

ALFACIONADA

NOVEMBER-DECEMBER 2019



*Above: Streets of Willow High Performance Driving School, p. 24-27.
Below: Malamut Museum Visit. See story and photos on pages 18-22.*



Holiday Party Notice 11 • HB Concorso Report 12 • Classifieds 32

NEWSLETTER OF THE *Alfa Romeo*
Owners of Southern California

Alfa Romeo Owners of Southern California

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Submissions

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

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

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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 AROSC and a subscription to this newsletter are included in your annual \$78 AROC dues. Visit aroc-usa.org to join. Visit arosc.org for additional details on our Chapter.

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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

Top: David and Susan Waelder took their Giulia to the Streets of Willow for the High Performance Driving School in September. They had a great time, learned a lot, and of course David took pictures, including this one. Bottom: We were invited to tour Mike Malamut's wonderful collection in October. Here is just one eclectic room at the Malamut complete with a Sprint Speciale, Gullwing, Toyota GT 2000, and a Goggomobil Pez minivan, one of several microcars Mike brought to the San Marino Motor Classic a couple of years ago. David Waelder photo.

AROSC Board of Directors, 2019

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.*

December 1 – Board Planning Meeting for 2020.

December 14 – Holiday Party, Redondo Beach. Our biggest get-together of the year! See adflyer on page 11.

January 18-19 – High Performanc driving School. See info on page 23.

January 26 – AROSC Annual Meeting and Awards Banquet, Palos Verdes Estates. See adflyer on page 17.



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.



Streets of Old World in Huntington Beach, lined with Alfas old and new for the last event of the AROSC 2019 Concorso season. See the story and many more of Steve Edelman's fine photos beginning on Page 12.

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

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

What's new with us? Getting our Spider ready for the Best of France and Italy Show is what. The Spider just wasn't quite itself, and it didn't take long to figure out it wasn't getting enough fuel. I called Then and Now Automotive in Massachusetts. They specialize in vintage and antique fuel pump kits, but they didn't return my call right away, so I ordered a pump from Jon Norman. Then they called back and I ordered a kit as well. Two days later I had both. The kit contained the right parts plus a lot of parts that clearly were not for my pump. Undaunted, I settled in at the dining table with the original fuel pump, the kit, an exploded view from the parts catalog, and an assortment of hand tools. The First Lady was less than pleased, but the dining table really is the best operating theater for working with a bunch of small parts. The prognosis: a new diaphragm was all the pump really needed. The old diaphragm did not leak, but it was so stiff that it pumped very little fuel.



Okay, so now the Spider was ready, right? Not so fast. A quick inspection underneath revealed the need for a new silent block securing the transmission to the cross member. Admittedly, I have never replaced one with the transmission in the car and I did not have the rumored special factory tool, but the job seemed doable with the right jig. The solution was some half-inch threaded rod and a couple of suitably sized three quarter-inch sockets from Harbor Freight. We achieved success and driveability, and the car made it to the event and home.

The Chapter has hosted three events, and the competition division has conducted two, since our last newsletter. See page 12 for results from the Old World Village and Concorso in September and a first-person narrative of a first-time School experience beginning on page 24, plus the TT & Race report on pages 28-31. Mike and Barbara Malamut's collection was a hit, and a great overview of the October visit is arrayed on pages 18-22. (Additional pictures can be seen on their website at <http://malamutautomuseumfoundation.org/>.) And we attended Best of France and Italy (BFI) on November 3rd (report coming in the January issue).

Chris and I attended and enjoyed all three events. We stayed late at Old World Village so we could watch the weenie dog races. As promised, the owners were more entertaining than the dogs as they performed all kinds of antics trying to convince their dogs to come running. The Malamut Collection was awesome the last time we were there and now it's larger and even more awesome, especially their expanded

collection of Japanese cars. I mentioned a Mazda Cosmo to Jay Mackro and learned that he had judged that very car at San Marino. Small world. Then there was BFI. I asked Tina how many years she has been organizing this event and she was not quite sure, 24 or 25 years. Attendance was down a bit this year maybe due to the recent fires. However, the weather was near perfect and there were a lot of nice Alfas that we do not see at other events. For starters there was a gorgeous Giulia Sprint Speciale, a lovely Junior Zagato, and more restored 750 Spiders than I thought still existed.

