

ALFACIONADA

APRIL-MAY 2017



Buttonwillow T'T & Race, pages 16-19
2017 Wine Tour, pages 22-25



NEWSLETTER OF THE *Alfa Romeo*
Owners of Southern California

Alfa Romeo Owners of Southern California

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

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About This Newsletter

Alfacionada is the publication of the Alfa Romeo Owners of Southern California, a chapter of the Alfa Romeo Owners Club, Inc.,

a national non-profit organization of Alfa Romeo enthusiasts. Affiliation with AROC and a subscription to this newsletter are included in your annual \$78 AROC dues. Non-members may subscribe to *Alfacionada* for \$20 per year, and attend meetings and events. See the inside back cover for a membership application form with rates and contact details.

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Meeting Information

General Meetings are held monthly, on a weekend day, at various locations in Southern California. A full listing of activities is on our website, arosc.org; a four-month calendar of events is on the outside back cover of this newsletter, and detailed information is in Previews. Check all three; email any questions to info@arosc.org, and a Club director will respond.

Our Cover This Month

Top: What appears to be an awfully good replica of the iconic Ford GT-40 poses for its picture at Buttonwillow, the scene of some great racing and time-trialing recently. Photo by Terry Major. Story, more pics and results pages 16-19. Below: A parade of (mostly) Alfas leaves the Emerald Creek Winery on its way to La Serenissima, the next stop. David Waelder photo. See more on pages 22-25.

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Your entire Board is available at one point of contact: info@arosc.org. We welcome and encourage your thoughts and feedback. This central email address will allow us to respond, at home or on the road, through our computers and smart phones. Leave your telephone number and request a call-back if you wish; we will be happy to contact you personally.

Don't forget to check our website: <http://www.arosc.org>

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

June 25 – Highway Earth, Club Concorso #3. Franklin Cyn., Beverly Hills.

July 23 – Summer Day Drive, San Gabriel Mountains.

August 6 – Summer Party and General Meeting with the Clines, Fountain Valley.

August 14-20 – Monterey Weekend: Monterey Motorsports Reunion, Concorso Italiano, Pebble Beach Concours d'Elegance, Concours/Tour d'Lemons, auctions, parties, and more!

September 9-10 – DE, TT & Race, Willow Springs.

September 16 – Galpin Premier Collection Tour, and lunch at the Horseless Carriage Restaurant.



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.



We brought 13 cars to Hunter Alfa Romeo in Lancaster for their Giulia debut party! Here they are greeting their new kid sister. Dave Waelder photo.

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

First an update on the Sprint: All is well that ends well, but there is more to the story. Yes, it was bad gas and probably a tired fuel pump too. After curing those ills it ran, but pinged like crazy. That stuff they call premium here in California isn't exactly race gas, and the head has been milled some. So, I decided to try some Sea-Foam, which is a do-it-yourself de-carbonizing spray. I suspected it might be hard on catalytic converters, but that is not a problem with the Sprint. Since the downside seemed minimal, I bought a can and gave it a shot. The spray can has a tiny nozzle which meters the miracle fluid (ATF or maybe kerosene?) into the carburetor throat. Have to say it smokes like crazy, so when the can was empty I stepped into the driveway to get some fresh air. Oops! The smoke had blanketed the garage, the driveway, and most of the cul-de-sac! However, the car did run better. I thought about it for a while and did it again! That second treatment made the car run a lot better. Now the timing is retarded three degrees, and I can punch it on the freeway with no pinging. Yippee!



March 18th was the Spring Day Drive. Jay Mackro sent us out on some of the most scenic and historic roads in Orange County with a gimmick local knowledge competition. It began in Newport Beach and wrapped up with a lunch in Dana Point. Great fun. See page 12-15 for pictures.

As I write this, we are home from the Wine Tour organized by John Britton. Many thanks to John who put a lot of work into his first wine tour. We partied Friday night and stayed a short walk away from the start point in Oceanside. On Saturday we drove roundabout via several wineries to our next hotel near Julian followed by a fine dinner. Menghini Winery was the high point of the Tour in my book. Not only were the wines good, but Mike Menghini is an antique car collector. As soon as Jim Barrett correctly identified his Pierce Arrow and I demonstrated a knowledge of Model T Fords, he was eager to show us every detail. By-the-way, just 300 feet away is the Volcan Winery which is now owned by the Hart family. (Joe and Jim Hart run the Hart Winery near Temecula and are longtime Alfisti.) We went by Volcan on Sunday and Jim showed off his GTV. While most of us took our air conditioned non-Alfas, there were nine hardy souls who just had to drive their Alfas. See page 22-25 for some of the many pictures that were taken.

