

ALFACIONADA

NOVEMBER-DECEMBER 2018

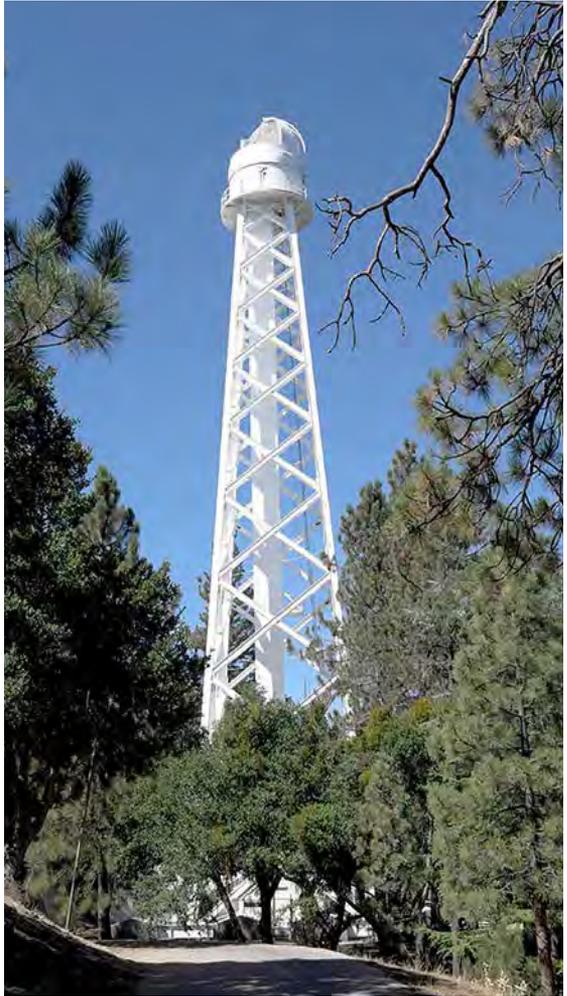
Fall Day Tour: Mount Wilson was beautiful and fascinating, and so was the drive. See it all on pages 12-17.



Alfas at Laguna Seca! Stories and photos on pages 18-27.



Best of France & Italy: An old favorite, forever new. See pages 25-31.



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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.

Changes of Address

To keep your newsletter arriving after a move, please send your change of address information to AROC, P.O. Box 92155, Portland, OR 97292.

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 website 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 12-month calendar of events is emailed with every January issue of this newsletter, and detailed information is in Previews. Check both; email any questions to info@arosc.org, and a Club director will respond.

On the Cover This Month

The run up to Mt. Wilson and back is always a good workout for any Alfa and its driver, but the wonders of that storied observatory and the work of its scientists are spectacular in their own right. It's not often enough that a learning experience can be both profound and highly enjoyable, but those guys up the hill from Pasadena can make it so. Main photo of the solar tower is by David Waelder; see many more and the story on pages 12-17.

AROSC Board of Directors, 2018

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.*

November 25 – Board Planning Meeting for 2019.

December 8-9 – DE, TT & Race, Auto Club Speedway Infield Course, Fontana. See Track Calendar, page 38.

December 15 – Holiday Party. See adflyer on page 10.

January 12 – Annual Awards Banquet. See adflyer on page 23.

January 19-20 – Mid-Year Retreat, Palm Desert. See invitation on page 29.

January 26-27 – Driving School, Streets of Willow. See Track Calendar, page 38.



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.



Car freaks, meet Astronomy! Our gang gets introduced to the Mt. Wilson 100-inch telescope in all its massive glory. See more beginning on page 12. Photo by Steve Edelman.

See additional notice of our recent events on our website, arosc.org



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

Our Sprint seems to be in good health again. It has been suffering from a case of bad gas and clogging carburetor jets. Fresh gas, a new fuel pump, new fuel filter, and a cleaned carburetor did not immediately solve the problem. I'm not quite sure where the last bits of crud were lurking, but the problem seems to be gone now. The car ran beautifully on a test drive around Camarillo and to/from the Best of France and Italy (aka BFI).

Did you make it to BFI? The weather was perfect and we christened two new Alfa-red pop-ups. The Clines brought the pop-ups and tables and the Silvermans brought delicious bread, cheese and cold cuts. There were around 80 cars in attendance, but we did not attempt to make an exact count. Some old friends were there hawking parts and I saw several people walking away with bargains. I should also mention that Jay Leno was there, much to the delight of all. See pages 28-30 for pictures.

We are always a little nervous about renting Laguna Seca because of the travel distance and the cost, but the October Laguna Seca event filled up and we made some money. See pages 18-27 for two stories and some great photos.

The new Board meets November 25th. We will congratulate ourselves for a job well done, swear in the new Board, and promptly start hammering out the schedule for next year. If you have suggestions now is the time to let us know. Send an email to info@arosc.org or make your pitch in person. We are always looking for a few more good ideas.

Our next competition event is at Auto Club Speedway (Fontana). Check it out online at <https://www.motorsportreg.com/events/auto-club-speedway-time-trials-races-arosc-racing-hpde-584805> .

Our competition website(s) are still in need of fulltime volunteer support. Terry Watson and others are setting up the MotorSportReg pages where people can sign up for specific events, but the web pages are being updated ad hoc. Bruce Colby is updating the www.aroschpd.org site when he is available. I'm putting more competition events on the www.arosc.org site, but no one is doing the www.alfaclubracing.com site which is being updated irregularly and is usually out of date. It all works after a fashion, but it could be better.

MJ and Sheila Kutkus will be hosting our annual Holiday Party on December 12th. I know it is a busy time of year, but you don't want to miss it. I'm what they call a healthy eater. MJ is grilling Northwest-themed proteins this year. See page 10 for more information. Since it is a potluck, we need you to RSVP and work with Sheila on what side dishes and desserts to contribute. This party is always well attended and brings out a host of new and old faces.

The annual meeting on January 12th is where we honor people who have contributed generously to the Club and hand out annual Concours and Race high-point trophies. Don't think you're in the running for a trophy? No matter. Come out anyway, enjoy the camaraderie and the food, and vow to do better next year.

The November *Alfa Owner* says the AROC Mid-Year Retreat in Palm Desert will be January 19-20. AROC members in the West will soon receive invitation post cards in the mail. Typically, there is a day drive and party on Saturday and an AROC Board meeting Sunday morning. Other activities are usually tacked on as the date approaches (a Friday evening reception; a Sunday luncheon or private garage visit). People come from all over Southern California and Arizona to meet the Board and generally have a good time. It is becoming our de facto “Winter Palm Springs Weekend”, similar to those we enjoyed years ago. Chris and I try to attend every year and this coming year should be no exception.