Our elections concluded on November 14th and votes have been counted. The new Board (probably the same people as the old Board) will meet December 1st to figure out who will be in which positions and start hammering out the 2020 Calendar. Members are welcome to attend. If you have suggestions or want to put on an event for us, this is your chance.

The December 14th Holiday Party is coming up fast. MJ and Sheila Kutkus are excellent hosts and MJ's barbecue skills are legendary. I know it is a busy time of year, but you don't want to miss it. See page 11 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 many new and old faces.

The annual meeting is January 26th and will be held at Salsa Verdes in Palos Verdes Estates – same venue, same address as last year. This is where we honor people who have contributed generously to the Club and award 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, door prizes and food, and vow to do better next year.

Have you taken a look at the November *Alfa Owner*? There are three things to note. First: kudos to our Concours Director, Jeff Srinivasan, for having his beautiful 1974 Spider land in the centerfold. Second: member Mike Baum's 1600 Zagato graces the cover as the *Sports Car Market* award-winning Best Zagato at Concorso Italiano. Third: the AROC's 7th Annual Palm Desert Mid-Year Retreat announcement is on page 30 (and 22 in this newsletter). AROC members in the West should have received their invitation post cards in the mail. Typically, there is an evening reception on Friday, a day drive and party on Saturday, and an AROC Board meeting Sunday morning, followed by a farewell lunch. Other activities such as a private garage visit or an extra cultural observation are often added. People from all over the country gather to escape winter weather, meet the Board and generally have a good time. Chris and I try to attend every year, and this coming year should be no exception.

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

TECH GUY ... *Staying Out Of the Lockup*

The integration of electronics into the automobile over the last 50 years has greatly increased safety and drivability, along with a few “what-were-they-thinking?” improvements. The subject of this article is one of those improvements: the Antilock Brake System or ABS.

The concept of ABS has been around for more than 100 years, being first applied to trains and then to aircraft. It was the introduction of the microcomputer and the reduction in cost for electronics that finally allowed an ABS system to be developed for automobiles. In the early 1970s, ABS was available (often as an option) on passenger vehicles from the U.S., Europe and Japan. By 1987, ABS was standard equipment on all Mercedes-Benz automobiles, and in 1988 ABS was introduced on motorcycles with the BMW K100.

The typical ABS consists of an Electronic Control Module (ECU), speed sensors at the wheels, and a hydraulic valve unit. When the brakes are applied, the ECU reads the speed sensors to determine the speed of each wheel. If one wheel is slower than the others, that indicates the wheel is starting to lock up. The ECU then closes the valve for that wheel's brake, disconnecting it from the brake system. A small amount of the fluid to the slowing wheel is bled off, reducing the braking at that wheel and allowing it to speed back up. When the wheel reaches the same speed as the other wheels the valve is opened again, allowing full braking to that wheel again. The ECU can repeat this 15 to 20 times per second, much faster than the driver could modulate the brakes. In addition, the ABS only modulates the wheel that is ready to lock up, whereas when the driver modulates the brake pedal he is modulating all of the brakes thus decreasing braking on all wheels to prevent one from locking up. In testing it is shown that ABS can reduce braking distances by up to 30%. It is recommended that when making a panic stop on vehicles with ABS it is best to just press the brake pedal hard and let the ABS regulate the braking. When the ABS is active, the driver may notice a rapid pulsing of the brake pedal, this is normal and indicates that the ABS is working. With ABS it is virtually impossible to lock up a wheel.



But wait, there's more (as they say on TV)! If one wheel is going faster than the others, for instance slipping due to loss of traction, the ABS can apply additional braking to that wheel by applying additional hydraulic pressure. This is accomplished by the hydraulic valve unit having a small electric motor to provide the additional pressure and an accumulator to store the needed brake fluid. This feature can also be used to provide basic traction control when a wheel breaks loose on a slippery surface such as sand or ice or snow. This traction control will work even when the brakes are not being used by employing an electric pump and the accumulator.

The design of the ABS as a supplement to the braking system means that if it does fail, the normal braking system will still work. But you should still pay attention to the ABS light on the instrument panel.

