading; Customs Clearance; Drayage; Homeland Security; Pier Passes, etc. The underside of the car

must be steam-cleaned – a legacy of the Mad-Cow paranoia. Even wooden chocks must be fumigated – you don't want any cheese-eating French termites to get a foothold in Long Beach, do you? Cargo can be subject to a random Customs x-ray exam that may incur additional expense and delay. Chip Breslin of the Ted L. Rausch Co. took care of these mind-bending details for me – I recommend him.



Rolling it out in Long Beach.

When the container arrived in Long Beach we took a five-gallon can of gas along with wrenches to re-connect the battery. We also had a fist-full of customs, homeland security, and proof-of-ownership forms. Would the car be a junk heap? Would it start? Would it only run on l'essence et huile français? Would it condescend to drive on the 405 Freeway? Would the car radio receive only Édith Piaf?



On the front seat of the Giulietta we found a three-ring binder containing the Alfa's ownership and service records accompanied by a thoughtful note from Serge—with Gallic charm it read:

Startup Procedure:

1. You know, a little choke and pump with accelerator to feed two Webers' carbs.
2. Think well, let it heat the engine smoothly at the same speed 2000 rpm before hard accelerating (this is an Alfa) for one minute to let oil going up in the engine.

We put gas in and hooked up the battery. We kicked the tires and lit the fires, then drove the 30 miles home in Friday freeway traffic.

This 1960 Giulietta Sprint has had an interesting 56-year journey: It was sold new in New Jersey then relocated to Virginia Beach. It traveled back to Italy to spend time in Rome until it migrated north to the Netherlands. It then moved to England where it was restored by a British specialist and received its 1750cc engine and five-speed transmission. It was then sold by Bonhams to a collector in France, and after 56 years the car has returned to the U.S.

As for me, if my tendency to buy a red Sprint every half-century continues, I should be ready for my third in 2065.



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2016 Schedule

January 16-17: Willow Springs – Race & TT w/Alfa ONLY Run Group!

February 20-21: Streets of Willow – High Performance Driving School

April 23-24: Spring Mountain Motorsports Ranch – Race & TT

June 4-5: Buttonwillow – Race & TT

September 10-11: Willow Springs – Race & TT

November 12-13: Streets of Willow – High Performance Driving School

December 30-31: Laguna Seca – Race & TT

Save the dates!

You know you want to get your car on the track this year, so save these dates and make a New Year's resolution to do it!

**Sign up online for notices
of our upcoming track events at
www.aroschpd.org**

Club Concorso #2 – Camarillo Airport World War II Aviation Museum



This massive hangar houses the smaller WWII Aviation Museum exhibits, and on this occasion a lot of very clean Alfas as well. Steve Edelman photo.

Overcast skies greeted the advance team of AROSC Concorso judges who arrived before 8AM at Camarillo Airport's WWII Aviation Museum (<https://www.cafsocal.com/museum/>). An empty hangar stood ready to host what would eventually be 14 Alfa Romeos, nine of which would compete for honors in AROSC's first Club Concorso of 2016. As our Alfas began to arrive and fill up our hangar,

several of the museum's other hangars were opened by a bevy of eager and knowledgeable volunteers to reveal an amazing collection of WWII-era warplanes. As the competition began, our judges, Don Singer, Fabio Trave, Chuck Meschter and Jeff Srinivasan, swarmed over an impressive group of Alfas with clipboards and pencils in hand. The results are as follows:

1st Place	Daily Driver	Bruce & Pat West	1971 Spider Veloce
2nd Place	Daily Driver	David & Susan Waelder	1991 Spider Veloce
1st Place	Race Class	Art Russell	1966 GTV
1st Place	Open Class	Fred Stewart & Hector Vazquez	1958 Giulietta Spider Veloce
2nd Place	Open Class	Al Evans	1967 Duetto Spider
3rd Place	Open Class	Bruce & Patty Bennett	1963 Giulia Spider
4th Place	Open Class	Don & Rita Singer	1964 Giulia Spider
1st Place	Closed Class	Fred Stewart & Hector Vazquez	1960 Guilietta Sprint Veloce
2nd Place	Closed Class	Mike Riehle & Chris Burke	1959 Guilietta Sprint
People's Choice		Fred Stewart & Hector Vazquez	1960 Guilietta Sprint Veloce
Best of Show		Fred Stewart & Hector Vazquez	1958 Guilietta Spider Veloce



One of the Steve McQueen participants in front of the B-25, finally restored and almost ready to fly after 23 years of work! David Waelder photo.

By the time the awards were bestowed, we were joined on the tarmac by another group of car enthusiasts from the upcoming Steve McQueen Car Show (hosted by Boys Republic; event info found here: <https://stevemcqueencarshow.com>). After checking out their eclectic mix of old and new rides, we were treated to a tour of the WWII Aviation Museum by one of the museum's volunteer docents. This tour included detailed discussion of many of the museum's aircraft, all of

which are flight-worthy (or will be soon). All in all, a very cool place and great fun was had by all.

But the day was not over as most of the Concorso attendees then made their way to Il Presidente Mike's and First Lady Chris' nearby home to enjoy a wonderful lunch (complete with Italian subs and sandwiches!) and relax in their wonderful backyard as the sun peeked through the clouds to brighten the day.