The following weekend, January 26th-27th, is the Driving School at the Streets of Willow. I know we usually don't have a driving school in January, but it's not like the track can always give us our first choice of dates. The Streets is actually one of my favorite tracks because it is such a technical track. In simple English that means it has lots of different kinds of turns.

Remember, if 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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TECH GUY ... *Let There Be Light, Part 1*

At the start of the Automobile Age, lighting on automobiles was accomplished with oil or acetylene gas lamps. The oil and gas lighting was okay for carriages, but not good enough for the speeds that the automobile could reach. The use of electric lights on gasoline-powered cars had to wait until a real electrical system with a generator small enough to fit in the car but big enough to power the lights could be invented. By the late 1910s, most cars had electric lighting with many different lamp designs. They came with one, two and even three filaments, and could be “dipped” either mechanically or by turning off one or more filaments. There was no official standard, and lights varied quite a bit – from those that barely lit up the road to those that looked like they came off a locomotive. In most cases, the bulb was removable, so that when it failed you could just replace the bulb and not the whole assembly. But this led to inconsistencies, so in 1939 the sealed-beam headlight was introduced, and made mandatory on all cars sold in the United States from 1940 on. Headlights in the United States remained pretty much the same until 1978.

Meanwhile, the rest of the automotive illumination world continued to evolve. Replaceable bulbs allowed designers more latitude in car and headlight design. Halogen bulbs were introduced in Europe in 1962, which provided much improved lighting. In Europe the high beams were limited to 140,000 candelas per side while in the United States the limit was 37,500 per side. The United States increased the limit to 75,000 candelas per side in 1979 when halogen sealed-beam headlights were introduced. The European headlight designs also allowed for better aerodynamics, a smoother shape for the front of the car and a more streamlined look than the U.S. designs.

Finally, in 1983 the United States allowed the use of replaceable bulbs in an aerodynamic lens housing, which could be made of plastic, allowing cars sold in the U.S. to have the same shapes as their European counterparts even if the light intensity and overall designs were different.

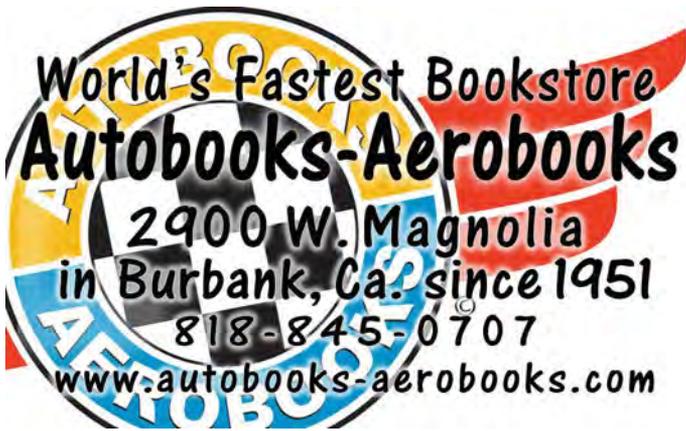
In the last 50 years headlight technology has increased tremendously – from incandescent filament bulbs through halogen to xenon HID bulbs, and now LED lights. Whereas before headlights were manufactured by lighting companies such as GE, Carello and Hella, it now seems everybody is offering headlights and headlight conversion kits. Where once you could walk into an auto parts store and get the proper light for your 1952 Nash Rambler, you are now flooded with a range of options.

But you have to be careful. On the cars with replaceable bulbs for the headlights, the reflector is designed for a particular type of bulb, be it halogen, xenon or LED, and it is illegal to install a different type of bulb in the reflector. If you have a headlight housing designed for halogen bulbs then that is the only bulb type you can use. If you want to switch to LED headlights then you have to buy the correct headlight housing, which may or may not be available. There are many replacement kits for the 7-in. and 5 ¾-in. round headlights to use xenon or LED bulbs, but are

the suppliers using the proper reflector housing or are they just supplying different bulbs for the same housing?

And remember, whenever you change a headlight, even just the bulb, you should verify that your headlights are aimed properly, for your safety and the safety of the other drivers on the road.

The new type headlights may look cool and appear to let you see better but if you are blinding the oncoming drivers are they really safer? – Gene Brown



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FALL DAY DRIVE



Angeles National Forest offers endless great vistas. Steve Edelman captured this one.

Once upon a time, AROSC did Mount Wilson hillclimbs at the end of the day to celebrate the sunset from 5,700 feet above L.A. That was great fun, but this year we reprised the run soon after sunup (well, 9AM-ish) in September to beat the heat and traffic, enjoy a private tour of the observatory complex, and be back in Glendale for lunch at a landmark restaurant.

Thirty-four Alfisti gathered under the confluence of CA2 and the 210 freeways in eight Alfas and 12 other sporty supporting marques. It was fabulous to welcome so many Los Angeles-area members who we don't see often enough: the Lothers in their fly-yellow Giulietta Spider; the Gilberts in their graphically outstanding black Spider; the Shelbys and their 2018 4C; the Pullins with their late-model Corvette; and the Marchers driving a Porsche cabriolet. We rolled out on time and all had a smooth ascent save for Al, when his vintage MV Agusta, suffering from altitude sickness, could not complete the drive. We missed you, *amico*.



Early-morning meetup in La Cañada. David Waelder photo.

The road was in good condition, and the first several miles on the meticulously repaired and maintained CA2 were covered quickly. The last several miles were slower, but better, on the fun twisties of the Red Box-Mt. Wilson Road. The narrow two-lane with burning daylight and deep shadows, a few bicyclists, and donations from Mother Nature on the surface to watch for, required an attentive pilot.

Our tour organizer at the Mt. Wilson Observatory Institute had warned that this was the busiest weekend of the year thus far and to be on time to meet our guide, Robert. We tried, and mostly succeeded, collecting up at the Cosmic Cafe to get started on what would become a generous immersion into some intense original theory-busting history of cosmology and astronomy.

Mt. Wilson Observatory started with the solar tower, in 1904. The complex, which grew to include two other telescopes, a 60-in. and a 100-in., was for the next 50 years the most famous in our world. There were no roads to the top of the mountain at the outset, just Native American footpaths. Mules widened the tracks, and soon some early flatbed trucks brought the structures and glass up, piece by piece. Once established, it operated full-chat through the 1960s.