In more advanced systems there is a steering wheel angle sensor and a gyroscopic sensor. If the ECU detects that the car is going a different direction than the steering wheel position, then individual brakes are momentarily applied to bring the car back into the proper position. This is known generically as Electronic Stability Control, but each manufacturer has their own special name for this.

ABS and its additional uses can enhance the safety of the automobile and make it easier for the average driver to avoid pilot errors, however it also means the average driver doesn't know how to fully control the 4,000 pounds of steel they are flinging around the road.

For those who do know how to properly control an automobile, Traction Control, and Electronic Stability Control can interfere with getting the maximum out of the vehicle. It is really hard to get a car with Electronic Stability Control to drift in a turn. But these enhancements may prevent the less knowledgeable driver from running into your new Giulia Quad.

– Gene Brown



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Remembering Joel Hoffman



This picture by Randy Higa was shot at the 1997 Best of France Itay Show. It features Charlie Theriot (left) and Joel Hoffman (right) chastising our Mr. Sideways Alfa (aka Paul Blankenship) for perhaps yet another off-track excursion.

We regret to announce the passing of Joel Hoffman from cancer. He was already a dedicated Alfa enthusiast when he relocated to Southern California in 1982. He promptly volunteered for the AROSC Board and served as Membership Chair in 1983 and 1984. Then he served as Chapter President from 1985 through 1987. If you were around then, you might remember the tagline on his President's columns, Alfas Go. Then again, you might better remember his iconic 1981 Spider, always top down with a black bra covering the nose and hood, built-in roll bar, and the personalized license plate, Alfas Go. The car was regularly seen at Club meetings and competition events. Of course, it wasn't his only Alfa because, like the rest of us, he was Always Looking For Another, and eventually added a GTV and GTV-6 to his stable. He was a great guy, and we will miss him. — Mike Riehle

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AROSC 19th Annual Clubhouse Holiday Party

Saturday, Dec 14th, Noon – 5

Hosted by: M.J. & Sheila in Redondo Beach
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**Alfa
folks
are the
best in
the
world!**



M.J. & Sheila will do a *best of*
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**Wine tasting table,
you bet!
Bring your favorite
wine to share!**



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!!

IT'S A WRAP!!

2019 Concorso Season Concludes in Huntington Beach



Chuck Meschter's cool GTV6 and David Marks' gold GTV fit right in at Old World Village. All photos by Steve Edelman

Our Club Concorso #3, staged during the first week of Oktoberfest at Old World German Village, turned out to be a winner from all angles, right from the arrival at the event, parking, breakfast and the Concorso judging, through to wine-tasting, lunch, wonderful German music and the sausage dog races.

What more should an event in Orange County have? The meetings I had with the owners of the village went off smoothly, and the property had a number of facilities at our disposal. Their service and willingness to work with us was just wonderful. And we were aware that the tenants in the houses/offices/shops of the village needed to be respected, hence we did not arrive until 8AM, which did fit with their program.

I am also pleased our cars did not leave a drop of oil anywhere and we have a clean slate from the owners for a return visit.

Our wine tasting was an added-extra surprise, as it was mentioned to me in one of my visits and chats with the owners a month or so before the show.

The cars on view were superb (as always with our Club), and thanks to Jeff Srinivasan and his team of judges, we had a really successful day of ogling and judging cars.

For those who had not seen a sausage dog race, I know, from the conversations I had later, this was one of the highlights of the day. I am so happy we were able to experience that, all at a time when the village was putting on their annual Oktoberfest event.

— John Britton



Art Russell's jewel of a Giulia, First Place in Open Class and Best of Show ... again!

Concorso Winners

Daily Driver Class

1. David & Roseann O'Donoghue, 1984 Spider Veloce
2. David Marks, 1973 GTV
3. John & Ann Keane, 1987 Spider Veloce

Modern Class

1. Giuseppe Greco, 2018 Giulia Quadrifoglio
2. Edward Wustenhof & Therese Sugiura, 2019 Giulia Quadrifoglio NRING
3. Brad & Lesley Lothers, 2019 Giulia Ti Sport
4. John Ireland, 2017 Giulia Ti Lusso
5. Chuck & Jan Cline, 2018 Giulia Ti

Closed Class

1. Steve Cole, 1977 Alfetta GT

Open Class

1. Art Russell, 1963 Giulia Spider
2. Norm & Evie Silverman, 1965 Giulia Spider Veloce

People's Choice

Edward Wustenhof & Therese Sugiura, 2019 Giulia Quadrifoglio NRING

Best of Show

Art Russell, 1963 Giulia Spider



Ed Wustenhof and Therese Sugiura's Giulia Quadrifoglio NRING (Nurburgring), #5 of only 55 built, won People's Choice.



