

ALFACIONADA

OCTOBER 2018



No, it's not our party, but we love it anyway! Bring your Alfa and join our picnic. See flyer on page 10.

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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.

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 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.

Our Cover This Month

Best of France & Italy has been perking along for many years now. We have staged Club Concorsi there in the past, but while we now prefer to choose our own times and venues, we still love Woodley Park in early November, both as a chance to show off our cars and as a great place for a picnic. This photo is from Will Owen's archives; is that not a lovely Giulietta Sprint? Please bring your car and snacks (optional) and join us!

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.*

October 20-21 – DE, TT & Race, Laguna Seca Raceway, Monterey. See Race Calendar, page 24.

November 2 – 2019 Board Elections. Info on page 16.

November 4 – Best of France & Italy, Woodley Park, Club Picnic. See info on page 10.

November 25 – Board Planning Meeting for 2019.

December 8-9 – DE, TT & Race, Auto Club Speedway Infield Course, Fontana. See Race Calendar, page 24.

December 15 – Holiday Party. See adflyer on page 12.

January – Annual Awards Banquet, date TBA.



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.



One last convention pic: Guiltiest pleasure in Tacoma's LeMay America's Car Museum may be this big-scale slot car layout. Any bigger and you could drive! Elyse Barrett photo.

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

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

Last month I wrote that someone (not a bot) surfed our website and spoofed my name in an email to Jay Mackro asking him to pay a fictitious bill. Well guess what? This month they tried again using an address very close to the president@arosc.org address. Terry Watson actually responded to the email and facetiously asked why I wasn't asking the Treasurer. Of course, Jay Mackro got an email too. So the advice remains – if you get a suspicious email from me or anyone, don't answer it, look closer, and check to see if it is from an unknown address with a familiar name attached.

Most people in the competition part of our Club are well aware that Terry Watson is stepping down as Competition Director. If I count right, Terry has held the position for seven (maybe eight) years. Competition Director is a significant commitment and requires someone with good business acumen. Understandably, people tried to get him to stay on even longer. Our many thanks to Terry for sticking with it this long. I am happy to announce that Don Wagner is stepping up to take Terry's place. Don is a long-time Club member, who originally joined in 1999 to get a discount on competition events. He has been a car guy his whole life and credits some friends at an autocross for getting him started with the Alfa Club. He most recently taught Street Performance at the Driver's School while his Mustang ChumpCar receives a new engine. Welcome aboard, Don.

October 20th-21st is the Laguna Seca Time Trials and Races. We are very happy with the number of early registrations, but we are not yet full up. This should be a great event at a famous track. I might comment that Ridge Raceway at the Convention in Olympia had a little downhill section that was a reminiscent of the Corkscrew – not as good as the Corkscrew, but fun all the same.

November 4th is the Best of France and Italy. If you are a new member and haven't been to this fun show, mark your calendar. This is always the largest gathering of Alfas on the West Coast. If you get tired of looking at Alfas, there are still the Italian exotics and the Fiats, as well as the French cars. And Jay Leno often shows up driving something wonderful. The price is right, and guests and spectators may attend for free, so go to page 10 for details, and be sure to visit the website to register.

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. Send an email to info@arosc.org or make your pitch in person. We are always looking for a few more good ideas.

MJ and Sheila Kutkus will be hosting our annual Holiday Party on December 15th. I know it is a busy time of year, but you should not miss it. See page 12 for more information and, since it is a potluck, we need you to RSVP and work with Sheila on what to bring. This party is always well attended and brings out a host of new and old faces.

The competition website is still in need of a volunteer to keep it current. Someone who knows the people and has a little programming background would be perfect.

The www.alfaclubracing.com site was written using the WordPress editor. There is a free version available online, and many books touting how easy it is to learn and use exist. I don't know about all that, but you would just need to learn enough to update to links to upcoming events.