The man who made it happen was George Ellery Hale, astrophysicist and entrepreneur, genius fund-raiser, influential acquaintance of money-eyed capitalists. USC and UCLA fought over which institution would populate the researcher pool. Edwin Hubble and Milton Humason discovered the red shifts that pointed them to the Big Bang Theory. Alfred Einstein and Stephen Hawking hung out here.



Einstein dropped in once for a visit. Steve Edelman photographed the photo on display.



On our way to the 100-inch telescope. Steve Edelman photo.

What Robert told us was amazing. We visited all three telescopes and the denouement was at the 100-inch, when they rotated the dome for us. It was special beyond description. Do visit www.mtwilson.edu for more of the story than we can ever tell here.

When our brains were full, we were allowed hall passes to exit this overwhelming educational experience, and to seek nourishment a few thousand feet below.



Above, our guide Robert explaining more about the solar system in the 60-inch telescope's observatory. David Waelder photo. Below, we watch an astronomer working in the Solar Observatory. Steve Edelman photo.





Above, an astronomer at work in the Tower is highlighted by the sun he's observing. Below, hurrying to our cars was hard work at 5,700 feet! David Waelder photos.





A late-Thirties notion of Polynesian island life enlivens the walls in Damon's. Steve Edelman photo.

Down in Glendale, the afternoon glare was successfully cut by the cool interior at Damon's Steak House and 22 of us regrouped in our own Polynesian-wrapped space.

Established in 1937, Damon's has been true to its roots, offering comfort food (chicken-papaya-mango salads, pulled pork sandwiches, crispy calamari) with South Pacific flavored accents (Chi-Chis, Dole Whips, Singapore Slings). The service was great! The parking was not, but living next to a Porto's, adjustments need to be made.

Reprising a tour tradition, some participant prizes were reinstated. As done on past overnight drives, we recognized the Oldest Alfa, the 1962 Giulietta Spider of

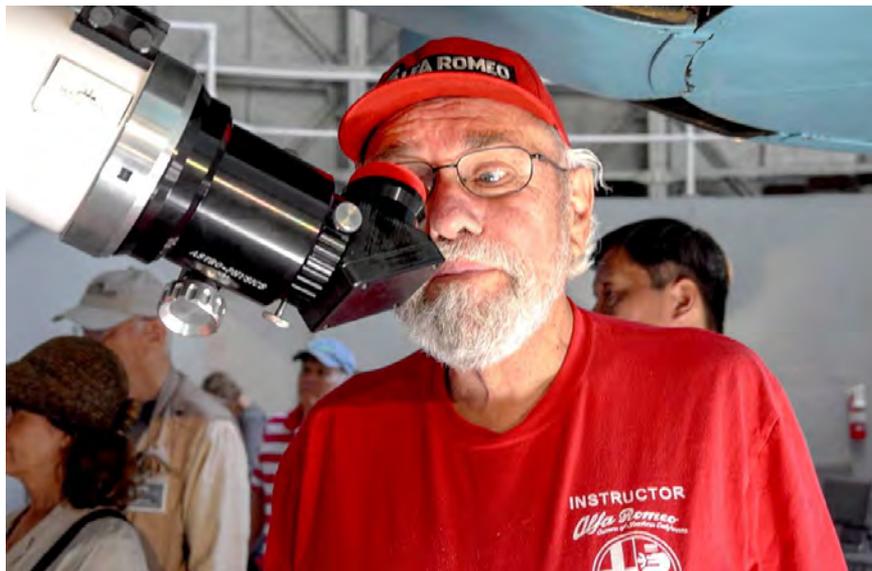


The pulled pork sandwich, lovingly shot by Steve Edelman

Brad and Leslie Lothers; the Most Outstanding Aloha Attire, Kevin Pullin; and the Member Traveling Furthest to Participate, Doug McHattie (solo, from La Quinta).

Thank you and aloha to everyone who drove with us. Suggestions are being taken on where to go next year!

– Elyse and Jim Barrett



Norm takes a goggle through the 100-inch telescope's eyepiece. Below, Alfas led the pack up to Mt. Wildon. David Waelder photos.





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Laguna Seca Weekend

Story and photos by April Friesen



When the announcement for time trials and races at Laguna Seca with the AROSC popped up in our mailboxes in March, we signed up immediately. Laguna is always a good time, and the great folks AROSC just make it better. Knowing how people like to procrastinate, we started to encourage our friends and co-workers to enter as soon as possible.

One of our friends was so inspired by the announcement, that he went out and bought a Triumph TR6 – which came in boxes. We thought, “This isn't going to happen in time”. However, we had an solution: prep another Milano in addition to our planned two. Yes, get three Milanos ready for a track day. Ambitious? Yes, but not as ambitious as trying to take collection of TR6 parts and turn it into a racecar in eight months. After toiling over timing belts, cooling systems, and brakes for many weekends leading into October, we loaded up the cars, checked everything one last time, and set out for Monterey.

It was an uneventful drive to Laguna Seca, and we prepared to leave two cars and take one back to town. Then, disaster struck. The car we had planned to use for the evening stopped running just as we were about to set off to our hotel. Thankfully it quit right in front of the garage. We pushed it back in, and diagnosed a dead fuel pump. That was very strange since we'd replaced it just a month prior. Being with the friendly Alfa Club, someone set out and found an acceptable replacement at a parts store. Then it was off to dinner in another Milano, with plans to change the pump the next day.

Weather the next morning was perfect, and everyone was in high spirits at the driver's meeting. After the flags were explained, safety procedures covered, and questions answered, we dispersed. The pits contained more Alfas than anyone had seen in a long time, 27. There was a healthy contingent of new Giulias (7), new 4Cs (3), combined with several GTV6s, Milanos, 105 GTVs, and Spiders. We saw about



Milanos in the garage.

10 other Alfas who just came to the track to spectate. The first all-Alfa session wasn't until later in the morning, which was a good thing, since we had a pump to replace. Tools laid out, containers ready, we drained the tank and installed the new pump just in time.

The track was nicely warmed when it came our turn. Off we went under standing yellow flags for our exploratory laps! A wave to the flag workers, a close inspection for changes to the surface, tires coming up to temp. Green flag! Pedal down, engines straining, hearts pumping. The pure exhilaration of going as fast as you dare. A fast road is an Alfa's traditional home. The new cars immediately showed their heels to the older models. Technology marches on.



Alfas on the grid.