Above, Norm and Ev's '65 Giulia Spider was Second in the Open Class. Below, Giuseppe Greco's '18 Quadrifoglio was judged Best Modern.





*Above, cooling off in the afternoon with Jan, Susan, Erwin, Chris, Cindy and Evelyn.
Below, THE most delicious deli Steve Edelman says he's ever seen.*





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AROSC Annual Meeting & Awards Banquet

Salsa Verdes in Palos Verdes Estates

The same great restaurant in the same plaza, same great chef!

Sunday – January 26, 2020; Noon – 4:00 pm



**2019 Wrap-Up
2020 Kick-Off**



2325 Palos Verdes Dr West,
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**Year-End Trophies
for Track & Concours Events
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- ◆ **Fine Italian Buffet** ⇒
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Shrimp Pasta, Antipasto,
Green Salad, Breads,
Soda, Iced Tea, Lemonade
--- and Dessert !!**



Please RSVP to Sheila by Tuesday, 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.

THE MALAMUT MUSEUM

A Beautiful Day in Mike's Neighborhood



A Porsche Continental (see text p.20) is just one of many lovely treasures on display. Below, Mike Malamut welcomes us all. David Waelder photos.

When AROSC last visited the Mike Malamut Automotive Foundation it was just his untitled collection of wild and wonderful vehicles. It is still very much that, but bigger, with a name, and has almost taken on a life of its own. It's an enthusiast's nirvana, with sensory overload guaranteed. We were kids in the proverbial candy store this past October, with 30 members attending from all corners of our Chapter's geographic reach.



Those who drove their Alfas got preferred parking next to the building, next to some special cars from other clubs. Due to the clamor to peek at the collection, Mike and his wife Barbara now allow organizations to stage special charity events, and tours such as ours are often combined with those of other car clubs (this day we were with the Model A Club of Ventura County and the Woody Club), otherwise accommodating all of us would be a full-time job.

Once inside Mike addressed the crowd with some ground rules (no posting images to social media!) and



Above, Gene and Norm got great parking. Below, Barbara Malamut serves up some fabulous treats. David Waelder photos.



thanked us for allowing him and Barbara to share their good fortune to have acquired these cars. Behind us the vintage range was baking tollhouse cookies and soon several boxes of pizzas arrived. After we steered past the goodies, three warehouses plus an outdoor parking area took us through families of marques: Toyota, Honda, Porsche, 1950s American Iron, Volkswagen, Auto Union. We walked in villages of related vehicles: station wagons, campers, travel trailers, dual-purpose vehicles, mini-cars, air-cooled cars. Decorating the halls were other collections: mid-century electronics and furniture;



Barbara's vintage range, source of those cookies. Elyse Barrett photo.



Our photographer found the Mother Lode! David Waelder photo.

1940s rattan and aloha gear; the largest amalgamation of Bob's Big Boy ephemera in the world; camping and fishing equipment; neon clocks; Kodak cameras, film and packaging; dealership signage; billboards.

And besides the fun and funny, there are some significant notable cars in the collection. An Alfa Sprint Speciale that was invited and shown at the Greystone Concours d'Elegance in Los Angeles. One of very-very few 356A Porsche Continentals anywhere (a one-year only production that Lincoln reportedly sued Porsche for using the word "continental"; see photo on p. 18). And a Mazda Cosmo, a Toyota 2000GT, a pristine Helms Bakery truck!



Above left: SS Sprint one of many Alfa treasures. Right, Midcentury style abounds. Elyse Barrett photos.



Oh the brightwork! Canoe and Chrysler woodie fabulously turned out. Jim Barrett photo.

Instead of trying to describe it all, have a look at our snapshots here. If you wish to view David Waelder's albums of photographs, they are online via a link on our website, but password protected. Email us at info@arosc.org and we will provide the password.