A report on the Nethercutt Museum tour, our May event and second concorso, will be featured in our next *Alfacionada*.

Speaking of the *Alfacionada*, be sure to check the want ads in this issue. We have

an enthusiast who would like to do a photo shoot near Redlands featuring himself and his soon-to-be bride. Gotta love that. Somebody please give him a call. They deserve our support.

June 25th brings up the Highway Earth Car Show in Franklin Canyon Park organized by Evan Klein. This will be our third Concorso of the year. Chris and I can't make it because of a family obligation, but it has always been a popular event. It can be somewhat dusty, but there is always enough shade to shelter in and plenty of unusual cars to check out.

July 23rd is the Summer Day Drive in the San Gabriel Mountains. We plan to attempt the awesome twisties on Glendora Mountain and Glendora Ridge Roads, pause for lunch at a lodge on Mt. Baldy's shoulder, and dive back into civilization early in the afternoon. More details on page 21, and to come in the next issue and e-blast messages.

The Summer Party is Sunday, August 6th, at Chuck and Jan Cline's in Fountain Valley. Start planning what you are bringing for the Potluck and scout your garage for what stray parts you can round up for the White Turkey Sale.

Remember, if the women don't find you handsome, they should at least find you handy. And don't forget the duct tape, the handyman's secret weapon.

– Mike & Chris



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The Tech Guy ... Exhausted

I just returned from the 2017 AROSC Wine Tour, had a wonderful time, and I was exhausted. But I still needed to write my column. So why not write one about exhaust systems?

The basic purpose of an exhaust system is to get the combustion gases out of the engine safely. The easiest way to do this is by having no exhaust pipe at all, just let the exhaust come out of the exhaust ports of the engine, but it ignores the “safely” aspect. There are various problems with this, such as having all that hot exhaust dumping out right by the engine. This can overheat engine components and melt electrical wires, not to mention making a lot of noise. Some vehicles such as dragsters



and aircraft with gasoline engines use short lengths of pipe on each exhaust port to get the hot gases away from the engine, but if the engine is located in front of the driver, then the driver gets to breathe all of that sweet-smelling exhaust. And there is still a lot of noise.

If the pipes were extended so that they go past to the rear of the car, the driver is no longer asphyxiated and the noise level, at least for the driver is lower, but the neighbors will still complain. To eliminate the noise, the exhaust can be run into a chamber and make it bounce around a bit before coming out. By having the exhaust gases bounce around, the sound waves tend to cancel out, to some extent, and the sound coming out of the chamber is less than the sound that went in. This chamber is called the muffler.

One muffler is needed for each exhaust pipe. That's a lot of pipes and mufflers to put under the car. The solution to this is to add a manifold. A manifold is nothing more than a pipe that has several inlets but only one outlet. The inlets are connected to the exhaust ports on the engine and the outlet is connected to the exhaust pipe and the muffler. Now there is only one exhaust pipe, the exhaust from the engine comes out at the back of the car, so the problem of heat around the engine and the gases choking the driver have been taken care of, and the muffler quiets the sound so that the neighbors don't complain. Ta-da: the basic exhaust system.

Happily, all of these issues were solved by the time a handful of cars had been built. Since that day, it has all been evolution.

Running all the exhaust through one pipe and a muffler causes what is known as “backpressure”. This makes it harder for the engine to push out the exhaust. In the early days, this was not a big problem as horsepower output was low and most people were not too concerned with high performance from their vehicles. And if one wanted more performance, one could just use a bigger exhaust pipe.

As engines improved, revved higher and produced more horsepower, the engi-

neers made changes to the exhaust systems to keep up with these changes. When V-type engines were introduced, the manifold from one side was often connected to the other side so that cars still only needed one exhaust pipe and one muffler. It wasn't too long before it was realized that if each manifold was connected to its own exhaust pipe, the result was an increase in performance, but it added cost, so it was normally available only on higher-priced cars, or sold as an option.

As time went on, a resonator was added to the exhaust system. This is a specially designed chamber, like a muffler, that is designed to eliminate certain undesired sound waves. The engineers can use resonators to "tune" the exhaust to have a particular sound, a deep rumble, a sporty high frequency rasp or even eliminating almost all sound at all.

Since the 1970s cars have also had a catalytic converter in the exhaust system. This is a device using a catalyst that reacts with the components of the exhaust gases to reduce the harmful pollutants produced by burning gasoline.