Part of the fun of track events is sharing the experience. We had a lot of people join us for the “intro lunch group” which is a lead-follow session. Four Alfas lined up on the grid, each with four students in their own cars behind them. The goal was to show the line and get a view of this famous track (and maybe even inspire them to attend the AROSC High-Performance Driver’s School).

As a perk for success at school, drivers awarded with a license from the school can take passengers (assuming same safety gear was available to the passenger). Being licensed drivers ourselves, we spent most of our sessions with people in the right seat.

With the sun setting on the Monterey Peninsula and a cool breeze flowing from the ocean, the track fell silent. Brad Gray laid out wine, cider and cheese (a shout out to Scotto Cellars in Lodi) to accompany the informal AROSC Awards Ceremony. Best times of the day were announced, awards were handed out and newly minted licensed drivers were welcomed. Lots of good-natured ribbing ensued.

The following day dawned slightly cooler and a light mist swirled over the hills and at times, onto the track. Classic Laguna weather! Lap times inched down as drivers processed what they had learned from the day before. The amount of bodging slowed somewhat as cars were sorted out, or people gave up and just enjoyed the sights and sounds, chairs out, drinks and stopwatches in hand.

The Milano Mafia (as we like to call ourselves), had a relatively uneventful day. However, we knew that we’d have a long crawl in stop-and-go weekend traffic on the way home and our cars had been stressed all weekend, so some of us who



Awards and refreshments.



Classic Laguna weather.

were not trailering packed up early and said our goodbyes. Hugs and friendly insults were exchanged in equal quantities. With a wistful glance to the pits in the rearview mirror, and another fantastic weekend was consigned to memory.

Our friend to whom we lent the third Milano? We found out later he'd won the time trial in his class. Congrats to Erik!

A huge thanks to everyone in the AROSC for yet another memorable and fun weekend, especially the organizers!



Vintage GTVs in the garage.



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AROSC Annual Meeting & Awards Banquet

P.V. Grill in Palos Verdes Estates

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Saturday – January 12, 2019; Noon – 4:00 pm



**2018 Wrap-Up
2019 Kick-Off**



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Please RSVP to Sheila by Monday, January 21st
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.

Alfas at Laguna Seca: Chapter & Verse



This Alfa Only was the largest AO run group of the year.

The alarm goes off at an ungodly hour, and you question if you've ever slept. It's Monterey, it's dark, it's foggy, and we traveled a weary mile to finally arrive at Mecca – Laguna Seca Raceway!

Gorgeous weather and fast lap times were the order of the weekend, with the largest turnout AROSC has had in some time.

Don Wagner and Mike Easterman took the reigns, with Paul Blankenship, Dennis Fibrow and Terry Major keeping the show rolling. A special thanks to Jeffrey Leong for running Timing, and Advanced Fire for their usual excellent service. In addition, Erwin Perl was a big help.

At the driver's meeting, Track CEO Tim McGrane welcomed and addressed us. It may be the first time that we've had a driver's meeting attendee wearing a tie and cuff links. He's a class act, and it was great to get positive attention from the Laguna Seca brass!

The Alfas Were There

It was great to see the large contingent of Alfas! We had 30 Alfas, ranging from GTVs, Duettos, Spiders, Milanos, and the new stuff. Tom Burgess spanked everyone with a 1:41 in his 4C.

Happy Hour

Saturday evening's wine and cheese party was a big hit. Sponsored by Scotto Cellars and hosted by the #30 Mustang team. Brad Gray was barkeeper, giving liberal tastes of Scotto Cellar's award winning Lodi wines. It was a terrific addition to our Laguna Seca event. Just call it "Group Therapy." Cheers!

Sunday Race

We lost a few competitors after the Sunday qualifier leaving a total of 14 for the Sunday open race. We had 12 laps of serious racing with a couple of twists towards the end. Gary Glazier in his BMW jumped Mike Calka's Radical at the start leaving Mike a lap or two to have some fun before destroying the field by 10 seconds a lap, once again giving him an easy win. Many fast guys started in the back after a lackluster qualifying. This gave them an interesting race moving through the field. The frontrunners quickly pulled away from the mid pack to battle, like on Saturday.

Time Trials

Paul Blankenship handed out Time Trial Licenses to some of our newer competitors. Congratulations to Tam Vereker (#552), Matthew McFadden (#553), Wesley Chan (#554), Robert Prince (#555), Randal Sanada (#556), and Marty Hudson (#557). We are quickly moving toward 600 licensees, yet some of the old-timers were there too, like Andy Steben (#19), Allan Bueno (#36) and Tony Presto (#88). Those numbers go all the way back to Riverside!

We had a wide variety of cars – including some really fast ones – in the time trial groups. Chris Mayring brought his newly purchased 1982 Porsche 911 SC to TT this event to have some fun. He was having fun for sure.

The fastest time trial lap of the weekend was Tom Burgess in an Alfa at 141.9. Second fastest was Peter Kemos at 1:45.3, third quick was Kris Roberts at 1:45.5. Top time from both days was Mike Calka in his Radical (in race group) with a fastest time of 1:34.8.

Family Affair

AROSC has always been a family-friendly organization, and this event was no different. Three generations of Sanadas were there! Randy, his son Jerry, and Jerry's son, all at this event with Randy driving his Corvette. He's making a huge effort to improve his ability on the track. Son Jerry driving the AWD bright blue Ford Focus RS is coming along very nicely, as our ace Greg Nelson did some laps with him to improve his line. Unfortunately Jerry took a big bite out of the turn six berm and put his left front onto the red brick and busted the wheel. Fortunately he was prepared, and had another one by the trailer. It's great to see dads bring kids and grandkids to the track.

Join Us!

For anyone interested in participating in the future of the AROC's competition program – racing and race management – we are looking for a few good people to administer the events such as Race and TT. We need directors, timing staff, someone to handle social media, registration, the website, and promotions. If you are interested, let us know. We are more than willing to have a conversation regarding your interest and understanding all aspects of the Club. The camaraderie is unbelievable – for the competitors as well as directors and staff. Please let us know!

Auto Club Speedway in December

We hope to see you for some frolicking on the infield at Auto Club Speedway in Fontana on December 8th and 9th when it's time again to "Put it on the Track".