After our time in wonderland, we adjourned to Stella's, a local Italian restaurant, family operated since 1981, for lunch. The gracious staff handled our hunger and thirst with aplomb. Salads, pasta entrees and sandwiches from a menu honed especially for us were trattoria-style fresh and, as promised, their outside seating was shady and cooled by a light westerly breeze. And thank you, Ricardo, for your hospitality!

And thank you, Mike and Barbara, for a wonder-filled visit. Visions are still dancing in our heads.
— *Ciao, Jim & Elyse*



A pause for shade and conversation outside of a vintage travel trailer. David and Jim chat in the background, with Jan, Mike, Elyse and Susan up front. David Waelder photo.



Lunch at Stella's – Norm, Cheryl, Roberto, David, Erwin, Susan. Steve Edelman photo.

You are Cordially Invited to Join Your AROC Board Members
January 17-19, 2020

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PALM DESERT
2020**

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Join Us at the Track

Just starting out, experienced or a racer?

We have a run group just for you!

All marques are welcome.

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

Alfa Romeo
Owners of Southern California

2019-2020 Schedule

- | | |
|-----------|--|
| Nov 23-24 | Laguna Seca, DE, TT & Race
92 dB. Why not take off the whole week
BEFORE T-Giving! |
| Jan 18-19 | HPDE School, Streets of Willow |
| Feb 16-16 | Big Willow, DE, TT & Race |



You can sign up for our track events at

<http://aroschpd>
or at motorsportreg.com

Enjoying the Learning Curve at The Streets of Willow

A first-time student's experience, by David Waelder



The view from the tower. Terry Major photo.

The western end of the Mojave Desert is a great, flat seabed of sagebrush and the occasional Joshua Tree. It is bordered by the Tehachapi Mountains to the north and west and by the San Gabriels to the south. Running north on CA State Route 14 we took in the endless vista of scrub all the way to the horizon.

The harvest moon was just setting as we came to the exit for Rosamond Blvd. Turning right brings you to Edwards Air Force Base, the Neil A. Armstrong Flight Research Center and, in times past, Pancho Barnes' Happy Bottom Riding Club. A left turn and a 5.25-mile drive on Rosamond brings you to Willow Springs International Raceway, the focus of our energy for the weekend – the AROSC High Performance Driver's Education course.

At its western end, the sea floor of the valley rises up to meet the low hills that transition to the Tehachapis. The road courses at Willow Springs climb into those hills and offer changes in elevation and a varied pitch in the corners. The sloping layout also permits viewing most of the course from the starting line. The main tracks are a 2.5-mile high-speed road course ("Big Willow") and the Streets of Willow ("The Streets"), a tighter, 1.6-mile course taken at more manageable speeds. There is also a speedway oval, a kart track and others. Turning into the drive, we signed in at the gate, got our wristbands and followed signs to the Streets of Willow.

A much-modified Corvette, a Cobra and a gaggle of Lotus Sevens were tuning up at Big Willow as we drove past. After the trailers and track support businesses, we

came at last to The Streets and adjacent skid pad. A low cinderblock building to the side would be our classroom. The interior was unadorned and cunningly configured to convert normal speech into unintelligible babble if more than one person spoke. Decor was limited to two items: a placard commemorating the fastest lap times at the big track and a photo of cars running the course. Michael Andretti is the current lap time champion and the photo was a collage with the position of honor in the center held by the Oscar Meyer Wienermobile.

We checked in and met Steve Hamilton, our Director of Instruction. Attired head-to-toe in a fire-resistant racing suit, Steve is every inch a racing driver and very much in his element. The classroom, the skid pad and the track are his environment and he is master of his domain. He introduced us to his associates, all similarly attired in driving suits, who would take corner positions on the track and skid pad and, on occasion, ride along with us during exercises. Like him, they all had decades of racing experience and Steve emphasized the many trophies each had acquired to assure us of their hard-won qualifications. We had 26 students in the class and 10 assigned teaching assistants.

Although the class is administered through the Alfa Romeo Owners of Southern California, two Giulias, ours and one Quadrifoglio were the only Alfas in the class.



Readying the Waelder ride. David Waelder photo.