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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TECH GUY ... *The Power of Horses*

When Karl Benz produced his Patent-Motorwagen, the first production automobile, it was powered by a 1-liter, 2/3-hp gasoline engine. The Ford Model T, introduced in 1908, had a 2.9-liter 20-hp engine. When Alfa Romeo introduced the 6C 1750 in 1927, it put out 44 hp with a single carburetor and 84 hp in supercharged mode. Prior to World War II, most car engines were less than 100 hp. The “super-car” vehicles of the time did have much higher output. The Model J Duesenberg with the supercharged 6.9-liter engine put out 320 hp while its normally aspirated version was rated at 265 hp. But most of these cars ran compression ratios of around 6:1 to 7:1 due to the quality of the gasoline at the time and thus a lower power/liter ratio than we are use to.

The introduction of higher-octane gasoline after World War II allowed engine manufacturers to increase the compression ratios of their engines. In addition, engines designs were being switched from flathead to overhead valves, which improved efficiency and could increase displacement, at least in the United States. Alternatively, many European countries had high taxes on engine displacement, which kept displacements small, mostly under 2 liters. By contrast the engines in U.S. cars were huge. The “small” engines were often over 3 liters and most within the 5- to 6-liter range.

All of these changes resulted in big jumps in the rated horsepower of engines. The smaller 6-cylinder engines were around 150 hp, while the large 7-liter engines were putting out over 400 hp with normal aspiration. This was during the height of the muscle car era, following the popular saying that “there’s no substitute for cubic inches”.

But the 1970s saw significant drops in rated horsepower. First of all, the ratings changed from *gross* horsepower to *net* horsepower. Gross horsepower is measured with the engine on a test stand with no air cleaner, exhaust header or accessories (water pump, alternator, etc.) being driven by the engine, whereas the net rating is with the engine configured as it would be in the actual car. In some cases this resulted in drops of more than 100 horsepower in the engine’s rating.

Additionally the requirement for pollution reduction required the formulation of leaner fuel mixtures and the addition of air pumps and catalytic converters. This resulted in the introduction of unleaded fuel, which reduced gasoline octane from over 100 to the low 90s. To add to all of this, the government established the Corporate Average Fuel Economy (CAFE) standards requiring higher fuel economy, so big engines using a lot of high-octane gasoline and producing a lot of horsepower became extinct. In 1990 the Ford 5.0-liter engine in the Lincoln was rated at 160 hp, only 32 hp per liter. The decades between the mid-1970s and the mid-1990s became the antithesis of the horsepower races of the 1960s.

But consumers still wanted cars that perform, and the automakers responded. The introduction of multiport fuel injection, overhead cams, roller tappets and lighter oils all helped to improve the engine efficiency and increased power output.

The addition of forced induction through turbocharging and supercharging gave significant horsepower gains. In addition to these, engine designers added three, four and even five valves per cylinder and variable valve timing (introduced by Alfa Romeo in 1980) in the effort to produce more power.

In today's engine systems (yes, it's no longer an "engine" but an "engine system") there are many electronic controls to improve efficiency, fuel economy and power. Electronic fuel injection is precisely controlled with the help of exhaust sensors so that the correct fuel mixture can be maintained over all the ranges of engine usage. Advanced variable valve timing can adjust the valve duration, timing and overlap for optimal airflow into the engine. Forced induction can increase engine efficiency and power output while maintaining good fuel economy. Transmissions with up to eight speeds are used to keep the engine in a narrow power band where it is most efficient. The addition of direct cylinder injection can allow the use of 11:1 compression ratios without the risk of pre-ignition with today's fuels.

All of these improvements result in 5-liter engines putting out more than 450 hp. The Ferrari 812 Superfast gets 789 hp out of a 6.5-liter engine, and the Alfa Romeo Giulia Quadrifoglio gets 505 horsepower out of 2.9 liters. The horsepower races of the 1960s are back!