Laguna Seca Saturday

Sorted on Laps

Race Group
Points Race

Laguna Seca 2018 2,238 Miles
10/20/2018 02:50 PM

Race started at 14:58:09

| Pos | PIC Class | No. | Name | Make | Model | Laps | Diff | Gap | Total Tm | Best Tm | In Lap |
|-----|-----------|-----|---------------------|---------|--------|------|----------|----------|-----------|----------|--------|
| 1 | 1 L | 20 | Mike Calica | Radical | SR3 | 12 | | | 22:56.597 | 1:34.831 | 4 |
| 2 | 1 N | 25 | Gary Glazier | BMW | 325 | 12 | 1:40.433 | 1:40.433 | 24:37.030 | 1:45.916 | 11 |
| 3 | 1 D | 37 | Dennis Ueberstetrig | Mazda | Miata | 11 | 1 Lap | 1 Lap | 23:02.333 | 1:46.696 | 8 |
| 4 | 2 L | 30 | Bradley Gray | Ford | Cobra | 11 | 1 Lap | 20.168 | 23:22.501 | 1:49.247 | 7 |
| 5 | 1 M | 351 | Matthew McFadden | Porsche | 911 SC | 11 | 1 Lap | 5.905 | 23:28.406 | 1:49.198 | 8 |
| 6 | 2 D | 29 | Greg Nelson | Mazda | Miata | 11 | 1 Lap | 21.052 | 23:49.458 | 1:51.945 | 9 |
| 7 | 3 D | 89 | Tony Presto | Mazda | Miata | 11 | 1 Lap | 4.217 | 23:53.675 | 1:51.970 | 9 |
| 8 | 4 D | 34 | Frank Russell | Mazda | MX5 | 11 | 1 Lap | 0.678 | 23:54.353 | 1:51.775 | 8 |
| 9 | 1 P | 44 | John Fedele | Mazda | Miata | 11 | 1 Lap | 24.413 | 24:18.768 | 1:53.161 | 7 |
| 10 | 2 P | 8 | Phli Guiral | Mazda | Miata | 11 | 1 Lap | 0.012 | 24:18.778 | 1:53.672 | 7 |
| 11 | 3 P | 54 | Suren Simonyan | Mazda | Miata | 11 | 1 Lap | 20.947 | 24:39.626 | 1:54.240 | 8 |
| 12 | 5 D | 66 | Jane Scarcello | Mazda | Miata | 11 | 1 Lap | 2.081 | 24:41.706 | 1:54.584 | 11 |
| 13 | 4 P | 211 | Michael Snare | Mazda | Miata | 11 | 1 Lap | 8.240 | 24:49.946 | 1:53.837 | 8 |
| 14 | 6 P | 51 | Gian Cardinale | Mazda | Miata | 10 | 2 Laps | 1 Lap | 23:05.868 | 1:57.168 | 4 |
| 15 | 6 P | 49 | Greg Smith | Mazda | Miata | 10 | 2 Laps | 4.003 | 23:09.971 | 1:57.084 | 7 |
| 16 | 7 P | 73 | Coray Bishop | Subaru | WRX | 8 | 4 Laps | 2 Laps | 23:12.675 | 1:56.055 | 5 |
| 17 | 8 P | 515 | Mike Porteous | Mazda | Miata | 7 | 5 Laps | 1 Lap | 16:24.169 | 1:52.530 | 6 |
| 18 | 6 O | 86 | Greg Scarcello | Porsche | 944 | 5 | 7 Laps | 2 Laps | 13:14.972 | 1:56.287 | 5 |

Laguna Seca Saturday

Sorted on Laps

Alfa Run Group

Laguna Seca 2018 2,238 Miles

Timed Runs

10/20/2018 04:20 PM

Race started at 16:24:08

| Pos | PIC Class | No. | Name | Make | Model | Laps | Diff | Gap | Total Tm | Best Tm | In Lap |
|-----|-----------|-----|---------------------|------------|---------------------|------|--------|-----------|-----------|----------|--------|
| 1 | 1 P | 5 | Anely Steben | Alfa Romeo | 1750 GTV | 10 | | | 27:22.110 | 2:13.919 | 10 |
| 2 | 1 B | 55 | Nizam Zamri | Alfa Romeo | Milano | 10 | 28.883 | 28.883 | 27:50.593 | 1:54.646 | 10 |
| 3 | 1 Q | 333 | Gianni Troian | Alfa Romeo | GTV | 8 | 2 Laps | 2 Laps | 23:29.441 | 2:10.115 | 3 |
| 4 | 1 D | 3 | Dino Crescentini Jr | Alfa Romeo | GTV | 7 | 3 Laps | 1 Lap | 17:01.642 | 1:51.331 | 3 |
| 5 | 2 D | 66 | Dennis White | Alfa Romeo | GT | 7 | 3 Laps | 13.441 | 17:15.063 | 2:04.377 | 5 |
| 6 | 1 M | 4 | Christopher Gonyea | Alfa Romeo | Giulia TI Vesuvio | 7 | 3 Laps | 0.399 | 17:15.682 | 1:53.300 | 2 |
| 7 | 2 M | 33 | Tom Sahlines | Alfa Romeo | Giulia Quadrifoglio | 6 | 4 Laps | 1 Lap | 16:33.466 | 1:51.350 | 4 |
| 8 | 3 D | 16 | April Zamri | Alfa Romeo | Milano | 5 | 5 Laps | 1 Lap | 13:15.233 | 2:06.390 | 5 |
| 9 | 2 Q | 19 | Andrew Petras | Fiat | XJ/9 | 5 | 5 Laps | 3:10.827 | 16:26.060 | 2:15.008 | 4 |
| 10 | 1 L | 40 | Tom Burgess | Alfa Romeo | 4C | 4 | 6 Laps | 1 Lap | 9:16.948 | 1:43.587 | 1 |
| 11 | 1 C | 12 | David Burgoon | Alfa Romeo | GTV | 4 | 6 Laps | 5:49.302 | 15:06.250 | 1:58.931 | 3 |
| 12 | 2 P | 22 | Roger Bridenstine | Alfa Romeo | GTV6 | 4 | 6 Laps | 12:38.219 | 27:44.469 | 2:02.707 | 4 |