Other vehicles ranged from a couple of Miatas set up for racing with full roll cages to regular street vehicles. We had a Honda S2000, a BMW, an Audi, two Corvettes of different vintages, two Mercedes, an F-Type Jag, a 911 Porsche and several others. It was interesting to see how they behaved comparatively on the track. Actually, it was most interesting to me how much alike they were with ordinary automobiles performing only slightly behind the high performance cars. Of course, horsepower would eventually win the day, and the Lotus Elise had a noticeable advantage though the tight bends.



We're all ears in the classroom. Terry Major photo.

Steve began by telling us that the discipline of driving deserved our focused attention on both the track and the street. He advised sighting as far down the road as practicable so we might identify hazards before they required imminent action. He then discussed how weight is transferred as a car turns a corner, accelerates, brakes or negotiates hills. Whether the weight of the car is equally distributed, or is largely on the outside wheels, directly affects stability. Sometimes, he told us, it is better to apply throttle to use weight transfer to our advantage. One of the primary purposes of the lesson was to identify when to be on the gas, and when to be on the brakes. Points all well taken.

The pattern for the weekend was to start in the classroom with instruction on the dynamics of vehicle handling. Then we would move to the skidpad to perform exercises that illustrated the points covered in class. Afterwards we would move to the Streets track for high-speed runs and an opportunity to apply the lessons learned. Steve and his assistants introduced us to the track by driving student cars around the course with students as passengers. They would demonstrate the best line through corners, point out cones marking each apex and also the “tiger stripes” painted on the track to mark the geography.



“Where’s the apex?” Terry Major photo.

An early behind-the-wheel exercise required us to make circles on a wet skid pad. While holding a steady wheel position we would attempt to increase the size of the circle by adding throttle and decrease the circle by backing off on the gas. As the weekend progressed, we tackled more sophisticated control issues, discussing positive and negative camber on the track and even information on setting up shock absorbers for better tire-to-road contact in high-speed maneuvers. We became acquainted with the use of signal flags on the course and worked to make each circuit of the track a little smoother than the previous. Steve and his assistants assured us that if we were smoother, faster times would eventually come.

The great fun of driving hard over twisty roads is one of the core reasons to own a performance vehicle; every seasonal drive organized by AROSC tries to provide that pleasure. But lurking in the background is anxiety over the possibility of going off-road and damaging the car (or worse).

And there's the matter of calibrating speed to be just fast enough to be thrilling but not so fast as to draw unwelcome attention. At Willow Springs, under the supervision of the HPDE instructors, driving as fast as you want isn't just permitted, it's encouraged. The desert landscape (plus careful oversight) makes for a safe performance driving environment; there's simply nothing to hit.



Susan and the Giulia cornering at the bottom of the road course. David Waelder photo.

AROSC has been running a High Performance Driving Education program here for more than two decades and has never had a rollover or a serious shunt. Sliding off the track is possible, and on this weekend one student picked up a sharp rock that punctured a tire, but real harm is most unlikely. One gets the all the fun and few of the hazards.

Matt McFadden, an experienced racer and visitor to our sessions, said that he has been both hotter and colder at Willow Springs than any other place. The environment tests personal limits as well as the cars. On Saturday we baked in 100+ degree heat and staying hydrated was challenges. On Sunday, clouds moved in and winds picked up, blowing dust everywhere. By session's end, we were wrung out from wind, sun, heat and the intense concentration demanded by the exercises. We tasted the grit but broad smiles were visible everywhere.

View from Turn 3

Alfa Club @ Willow Springs International Raceway

LOST ON THE INTERCHANGE

by Terry and Beverly Major

How do you red flag an event at Willow Springs? Close the roads needed to get there! There were freeway closures on Interstate 5, CA State Route 14 and Interstate 210, due to fires and smoke. Participant cancellations just about got the event called off before it even started. The decision to continue came late Friday. Don Wagner at the helm decided the show must go on! GREEN FLAG!

Ultimately the weather was about 75 degrees air temp, with very light wind. Perfect racing weather, no complaints.

Steve Hamilton's Group 2 Classroom sessions gave Novice Group the confidence to burn the tires all day! The Club is grateful Steve took the reins as Paul Blankenship was in Oregon and Washington this weekend. Mike Easterman came up from Arizona to handle the race director duties. Scott's flag crew marshaled the course with their typical expertise!