– Gene Brown

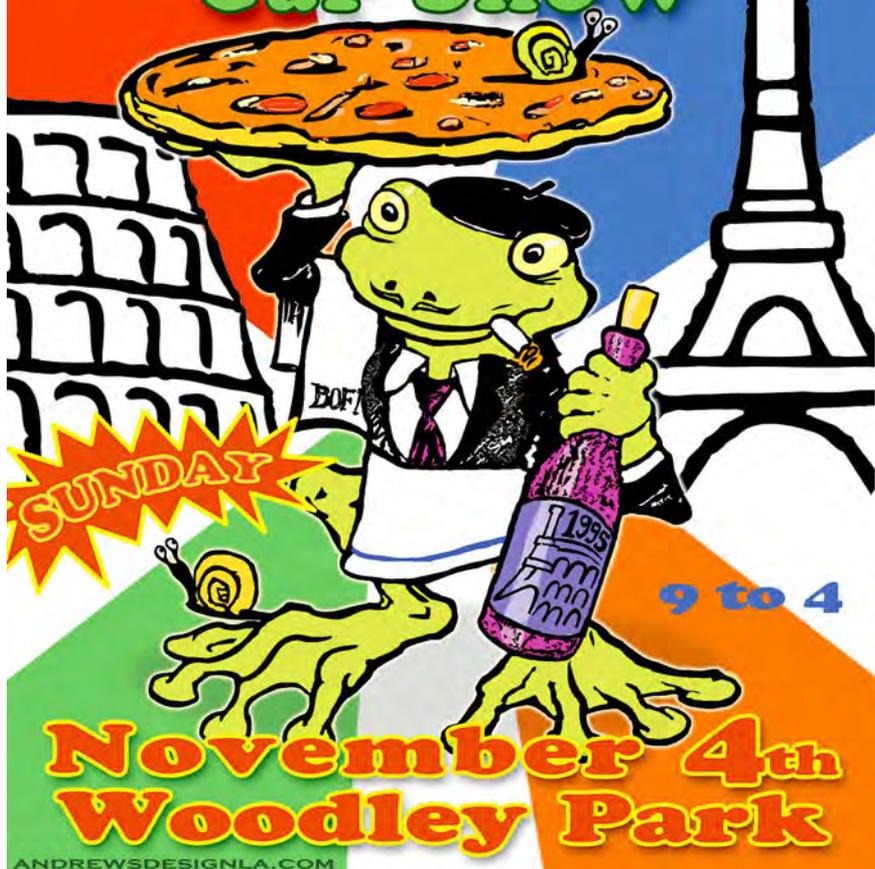


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Best Of France and Italy Car Show



This year's celebration of beautiful, elegant, oddball, and outright fun Italian and French cars under 3 liters (mostly) is again scheduled for the first Sunday in November. Keep tradition alive and join us at Woodley Park at the largest gathering of Alfisti in the region. The Club will have picnic space staked out, so bring your favorite finger foods and drinks (or patronize the fabulous food trucks at the show) and join the party. For more info and to enter your car, go to www.franceanditaly.com/



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AROSC 18th Annual Clubhouse Holiday Party

Saturday, Dec 15th, Noon – 5

Hosted by: M.J. & Sheila in Redondo Beach
Join us and meet up with **old friends**, make **new friends**.

Alfa
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in the
world



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

- Ketchikan Alaskan Salmon
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- Juneau Chicken

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Wine tasting table,
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**Bring your favorite
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Door Prizes, oh yeah!

RSVP to Sheila for directions: Sheila.k@verizon.net

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

Call 310-542-3448 if you need more info.

Happy Holidays! See you at the party!!



**Volunteers Needed
for the
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Want to have a say in how your Club is run?

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We meet in-person 2-4 times per year.

Other business is done by email.

It is painless and actually fun!

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RSVP to info@arosc.org

MONTEREY NOTES

Sharing the Camaraderie at Dinner



Chuck and Jan (center) and Stan (foreground right) join new friends at the AROSC Thursday Night Dinner. Evelyn Silverman. photo.