Laguna Seca Saturday

Sorted on Laps

TT Group 1

Laguna Seca 2018 2,238 Miles

Timed Runs

10/20/2018 03:20 PM

Race started at 15:24:04

| Pos | PIC Class | No. | Name | Make | Model | Laps | Diff | Gap | Total Tm | Best Tm | In Lap |
|-----|-----------|-----|-----------------|---------|-------------|------|--------|--------|-----------|----------|--------|
| 1 | 1 M | 5 | Juergen Barthel | Porsche | 911 Turbo S | 12 | | | 28:26.699 | 1:57.188 | 3 |
| 2 | 1 P | 13 | Robert Russell | Datsun | 240Z | 10 | 2 Laps | 2 Laps | 26:29.593 | 2:00.770 | 2 |
| 3 | 1 Q | 111 | Mark Warshawer | BMW | | 10 | 2 Laps | 0.281 | 26:29.874 | 2:10.404 | 10 |
| 4 | 2 M | 69 | Eric Holzapfel | Saab | | 9 | 3 Laps | 1 Lap | 26:20.837 | 2:12.829 | 9 |
| 5 | 2 P | 88 | Andrew Kroko | Datsun | 240Z | 6 | 6 Laps | 3 Laps | 27:49.221 | 2:13.567 | 6 |
| 6 | 1 N | 68 | Jared Teo | BMW | M4 | 5 | 7 Laps | 1 Lap | 15:23.201 | 2:22.923 | 5 |

Laguna Seca Saturday

Sorted on Laps

TT Group 2

Laguna Seca 2018 2,238 Miles

Timed Runs

10/20/2018 03:50 PM

Race started at 15:54:58

| Pos | PIC Class | No. | Name | Make | Model | Laps | Diff | Gap | Total Tm | Best Tm | In Lap |
|-----|-----------|-----|----------------|------------|-------------|------|----------|----------|-----------|----------|--------|
| 1 | 1 L | 40 | Tom Burgess | Alfa Romeo | 4C | 14 | | | 25:44.989 | 1:43.512 | 4 |
| 2 | 1 M | 614 | Howell Tunstun | Porsche | Cayman S | 14 | 1:04.739 | 1:04.739 | 26:49.208 | 1:47.036 | 1 |
| 3 | 1 N | 11 | Peter Kemos | Ford | | 13 | 1 Lap | 1 Lap | 25:27.304 | 1:46.729 | 7 |
| 4 | 2 M | 11 | Roy Tsugawa | Cadillac | ATS-V Sedan | 13 | 1 Lap | 44.285 | 26:11.589 | 1:51.710 | 8 |
| 5 | 1 O | 3 | Jess Lino | Scion | FRS | 13 | 1 Lap | 48.515 | 27:00.104 | 1:52.743 | 13 |
| 6 | 2 D | 15 | Joseph Goddard | Infiniti | G35 Coupe | 12 | 2 Laps | 1 Lap | 25:23.161 | 1:54.256 | 11 |
| 7 | 1 P | 35 | Mike Steben | Infiniti | G35 Coupe | 12 | 2 Laps | 25.907 | 26:49.068 | 1:58.096 | 3 |
| 8 | 3 O | 12 | Chris Mayring | VW | | 12 | 2 Laps | 36.948 | 26:26.016 | 1:58.477 | 11 |
| 9 | 2 N | 10 | Jerry Sanada | Ford | Focus RS | 9 | 5 Laps | 3 Laps | 19:20.884 | 1:55.497 | 7 |
| 10 | 3 N | 1 | Dylan Fundle | Mazda | RX8 | 9 | 5 Laps | 3:13.841 | 22:34.725 | 1:53.351 | 4 |
| 11 | 4 O | 8 | Wesley Chan | Mazda | RX8 | 9 | 5 Laps | 55.039 | 23:29.764 | 1:52.690 | 5 |
| 12 | 5 D | 17 | Jeremy Young | Mazda | RX8 | 9 | 5 Laps | 2:08.797 | 25:38.561 | 1:47.938 | 3 |
| 13 | 3 M | 44 | Mario Cano | Acura | NSX | 8 | 6 Laps | 1 Lap | 17:27.090 | 1:53.048 | 4 |

Laguna Seca Sunday

Sorted on Laps

Race Group
Points Race
Laguna Seca 2018 2.238 Miles
10/21/2018 02:50 PM
Race started at 14:54:24



| Pos | PTC Class | No. | Name | Make | Model | Laps | Diff | Gap | Total Tm | Best Tm | In Lap |
|-----|-----------|-----|--------------------|---------|--------|------|----------|----------|-----------|----------|--------|
| 1 | 1 L | 20 | Mike Calka | Radical | SR3 | 12 | | | 23:27.358 | 1:36.461 | 12 |
| 2 | 1 N | 325 | Gary Glanzer | BMW | 325 | 12 | 1:19.461 | 1:19.461 | 24:46.819 | 1:44.895 | 8 |
| 3 | 1 O | 37 | Dennis Lieberstrog | Mazda | Miata | 11 | 1 Lap | 1 Lap | 23:45.189 | 1:46.513 | 9 |
| 4 | 1 M | 351 | Matthew McFadden | Porsche | 911 SC | 11 | 1 Lap | 3.721 | 23:48.910 | 1:48.881 | 9 |
| 5 | 2 O | 29 | Bry Nelson | Mazda | Miata | 11 | 1 Lap | 2.678 | 23:51.588 | 1:48.604 | 7 |
| 6 | 1 P | 73 | Corey Bishop | Subaru | WRX | 11 | 1 Lap | 4.746 | 23:56.394 | 1:49.519 | 8 |
| 7 | 3 O | 515 | Wino Porcoius | Mazda | Miata | 11 | 1 Lap | 26.325 | 24:22.659 | 1:52.265 | 11 |
| 8 | 4 O | 89 | Tony Presto | Mazda | Miata | 11 | 1 Lap | 6.212 | 24:28.891 | 1:52.885 | 8 |
| 9 | 5 O | 54 | Suren Simonyan | Mazda | Miata | 11 | 1 Lap | 6.263 | 24:35.134 | 1:51.677 | 9 |
| 10 | 2 P | 211 | Michael Share | Mazda | Miata | 11 | 1 Lap | 3.172 | 24:38.306 | 1:51.471 | 11 |
| 11 | 6 O | 43 | Dave Ross | Datsun | 240Z | 11 | 1 Lap | 18.356 | 24:56.662 | 1:54.512 | 9 |
| 12 | 3 F | 51 | Gian Coriniale | Mazda | Miata | 11 | 1 Lap | 6.672 | 25:03.534 | 1:54.652 | 9 |
| 13 | 4 P | 49 | Greg Smith | Mazda | Miata | 11 | 1 Lap | 0.580 | 25:04.114 | 1:55.342 | 11 |
| 14 | 7 O | 66 | Jane Sczarolko | Mazda | Miata | 9 | 3 Laps | 2 Laps | 21:02.465 | 1:53.914 | 9 |