There you have it: the basic exhaust system of today. In my next column I will go over what changes can be made to the basic exhaust system to improve performance.

– Gene Brown



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2017 AROSC Club Concorso #3

Sunday, June 25th

held in conjunction with

HIGHWAY EARTH CAR SHOW



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SPRING DAY TOUR

Coast to Country- side and Back: A Beautiful Day In the 'Hood



These hardy early birds met up at Cars & Coffee in Aliso Viejo, where else? Steve Edelman got up early enough to shoot this.

About 30 Alfas and their driver/navigator teams converged on south Orange County on March 18th for the AROSC 2017 Spring Day Tour. We gathered at Crystal Cove Plaza in Corona del Mar for a planned 10AM departure, but it was tough to get the tour started as everyone began checking out cars and catching up with each other. Surprise: Club members love to socialize! Before departing, tour participants were given a set of trivia questions pertaining to historical points of interest along the route.

After all that idling and chatting, a few of the group felt obliged to indulge in a mini-Italian tune-up on Pacific Coast Highway to Corona del Mar. Once in CDM,



GTVs and pristine black Spider were among the beauties at the starting point. Steve Edelman photo.



Delightful downhill later blocked by a lost tractor-trailer rig. Elyse Barrett photo.

fault!) traffic incident during this event – a first for AROSC in the modern era. We sincerely wish the beautiful blue car a speedy recovery.

Once clear of city limits, we were on to the open spaces of Santiago and Modjeska Canyons and the fun on the Modjeska Grade. By this point in the tour, the morning haze had burned off and we were treated to great views of the green hills and wildflowers our wet winter had given us to enjoy. We were pleased to see this preview of Southern California's "super bloom".

After the country roads, it was back to suburbia through Rancho Santa Margarita, Mission Viejo, San Juan Capistrano and Dana Point. This was a lively driving test for those from outside the area, with a mini hillclimb on Trabuco Canyon Rd., and a surprise



The Modjeska Grade starts out nice and shady. Elyse Barrett photo.

roundabout on O'Neill Pkwy. As we came back to the coast, our route allowed us views of Mission San Juan Capistrano before St. Joseph's (Swallows) Day and some landmarks in town, including Richard Nixon's beloved El Adobe restaurant.

We gathered for more socializing near the tall ships at Dana Point Harbor's Ocean Institute, followed by an al fresco lunch from Jon's Fish Market and the Harbor Deli. The battered fish and chips, calimari sandwich and New York were favorite dishes.

however, an obviously lost tractor-trailer rig clogged both lanes of a cool twisty downhill street, breaking up our convoy. Frustrating as that was, it provided some entertainment before we were freed to navigate the route through Irvine, Orange and Tustin, then into the countryside.

Unfortunately Norm and his lovely GTV were involved in a (NOT his

After lunch, Mike conducted one of his famously efficient general meetings and the gimmick quiz awards were presented. Trivia answers were scored to select the Most Correct, Most Off-the-Wall, and Most Incorrect answers. The team of Mimi Kato and Dianne Knight won the Most Correct category, while Gene Brown got the Most Off-the-Wall award. To protect the guilty, the Most Incorrect winners will remain anonymous.

Thank you, everyone, for your participation. Let's drive again next Spring! — Jay Mackro



Above, lunching at Jon's. Below, Mimi and Diane (left end of table) won trivia contest. Jim Barrett photos.



Left, Mission San Juan Capistrano, awaiting swallows. Elyse Barrett photo. Right, the lovely Lucidi Lancia Fulvia Zagato, awaiting only a good drive. Steve Edelman photo.



OC's fabled Trabuco Oaks form a tree tunnel. Elyse Barrett photo.

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Buttonwillow: Spring Was In the Air



Racers line up for Saturday qualifying; see results pages 18-19. Photos by Terry Major.

The Buttonwillow weekend was hosted by NCRC (Northern California Racing Club), and shared with AROSC. We brought approx 60 entries, along with Daylight Saving Time and this wonderful weather! It was also impressive on the I-5 going north after the Grapevine to see all available land in full farming mode, with plenty of green all the way to the track! The days and evenings were comfortable with a temp 68-82 for the weekend and the sky was blue and clear. The evenings were lit with infinite stars. While Bev and I didn't race this weekend, we spent a lot of time behind the wheel of the AROSC Hospitality Vehicle (golf cart), helping to give full track viewing.