The AROSC 2018 Monterey Week Thursday night dinner turned out to be another success. It was held at the Ambrosia Indian Café in Monterey. Our host Dee made a wonderful buffet of Indian and Italian dishes.

Our extended family from the Central Coast, Delta Sierra Chapter and ARA, as well as others, made it a wonderful gathering.

Some of our Chapter members in attendance included Jan and Chuck Cline, Barry Klein, Jeff Srinivasan and his son, Stan Deller, and Tina Van Curen and Chuck Forward. Since we did not have our usual automotive speakers, Norman got up to talk.

AROSC Members' 8C 2900B Wins Big at Pebble Beach

In a big weekend for Alfa Romeo, including special sedan model recognitions and a 1951 6C 2500 Super Sport becoming best of show at Concorso Italiano, and the auction of what has been described as the last existing 6C 2500 Competizione Berlinetta at The Quail – the biggest news was the awarding of Best of Show to David and Ginny Sydorick's 8C 2900B Touring Berlinetta at the Pebble Beach Concours d'Elegance. (See photo on next page.)

AROSC is pleased to have the Sydoricks as members of the Club since 1998.

We hope to gather insights and commentary on this remarkable automobile for a future issue of the newsletter.

Congratulations! Viva Alfa Romeo!



The Sydoricks' 8C 2900B is honored as Best of Show at Pebble Beach (image from the event's website feed).

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We Don't Do Mid-Terms Here – One Election, Once a Year, Only! November 2nd 2018

It is coming up: a time to participate in how your Club happens. Election time.

We are ready to refresh and reset our leadership roles, and you are invited to participate.

There will be some changes on the competition side of the Club. And we have a slate of regular officers ready to submit, but please consider joining us as Board Members at Large, Special Counsels, Committee Chairs!

We welcome new personalities and new ideas.

Your ballots will be coming in the next four weeks via email and U.S. Postal Service. Please watch for them, and do us the honor of returning them before November 15th.

Your Club does not function without your participation. We look forward to your votes and your notes.

Tell us what you think! Email info@arosc.org



Oopsie! Convention Errata

Boy, is our headline red ... as sometimes happens, we aren't everywhere and don't learn everything about AROSC people and their achievements, so we'd like to fix that now.

25-Year Member

Receiving recognition at the 2018 AROC National Convention awards luncheon, was Rich Precario – honored for 25 years of membership in the Club. Rich lives in San Diego and his primary membership is San Diego AROC, with AROSC as his secondary. He has joined us on a tour or two, especially those that dip into his neck of the chaparral, er we mean woods. Congratulations, Rich!

Grueling Gimmick

In our August-September convention coverage, we reported that only one couple participated in the grueling gimmick rally. Actually Mario Cano also ran it, in his new-to-him Spider, with Cindy Akana (of NWAROC) as navigator. Cindy is a multiple-past winner of convention gimmicks and a NW local. Her telling of the event will appear in the November issue of *Alfa Owner*.

Thank you all for participating in our national and local activities.

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



AROSC HPD School, Where “Smooth is Fast”

The two-minute board. All photos by Terry Major.

Thank you to everybody who attended this Fall’s AROSC HPD – a full contingent of new participants ready and willing to take better control of their vehicles – seven or eight racers, 25 time trialers, and 20 street performance students.

The weather was a beautiful 85 to 90 with a slight breeze. We were lucky enough to have rain: It came from a big giant yellow truck that circulated the track as



requested by instructors for two full days, allowing our students to understand the handling characteristics and limits of their vehicles while staying at safe speeds.