New asphalt gave drivers something to complain about. The track seemed to slow down by more than a second! The lunchroom was up and running at the Big Track without worries (the turkey sandwich and fries were pretty good).

Saturday's Notes

Edmund Lo's Civic Type-R ran into power issues as the car continued to go into limp mode. Edmund had to get this figured out as he had eight Civic Type Rs coming to the track on Sunday, or more! I hear some were new to the track, and all very excited! Thanks again Edmund!

Bob Poulin was a loner this weekend without Matt, Will or Naomi. He had some competition in the first couple of runs with Chad Armstrong yellow Corvette, Chad went home a bit early, something broke between Turn 7 & 8 for half a session. For the open race Bob had some more competition, Brian Selby in his blue BMW M3. Bob ran some 31s, with Corvette Chad at 27, but DNF changes the outcome.



A gaggle of Civic Type-Rs turned up to test their mettle. Terry Major photo.



Christian Sniady Turn 4. Terry Major photo.

Carl Fong returned in a Mustang GT, and was not too happy with the handling of the brand-new car, probably because he has been racing Corvettes with SCCA for a while. Erwin Perl seems to have his car running after all the fun he has been having putting it back together. He has been a help to us when cars need to be gridded as well. Norm Silverman was out and about with us at the track as well as doing a Time Trial session. Andy and Mike Steben brought the GTVs out to play. Andy has been off the track for a year, but still took the family honors as he ran 47s vs Mike at 1:50!



Dennis White going into Turn 4. Terry Major photo.

Collin Wolf (High Performance Driving School grad and now TT license-holder) driving a Race Miata (my old car) ran lap times 1:43.8 Saturday to last session Sunday 1:41. Credit his dad Johnny for helping with Autozone Battery Mechanicals! During Sunday awards, Collin gave instruction credit to Terry Major for Turn 5 and 9 improvements (3 secs per lap). Collin's mom Chris and grandmother were on site to witness the show first hand as Collin gave them both hotlaps on the track!

There were multiple instructors on hand giving advice on how to drive the track. I gave mobile instruction. I use an electric Razor scooter to go from student to

student. I get a lot of comments saying the scooter is the fastest thing I ever drove, but I assure you it is slow and tired! So is the Scooter!

Xavier Perraudin in his silver BRZ got some instruction on the track with Edmund Lo and off the track plenty of coaching from Terry Major, as he has never driven the big track before. He just finished our school last month and is thrilled to be here. You may have seen his in car school video on the Alfa Club Facebook page. He is super excited! Gary Glazier was camped behind turn 8 and did some lapping on Saturday, running 1:36s, burning up the track like always! Alex Renderos brought a completed sparkly yellow Supermiata to shake it out running 1:38s. He seems to have found the sweet spot for this one. He is quite good at putting these Supermiatas together.

Another BMW M3 entry, Jeff Bozic, has been hitting our Schools as well as the Big Track. It good to see him and watch his progress. Its also great as he brought his buddy Peter Gutwein in a 2017 Ford Mustang!

Dennis, Alex, Collin, and Erwin brought Miatas to the event. There were many more on the signup sheet, but the freeway closure kept them away. Roy Tsugawa and his Street Car Cadillac, 1:39s, has been a fixture for years and always gets the best of his cars! The White 2007 335 BMW owned by Steven Shimazu burned up the left bank. It gave up and gushed oil from Turn 2 to 5, a big part of the track, requiring some of the finest kitty litter available.

Andrew Kroko street 240Z, 1:57, loose spark plug issue resolved as collapsible washers not holding up. Bill Welch beautiful white 1988 street 911 ran 1:47s on the track Saturday! Theodore Garland brought his Lotus Evora, but left his two sons at home this time. We missed them. Howie Lubin brought his 2017 Ford Mustang and shared driving duties with his son Josh. Howie was miffed as his son, with less track time, showed dad how it's done with better lap times. School is in!

I hear Terry Watson (Class O) had a pretty good time on Sunday. He was entered with Alex, Dennis and Bob and they agreed to wait until the final part of the race to pounce, and I guess Terry caught them sleeping and somehow hit the finish line in front. I hope someone got a photo of the finish, but I heard it looked pretty darn



Don Wagner congratulates Terry Watson on his win. Terry Major photo.

good! Congratulations Terry for beating up on those young guys!