Laguna Seca Sunday

Sorted on Laps

Alfa Run Group
Timed Runs
Laguna Seca 2018 2.238 Miles
10/21/2018 04:20 PM
Race started at 16:23:27



| Pos | PTC Class | No. | Name | Make | Model | Laps | Diff | Gap | Total Tm | Best Tm | In Lap |
|-----|-----------|-----|---------------|------------|---------------------|------|--------|----------|-----------|----------|--------|
| 1 | 1 L | 40 | Tom Burgess | Alfa Romeo | 4C | 12 | | | 26:57.119 | 1:42.644 | 7 |
| 1 | 1 Q | 1 | Andy Steben | Alfa Romeo | 2000 GTV | 12 | 50.634 | 50.634 | 27:47.753 | 2:03.169 | 12 |
| 3 | 1 P | 12 | David Burgeon | Alfa Romeo | GTV | 11 | 1 Lap | 1 Lap | 28:15.933 | 1:58.589 | 10 |
| 4 | 2 P | 105 | Brian Shorey | Alfa Romeo | GTV6 | 10 | 2 Laps | 1 Lap | 24:24.002 | 2:08.025 | 9 |
| 5 | 2 Q | 55 | Erik Hansen | Alfa Romeo | Milano | 10 | 2 Laps | 2:55.117 | 27:19.119 | 1:55.363 | 9 |
| 6 | 3 P | 38 | Randal Harris | Alfa Romeo | Duetto | 9 | 3 Laps | 1 Lap | 20:56.674 | 2:00.399 | 8 |
| 7 | 1 M | 33 | Tom Salhines | Alfa Romeo | Giulia Quadrifoglio | 8 | 4 Laps | 1 Lap | 17:44.462 | 1:49.242 | 4 |

Laguna Seca Sunday

Sorted on Laps

TT Group 1
Timed Runs
Laguna Seca 2018 2.238 Miles
10/21/2018 03:20 PM
Race started at 15:22:32



| Pos | PTC Class | No. | Name | Make | Model | Laps | Diff | Gap | Total Tm | Best Tm | In Lap |
|-----|-----------|-----|----------------|--------|----------|------|--------|--------|-----------|----------|--------|
| 1 | 1 O | 29 | Robert Rudden | Mini | Cooper S | 13 | | | 30:23.902 | 1:58.489 | 11 |
| 2 | 1 Q | 111 | Mark Warshauer | BMW | 240Z | 11 | 2 Laps | 2 Laps | 28:54.283 | 2:08.806 | 11 |
| 3 | 1 P | 88 | Andrew Kroko | Datsun | 240Z | 11 | 2 Laps | 14.163 | 29:08.446 | 2:11.646 | 2 |
| 4 | 2 O | 8 | Wesley Chan | Mazda | RX8 | 8 | 5 Laps | 3 Laps | 21:08.762 | 1:53.554 | 6 |
| 5 | 3 O | 17 | Jeremy Yeung | Mazda | RX8 | 8 | 5 Laps | 0.125 | 21:08.887 | 1:53.554 | 6 |

Laguna Seca Sunday

Sorted on Laps

TT Group 2
Timed Runs
Laguna Seca 2018 2.238 Miles
10/21/2018 03:50 PM
Race started at 15:54:03



| Pos | PTC Class | No. | Name | Make | Model | Laps | Diff | Gap | Total Tm | Best Tm | In Lap |
|-----|-----------|-----|----------------|------------|-------------|------|----------|----------|-----------|----------|--------|
| 1 | 1 N | 110 | Kris Roberts | Porsche | Cayman S | 13 | | | 25:23.620 | 1:45.854 | 5 |
| 2 | 1 O | 8 | Wesley Chan | Nazda | RX8 | 13 | 1:42.344 | 1:42.344 | 27:05.964 | 1:51.440 | 2 |
| 3 | 2 O | 15 | Joseph Goddard | VW | R32 | 13 | 1:45.123 | 3.379 | 27:09.343 | 1:52.713 | 7 |
| 4 | 3 O | 3 | Jess Liao | Scion | FRS | 13 | 1:48.127 | 2.404 | 27:11.747 | 1:52.674 | 13 |
| 5 | 1 M | 11 | Roy Trugawa | Cadillac | ATS-V Sedan | 13 | 1:54.085 | 5.938 | 27:17.705 | 1:50.446 | 3 |
| 6 | 2 N | 1 | Dylan Rundie | Nissan | 350Z | 13 | 2:07.684 | 13.999 | 27:31.304 | 1:53.114 | 3 |
| 7 | 2 M | 614 | Howell Turnlin | Porsche | Cayman S | 12 | 1 Lap | 1 Lap | 23:52.295 | 1:45.784 | 4 |
| 8 | 1 P | 35 | Mike Steben | Infiniti | G35 Coupe | 12 | 1 Lap | 2:21.969 | 26:14.264 | 1:54.972 | 8 |
| 9 | 2 P | 13 | Robert Russell | Datsun | 240Z | 12 | 1 Lap | 39.034 | 26:53.298 | 1:58.572 | 6 |
| 10 | 3 N | 11 | Peter Komos | BMW | M3 | 11 | 2 Laps | 1 Lap | 21:53.922 | 1:45.366 | 7 |
| 11 | 4 O | 809 | Brad Vaughan | Audi | S4 | 11 | 2 Laps | 57.613 | 22:51.535 | 1:50.195 | 10 |
| 12 | 1 L | 40 | Tom Burgess | Alfa Romeo | 4C | 10 | 3 Laps | 1 Lap | 19:15.491 | 1:41.985 | 3 |
| 13 | 3 M | 44 | Mario Cano | Acura | NSX | 8 | 5 Laps | 2 Laps | 17:13.313 | 1:50.641 | 1 |



Best of France & Italy 2018



AROSC HQ in our preennially favored spot – nicely shaded and close enough to a food truck in case we ran short (we didn't). Photos by David Waelder unless otherwise noted.

As fall flings go, the annual Best of France and Italy show in Sepulveda Basin's Woodley Park is THE one for us. It is held on the first Sunday of November, when the leaves and the California light are going gold, and the rest of the country is stocking up on heating oil while crisping under the evening frost.

We wash and wax our favorite Alfa, switch back to standard time (a practice that we Californians somehow voted out for the foreseeable future), pack a picnic and hit the freeways early for a traffic-free transit to the Valley.