Highlights

We had a large contingent of Alfas including 4Cs, Giulias and an Alfetta. Not to mention Paul Blankenship’s green Alfa that we

have seen for many years. Camaros, Mustangs, BMWs new and old, and Miatas, were the typical vehicles belonging to husbands, wives, fathers, sons, boyfriends and girlfriends. Better throw in Lotus Evoras, Porsche, Corvette and Cadillac to the mix. Roy Tsugawa arrived in what? A Cadillac! One student’s mother drove a 911 Porsche in race group for the first time. Good job, Sherri. One of our past students, Jeremy Cottrell, gave up his ride





to Sherri's son, Colin. We all know this car, as Jeremy got it from Matt McFadden of the past.

Steve Hamilton ran the first driver meeting for all groups, wherein they would learn what is going to happen, how to prepare the car prior to the track, what to expect, what to feel, what to eat, what to drink, then instructor introduction/bios, of course!

We had a strong instructor staff as Steve Hamilton, Beverly Major, Don Wagner and Norm Silverman took on the street performance contingent. Our race group was instructed by two of our fine racers, Greg Nelson and Dennis Fibrow. Time trial instruction was conducted by Bruce Colby, Phil Guiral, John Fedele and Mike

McKibbin. Do not forget Terry Major and Paul Blankenship, as roving instructors. Mike Easterman was the master of flags this weekend. With the driver bios out of the way, it was time to get down to business. Time to get the rust out!

Beverly Major had a great weekend. She got to drive a lot of cool cars, including a variety of Alfas and an RF Miata. While Beverly was instructing in street performance, I was providing assistance with flagging, talking to students, as well as instructing during the braking exercise on the skidpad, helping them to stop faster than ABS to better understand their car's limits and vehicle dynamics.

Fire and safety was present, with a lot of their time dedicated to pulling Bob Poulin's high-end BMW back to the paddock. It is very, very fast, but needs a bit of a shakedown. He and his son Matt had returned after an eight-year absence.

We also met Bob's friends Jane and Greg Scarcello. Greg drives a nice yellow 944, or Jane's Super Miata, as was the case this weekend when she had a transatlantic to catch. In Sunday's graduation race, Tony and Greg made him a human sandwich on the track with some dirt dressing. He handled it well for his first race. A special shout-out to Jeff Bozic in his 335i, who never had a track day, and excelled in every way.

Sidelights

One other vehicle that was fast and sleek probably took top speed honors for the day and was not even on the ground – it made a very slick, very low, very fast (maybe 150 mph) pass over the skidpad dipping a wing on the way. I think Mike Easterman stated he “buzzed the tower”.

AROSC executive chef Ross Beckwith laid out burgers and hot dogs for lunch and, for dinner, prepared a mighty fine smoked bbq brisket with all the fixins later that evening.

After Saturday’s event, we paid tribute to Paul Ellis, who had crossed the finish line earlier this year. Godspeed!

Saturday night after Ross’s gourmet brisket, we relaxed while Dennis and Greg screened a movie in the paddock with many big stars, “Cannonball Run”, in honor of the late, great Burt Reynolds. This movie, combined with flowing beer, can be quite entertaining.

It was interesting for Terry Watson and me to go next door to the big track to see and confer with some of our Formula Ford friends: Kim Madrid, Kiem Trong, and Rich Mathias driving in a brand new series that Kim Madrid put together. Saturday was the inaugural race for the new FF series. Good turnout, good racing.

Sunday

The next day it started all over again, and drivers showed a lot of improvement, with confidence building through every group. It is amazing to see the progress of students from Saturday to Sunday.

Greg and Dennis called me over to race group for consulting. We talked about my race-ending fire experience in a supercharged car-b-q a few years back. It brought out my favorite standard line to everyone: “When do you need it [the fire bottle]?” Of course, the answer is “When it’s too late”. “Where’s the fire bottle?” “Why is the harness not coming undone?” “How come this car doesn’t shift anymore?” Oh, by the way, “This isn’t my car.” and “It’s getting hot in here and I better get out fast, because this car is on fire”.

Which led immediately to the most important thing our club can teach, which is this scenario:

Racers to the skidpad in full gear!