There were also eight Mustangs in the show: Craig Burness, Peter Gutwein, Howie Lubin, Joshua Lubin, Olen Nelson, Greg Rich, Tom Spankie, Carl Fung. This used to be the Miata show, are the winds changing?

All you LeMans fans, don't forget to see "Ford vs. Ferrari", now screening at a theatre near you!

Alfa Romeo Of Southern California

Sorted on Laps

Race Group Saturday

WSIR 2.500 miles

Race

10/12/2019 04:30 PM

Race (12 Laps) started at 16:38:38

Pos	No.	Name	Class	Laps	Diff	Total Tm	Best Tm	Nat/ St	Sponsor
ARCS Race L									
J	62	Robert Poulin	ARCS Race L	12		18:41.629	1:31.399		
DNF	73	Chad Armstrong	ARCS Race L	2	DNF	3:00.373	1:27.621		
ARCS Race N									
1	325	Gary Glasier	ARCS Race N	12		20:01.864	1:36.601		
2	21	Gary Selby	ARCS Race N	8	4 Laps	12:44.509	1:34.131		
ARCS Race O									
1	291	Terry Watson	ARCS Race O	11		18:59.902	1:40.026		
2	97	Alex Ronderos	ARCS Race O	11	0.347	19:00.249	1:38.706		
ARCS Race P									
1	50	Dennis Fibrow	ARCS Race P	11		19:11.058	1:42.311		

Alfa Romeo Of Southern California

WSIR 2.500 miles

Group 1 Saturday

New merge

Pos	No.	Name	Class	Overall BestTm	In Session	2nd Overall Time	2nd Session	Sponsor	Nat/State
1	28	TK 11		1:40.886	Advanced 4	1:41.207	Advanced 4		
L									
1	4	Al Kaly	L	1:46.639	Advanced 4	1:47.255	Advanced 4		
2	5	Dean Nelson	L	1:48.011	Advanced 4	1:48.448	Advanced 4		
3	007	Tom Spanske	L	1:48.751	Advanced 4	1:49.855	Advanced 4		
M									
1	07	William Yu	M	1:35.474	Advanced 4	1:35.578	Advanced 4		
2	111	Roy Tsujawa	M	1:39.140	Advanced 4	1:39.258	Advanced 4		
3	77	Nora G.	M	1:43.001	Advanced 4	1:43.493	Advanced 4		
4	11	Luigi Gao	M	1:49.594	Beginner 4	1:50.702	Beginner 4		
N									
1	21	Gary Selby	N	1:40.852	Advanced 4	1:41.679	Advanced 4		
2	11	Jeff Beare	N	1:42.148	Advanced 4	1:42.818	Advanced 4		
3	25	Clay West	N	1:43.821	Advanced 4	1:43.883	Advanced 4		
O									
1	X11	Gabriel Gougeon	O	1:48.630	Beginner 4	1:48.655	Beginner 4		
P									
1	71	Christian Smiley	P	1:39.249	Intermediate 4	1:39.597	Intermediate 4		
2	11	Steven Shin	P	1:46.866	Beginner 4	1:47.570	Beginner 4		
3	114	Bill Nease	P	1:47.721	Beginner 4	1:48.242	Beginner 4		
4	716	Brian West	P	1:49.676	Advanced 4	1:50.666	Advanced 4		
5	51	Russ Beckwith	P	1:50.643	Advanced 4	1:50.711	Advanced 4		
6	66	Dennis White	P	1:51.387	Intermediate 4	1:51.898	Intermediate 4		
7	62	William Johns	P	1:52.584	Intermediate 4	1:52.633	Intermediate 4		
8	3	Andrew Kropf	P	1:57.704	Beginner 4	1:57.840	Beginner 4		
9	105	Norman Swerman	P	2:02.529	Beginner 4	2:05.014	Beginner 4		Fiesta SEC
Q									
1	71	Tim Pan	Q	1:47.415	Beginner 4	1:47.634	Beginner 4		
2	5	Andy Steen	Q	1:47.842	Intermediate 4	1:48.401	Intermediate 4		
3	1	Mark Steen	Q	1:50.454	Intermediate 4	1:50.672	Intermediate 4		

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