NCRC kept the event on schedule, with the exception of the time it took to clean up after a Honda S2000 left pieces of motor and lots of oil from about Phil Hill to pit in. The track configuration was 13 clockwise, including the Bus Stop and the Sweeper. No complaints about the track as it still has a new surface and tiger teeth berms that seem less upsetting to your lap. The various off-track excursions in the last corner looked like a lot of entries chose the wrong driving slogan. "Slow in, Fast Out" seemed to be "Fast in, Slow Out" and into the dirt! The world famous Alfa Romeo High Performance Driving School could fix that issue!

We had plenty of TT entries including a number of Alfas, and quite a few vintage Alfas, as well as multiple new Alfa Romeo 4Cs. There was a variety of other vehicles on the track from Andrew Patreas's Fiat X-1/9, a Ford GT-40, Lotus 7, Cobra Daytona Coupe kit, Acura NSX, FRS, BRZ and maybe even some Miatas. I had some good conversations with AROSC newer competitors. There was Rob in his FRS looking for the perfect line, and Bill and Chet Taylor (father and son) sharing what used to be Doug Bender's Alfa GTV race car, as first timers. They will be going to the upcoming AROSC School! Art Russell kept his new Alfa GTV running, mostly on the asphalt

The Race group started the Qualifying Race on Saturday with 22 cars including some very fast Trans-Am cars from the 1980-90s. One looked like a Roush Mustang (Dan Kowaleski), with a Trans-Am Camaro (Michael Fine) up to the

competition, and not far behind was Steve Casaletto in his yellow M3. Mike Calka in his Radical was also ripping up the track for 2 days. Multiple battles took place among our regulars: Chris, Phil, John, Terry W, Dennis, Jeremy, Erwin, and of course Greg playing with his new timing system, while beating up on our guys. Greg brought the Charlie Cup with him to help keep the competitors away. Sean Douglas and Keim Tjong were trying to work him but it did not quite work out on their behalf.

Chef Ross and myself observed a very, very sideways Kiem in her freshly painted Super Miata through turn one. I am impressed with her skill to keep that Miata on the asphalt. Conversation with Keim gives perspective on our Club. She loves the Alfa Club. Kiem ran with VARA last weekend and enjoyed her time, unfortunately track time with VARA is very limited. She loves AROSC due to us being an education-based club that also runs a Race Group as intended.

The Sunday race began with 18 cars on the grid. Chris Mayring vs. Sean Douglas was a pleasure to watch. Chris and Sean switched position a few times but the dirt comes easy on the last lap! Chris does not usually get that kind of action! Terry Watson had a long and close battle with Ian Stewart in the 280Z Chump Car throughout the race, with dust clouds flying. On the last lap, Ian found some dirt in Cotton Corners, and Terry grabbed the position back. Dennis Fibrow and John



Crew with the Charlie Cup.

Fedele might be related they were so close, but not as close as Howard Chai in his Super Miata! It was also great to see a vintage Triumph TR-4 in the mix and having a great time. Val Haefs was ripping in his 914-6 as



Dennis Fibrow leading John Fedele and Howard Chai.

was Bruce Colby until the starter gave up in his 914-6.

Lots of great support from the regulars: We missed the masterful Mitch Mckibbin at the microphone, but his microphone peer for the weekend, Sandy, was

memorable in a different way! Asa Kezsek was in the Timing Booth again! Thanks Asa! Paul Blankenship was helping with Driver Education as usual.

The gang camping at the track again proved the AROSC paddock crew knows how to enjoy the weekend, as the AROSC private chef Ross did it again! We give him beer and he whips up bacon wrapped shrimp and other stuff. Thanks again Ross! We would still be hungry without you!

There is a big storm brewing off Lerdo Highway! It looks like a new 2.5-mile Buttonwillow addition will be made to one of our favorite tracks. I saw the Buttonwillow event calendar completely full and saw the new track plans and can't wait.

I want to thank all competitors for attending our event, and thank all the AROSC directors and instructors for working the event, as well as a few competitors at awards Saturday night allowing us to temporarily recycle their trophy ribbons. Next up: AROSC Race/TT at Willow Springs on September 9th-10th. See you there.