“How fast can you get out of your racecar when it’s on fire?”

Oh, 12 or 13 seconds?

“How about how fast can you get out of your racecar when it’s on fire, while blindfolded?”

15 or 16 seconds?

The three of us helped each of the race class students to be out of their cars in under 10 seconds with full gear, and Sherri out of her Porsche in 4 seconds! Congratulations, racers, great job!

Just prior to the graduation, TT and Race simulation, the final meeting of the day supplied all participants with a brand new AROSC High Performance Driving School t-shirt stating the vision for the weekend, “Smooth is Fast”. Students were excited to receive theirs, and some put them on right away!

Interaction between Steve, participants and instructors again proved that after two long days of the Alfa Romeo High Performance Driving School there is still plenty of room for ear-to-ear smiles, including talk about grad TT and Race and lapping sessions.

Graduation lapping session for time trial had 20 cars. In the Race group graduation there were nine cars in a few sprint races. Including the human sandwich

mentioned earlier, the racers got what they were taught, everything but normal, sparks, squeezed corners, missed apexes, dropped wheels, missed shifts, lots of speed downhill to



the first turn, nine guys trying to squeeze in to the backside of the skidpad. When there's one room for one car, something's gotta give. Everybody came through with flying colors.

These drivers provide optimism for the future. Unfortunately for Bob he didn't make the final lap of graduation race (yet another tow-off) but everyone else seemed to have a wonderful final session, bringing to an end another world famous Alfa Romeo Owners of Southern California High Performance Driving School.

We're now heading in the final stretch of the racing year. Laguna Seca weekend is next on October 20th-21st. We expect a full turnout and great time trial and racing experiences; let's also hope for some good weather. December 8th-9th is AAA California Speedway, on the infield. It is easy and local; let's see you at the races!

Time to "Put it on the Track".

– Terry and Beverly Major



Classified – Cars/Parts For Sale



1991 164S – BEST OFFER, PERIOD!! – New Giulia in family, four cars are too many, so “Spicy” must find a new home. Strong engine, starts right up; cleared last smog test easily with some help from Alfa Italia. 5-speed, recent clutch cylinder. Nearly new tires on OZ alloys, year-old battery. Windows and seat adjustment work, A/C blows cold.

Cosmetically challenged, needs upholstery work and paint (clear coat bad on top); sunroof works but not well. Drives nicely, but worn front suspension needs attention before high speeds or hard cornering. Right rear door has broken handle (replacement supplied) and ruined weatherstrip. Typical Mystery Electricity Leak means keeping it on a charge maintainer (also supplied). Printed factory shop manual and CarDisk both included.

Will Owen, nashwill912@earthlink.net, 626.644.7173. Car is in Pasadena.



1991 164L – Second owner, 126,400 mi., five-speed manual. Maintained by factory-trained mechanic; runs excellent, very clean. \$4,300. 949.230-1753.

Classified – Cars/Parts For Sale



1987 Graduate Spider – Starts on first try. Runs fine. Seats in great shape. Top is new. Minor paint dings, no dents. This car was an accidental purchase on eBay (i.e., offer made and ... oops!) and I'm selling it "as-is". Odometer/speedometer does not work so actual mileage is unknown. Odo reads 109k. Passed California smog test in September 2017. Has original owner's manual. Comes w/ cover and leather wrap for steering wheel. Garage-kept now and by previous owner. Palm Springs area. Will provide as many photos as you need. To inquire, call or text your phone number to 757.761.2873. Asking \$5,500. Thanks for looking.



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

- Oct 20-21 Laguna Seca – DE, TT & Race
92dB limit, so get a new muffler NOW.
We need 95 cars to make this work, so
make plans today!
We also will have our Alfa Only Run Group
with about 20 Alfas on the track.
- Dec 8 & 9 AAA Fontana Infield – DE, TT & Race

You can sign up for our track events at

<http://aroschpd.org>

or at alfaclubracing.com