– Jeff Srinivasan



Volunteer docent addresses group. These guys know their stuff! Steve Edelman photo.



Alfa Concours contenders line the north wall of the hangar ...



Left, Jeff awards Pat and Bruce 1st Place in Daily Driver class. David Waelder took 2nd Place, that photo, and this one of Judges Fabio Trave and Chuck Meschter.



1st Place Open Class, People's Choice and Best of Show went to the Giulietta Spider; 1st Place Closed to the Giulietta Sprint (Edelman photos). Both these beauties are owned by Hector Vasquez and David Stewart, above (Waelder photo). Gorgeous work, guys!



... and the south wall as well. Steve Edelman photos.



C-46 interior is probably a lot tidier than it was back in the day, but still cramped. Below, Alfas adorn the Presidential Palace. Steve Edelman photos.



It's Party Time Again! Join Us Sunday, August 7th in the OC

The AROSC 2016 Summer Party will be held on Sunday, August 7th, chez Cline, in Fountain Valley, from 12:00Noon to 5:00PM, Italian time.

This event is a potluck lunch, so please bring something to share. Home-made dishes are desired, hot or cold, such as antipasto, salads, casseroles, pastas and/or desserts. Please bring beverages of your choice to share, and RSVP to info@arosc.org to avoid having too many of one entrée. Directions to the Clines' will be provided in response. If you can't bring a dish, please make a \$5 donation per person and Jan will buy what's needed to round out the menu.

The afternoon will feature our an-

nual "Clean Out the Garage" auction for Alfa parts, tools, and related items that need new homes, a second life or that can be repurposed. Remember, you can't take this stuff with you to Alfa Heaven. We will hold a live auction for all these items. We will also offer a silent auction for Alfa-related, miscellaneous auto books, magazines, art, tools, or whatever. As a preview, we still have a set of GTV bumpers in fairly good condition that need a new home.

This is also an official AROSC monthly Club meeting. Il Presidente, we are certain, will be brief.

Ciao, C&J

Get Outside & Play – June is Concours Month!

This June, the opening of concours season offers two favorite opportunities for showing your Alfa, the Huntington Beach Concours on June 5th and the San Marino Motor Classic on June 12th. The Club has been attending these for years, but they're not currently on our official activities calendar. If you wish to enter, there are classes in which you can show, or you can just support the events and their beneficiaries by attending.

The 31st Huntington Beach Concours on June 5th benefits the Huntington Beach Library's Children's Resource Center, staged at the library in Central Park. There are usually up to a half-dozen Alfa categories to enter. Featured marques this year are Cadillac and BMW cars and Yamaha and Norton motorcycles. Friend of the Club, KABC-TV automotive specialist Dave Kunz is grand marshal. This

is a casual, beachy, family-friendly event. Bring a picnic, lawn chair and umbrella, and plan to meet Alfa owners from all over SoCal. Information and registration information are available by visiting hbconcours.org.

The San Marino Motor Classic on the 12th, in its sixth year, aims at d'elegance exhibition levels with a Saturday night gala and show in Lacy Park on Sunday. There are seven overall awards for mint-condition vehicles, in addition to class recognitions. Two classes for Alfa Romeo are listed. Other categories include Brass & Nickel Era Cars and American Postwar Orphan Marques. It benefits the Pasadena Humane Society and SPCA, USC Trojan Marching Band, and Rotary International. Deadline for registration has passed, but visit sanmarinomotorclassic.com for information. Also see ad on page 5, this issue.

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FOR SALE – 1984 GTV6 in fair to good condition as described by Hagerty’s valuation tool, which states the values as \$8,500 to \$11,800 respectively. Asking \$8,900, but looking for quick “as is” sale, so I will entertain all reasonable offers. I need the garage space and money for my next Alfa purchase.
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Classified (non-commercial) Advertising

Classified ads are published as a free service to the Alfa Romeo community. Suggested length 60 words; include price, location, contact info. Photos must be in-focus, medium-resolution (300ppi) JPEGs. Alfa-related only! Deadline is the 25th of the month prior to publication (e.g., March issue = January 25).

Commercial Advertising

Please contact the Editor at info@arosc.org for a detailed rate card and complete advertising information.

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 92155, Portland, OR 97292. You may also join online using your credit card by visiting aroc-usa.org.

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Our 2016 Calendar of Events

<i>June</i>	<i>July</i>	<i>August</i>	<i>September</i>
<p>4-5 – DE, TT & Race, Button-willow.</p> <p>5 – Huntington Beach Concours (non-Club event).</p> <p>12 – San Marino Motor Classic, (non-Club event).</p> <p>26 – Highway Earth, Club Concours #2.</p>	<p>23 – Summer Day Drive, Angeles Crest/Hwy. 2 to Wrightwood.</p>	<p>7 – Summer Party and General Meeting with the Clines, Fountain Valley.</p> <p>15-21 – Monterey Weekend: Monterey Motorsports Reunion, Concorso Italiano, Pebble Beach Concours d'Elegance ... you know the drill.</p>	<p>10-11 – DE, TT & Race, Willow Springs.</p>