We gather on the brownish greens of the expansive park, don a shade hat, set up the luncheon spread and walk the rows, taking in L.A.'s finest Lancias, Citroens, Fiats, Renaults, and Peugeots, sprinkled with Bugatti, Moretti and Abarth on



Susan and Chris enjoy a lunchtime conversation.

the original under-3-liter side of the show. Organizers Tina VanCuren and Chuck Forward graciously admit a bunch of over-3-liter cars too – Maserati, Ferrari, Tatra, Facel Vega, Lamborghini, DeTomaso – but they must park in a ghetto on the “other side” of the driveway.

Many also beeline it to the vendor area on the eastern perimeter of the park to shop and invest in those special parts,

pieces and ephemera we can't find in online or elsewhere. It is that human touch, the art of the haggle, that makes the shopping special.

There were 80+/- Alfas attending this year, not a record, but a good-sized group, and still the biggest assemblage of Italian artistry on view. An AROC business card found its way into each cockpit for future reference.

Oh, and Jay Leno brought one of his aero-motor specials this time, a Rolls-Royce body with a monster V-12 powerplant that sounded marvelous on approach. Fun and friendly as ever, he hung out for an hour before motoring back to his garages at Hollywood-Burbank Airport. To cap off the day, our own Val Dietrich's gorgeous 2000 Spider – recently returned to the road after a thorough engine rebuild – was recognized as “Best Italian” vehicle.



Above, Mr. Leno arrives in a typically amazing vehicle. Below, Val and Monique Dietrich's 1960 Touring 2000 Spider won Best Italian Car. Here, Tina VanCuren presents the award to Val. Photo by Dan Ritter.





Lunch bunch Lynn, Diane, Jim, Jan, Elyse, Doris and Thorsten dine and discuss.



Plenty of good eats on the table, so we all help ourselves while Pat, right, plays us Eine Kleine Lunchmusik on his ukulele. Below, 1920s Lambda heads a line of other Lancias.





Plenty of Citroens on the French side, as a sweet white Traction arrives at a brisk clip, and Steve McCarthy's DS21 Yellow Submarine is a triumph both of fine restoration and unbridled whimsy. Long may he wave!



You are Cordially Invited to Join Your AROC Board Members
Saturday, January 19, 2019

10:00 AM · DRIVE THROUGH THE SAN JACINTO MOUNTAINS
12:30 PM · NO HOST LUNCH AND WINE TASTING IN IDYLLWILD
5:00 PM · POOL PARTY, PALM DESERT
6:00 PM · COCKTAIL RECEPTION,
PALM DESERT & MORE



SIXTH ANNUAL AROC MID-YEAR RETREAT

PALM DESERT

2019



**FOR DIRECTIONS, LODGING & MORE DETAILS,
 CONTACT AROC PRESIDENT CINDY BANZER,
 C.BANZER@AROC-USA.ORG · 503-709-7277 · 6505 SE STARK ST, PORTLAND, OR 97215**

ALFAS ABROAD – A look at the goodies shown at Essen, 2018



Alfa TZ and Junior Z on the giant factory transporter. Oooohh, they DELIVER?

The annual vintage Euro-car extravaganza at Essen, Germany is bigger than anything under several roofs than we enjoy in the West (or frankly, the rest of the U.S.). Our occasional international correspondent Thorsten Klein, attends regularly and we've only just had the opportunity to share his views.

Luckily for us, in this event he specializes in Alfa Romeo for an afternoon. Enjoy some gorgeous Alfas we've never seen.



Identified only as “Grey and rust ragtop”, this looks to be either a postwar 6C or a special-bodied 1900



Rear view of a different TZ on the show floor, above. Front view of yet another one on another trailer is shown below.





Above, postwar 6C (we're guessing from the portholes) in a stunning metallic green, with its trophies. Below, 1900 in a lovely blue Touring coupe body.



PARTING SHOTS

It's no surprise that many of the cars at Best of France & Italy wear personalized plates, most of them conveying some kind of message. Sometimes it's simply the car's ID, model and/or year; frequently it's the car's pet name, or something descriptive. And sometimes it's a kind of middle-digit kissoff ... Here are some of our favorites, from David Waelder and Thorsten Klein.



Classified – Cars/Parts For Sale



1979 Alfa Romeo Spider – Past *Alfacionada* newsletter editor is reluctantly having to sell this pretty Spider after 28 years of delightful ownership. Our eight-year-old daughter (can you believe it!) is commanding too much of our time so, our Spidey has been sadly neglected and needs to find a new home. Car was restored (including engine rebuild) and has been kept in tip-top shape by Alfa Performance Connection. All service records available. It has been shown at many Concorso Italiano (a featured Alfa in 1998) and Best of France and Italy shows, participated in many AROC events, and was featured in the “Original Alfa Romeo Spider” book by Chris Rees. Relatively recent replacements/repairs include the Spica fuel injection pump, top, starter motor, tires, transmission, tires, and was just smogged. Runs great! Detailed description. \$5,000. Randall Higa. AlfaTruth@yahoo.com. 213-220-2476.

Classified (non-commercial) Advertising

Classified ads are published in *Alfacionada* as a free service to the Alfa Romeo community. Content must be Alfa-related! Suggested length is 60 words. Include price, location and contact info. Photos must be in focus JPEGs, at least 50KB to 300KB in size; cellphone images are permissible. Send us your text and photos and your ad will be published in the next three issues. If you wish an extension, or if your item sells, please let us know within two weeks of your ad’s last appearance, at the email addresses below.

Email your ad and all communications to emb.editorial@gmail.com and nashwill912@earthlink.net

Commercial Advertising

AROSC wants to help you get your products and services in front of our members and friends. Our prices are for an annual run. Your company name and contact info will also appear on our website. Email queries to emb.editorial@gmail.com for a rate sheet and more information.

Classified – Cars/Parts For Sale



1969 GTV – 2L Twin Spark conversion done 2004, now about 28K miles. Mechanically sound, no rust, excellent driver. Transmission and drivetrain refurbished 2018. Interior good condition. Body chips and minor dings consistent with 15+ years of near-daily use. \$35k. Contact bruce.colby@sbcglobal.net

Join Us at the Track

Beginners, track day drivers, or racers:
we have a run group just for you!

All marques are welcome.

You don't have to drive an Alfa to run with us!



2018 Schedule

Dec 8 & 9 AAA Fontana Infield – DE, TT & Race

2019 Schedule

Jan 26-27 Streets of Willow, HPDE Driving School

Feb 23-56 Big Willow, DE, TT & Race

Sept 14-15 Streets of Willow, HPDE Driving School

Oct 12-13 Big Willow, DE, TT & Race

You can sign up for our track events at

<http://aroschpd.org>

or at alfaclubracing.com