– Terry Major

AROSC Race									
Buttonwillow (CW #13) -April 1, 2017									
Pos	OA	In Class	No.	Name	Car	Class	Laps	Total Tm	Best Tm
1	1	29	Greg Nelson	Miata	O	10	20:56.022	2:04.054	
2	2	27	Sean Douglas	Miata	O	10	21:18.424	2:05.797	
3	3	118	Kim Tjong	Miata	O	9	19:27.896	2:05.515	
4	1	20	Mike Calka (1, 2)	Radical	K	9	19:38.708	1:57.864	
5	1	4	Chris Mayring	Miata	P	9	20:02.636	2:10.188	
6	1	65	Bruce Colby	Porsche 914	M	9	20:13.308	2:11.541	
7	2	8	Phil Guiral	Miata	P	9	20:13.340	2:11.725	
8	2	153	Val Heafs	Porsche 914	M	9	20:14.052	2:11.777	
9	3	50	Dennis Fibrow	Miata	P	9	20:18.124	2:12.623	
10	4	44	John Fedele	Miata	P	9	20:18.288	2:11.355	
11	4	291	Terry Watson	RX7	O	9	21:02.676	2:14.888	
12	1	66	Jeremy Cottrell	Miata	Q	8	19:42.191	2:24.869	
13	1	2	Jeff Sarpa	TR7	N	8	20:17.531	2:28.059	
14	2	71	Erwin Peri	Miata	Q	8	20:38.963	2:28.934	
15	2	325	Gary Glazier	BMW	N	8	20:45.371	2:07.639	

Buttonwillow (CW #13) - April 1, 2017			
No.	Name	Car	Best Lap
<u>Class L</u>			
8	Maurizio Brandhoff	RCR GT40 MKI	2:10.448
<u>Class M</u>			
27	Andrew Ivan	Mustang	2:14.844
<u>Class N</u>			
3	Dylan Rundle	350Z	2:11.655
44	Mario Cano	NSX	2:13.578
26	Simon Tuman	BMW	2:13.699
148	Steve Firshein	MX-5	2:15.234
<u>Class O</u>			
688	Wesley Chan	RX8	2:14.053
17	Chet Taylor	GTV	2:23.394
49	Greg Smith	Miata	2:15.415
<u>Class P</u>			
17	Jeremy Yeung	RX8	2:09.013
80	Sammy Tuman	190E 2.3-16	2:24.579
66	Dennis White	GT Junior	2:27.943
89	Andrew Love	GTV	2:30.476
<u>Class Q</u>			
1	Mike Steben	GTV	2:19.554
5	Andy Steben	GTV	2:23.512
19	Andrew Petreas	X-19	2:37.640

**AROSC Race
Buttonwillow (CW #13) -April 2, 2017**

Pos	OA	In Class	No.	Name	Car	Class	Laps	Total Tm	Best Tm
1	1		20	Mike Calka (1, 2)	Radical	K	10	19:35.575	1:54.286
2	1		29	Greg Nelson	Miata	O	10	20:52.879	2:03.621
3	2		118	Kiem Tjong	Miata	O	9	19:09.692	2:05.876
4	3		27	Sean Douglas	Miata	O	9	19:59.039	2:07.166
5	1		4	Chris Mayring (1)	Miata	P	9	19:27.130	2:07.843
6	2		8	Phil Guiral	Miata	P	9	19:55.174	2:11.311
7	4		111	Howard Chai	Miata	O	9	19:59.027	2:09.338
8	3		50	Dennis Fibrow	Miata	P	9	20:01.096	2:11.923
9	4		44	John Fedele	Miata	P	9	20:01.248	2:11.609
10	5		291	Terry Watson	RX7	O	9	20:25.272	2:13.124
11	6		326	Ian Stewart	280Z	O	9	21:01.203	2:12.758
12	1		66	Jeremy Cottrell	Miata	Q	9	21:27.383	2:20.101
13	1		2	Jeff Sarpa	TR4	N	8	19:36.278	2:23.467
14	2		71	Erwin Perl	Miata	Q	8	19:52.498	2:25.660

**AROSC Time Trial
Buttonwillow (CW #13) -April 2, 2017**

No.	Name	Car	Best Lap
<u>Class M</u>			
157	Mike Lin	GT3	2:11.390
<u>Class N</u>			
44	Mario Cano	NSX	2:07.816
3	Dylan Rundle	350Z	2:11.004
88	Jeff Lee	M3	2:13.830
66	Arthur Russell	GTV	2:15.092
<u>Class O</u>			
222	David Zuckerman	S2000	2:08.558
688	Wesley Chan	RX8	2:11.800
49	Greg Smith	Miata	2:14.099
<u>Class P</u>			
17	Jeremy Yeung	RX8	2:08.124
13	Robert Fisher	FRS	2:24.995
<u>Class Q</u>			
1	Mike Steben	GTV	2:16.850
5	Andy Steben	GTV	2:20.403

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Alfas encouraged but not required to participate. All marques welcome!



2017 Schedule

Sep 9-10 – DE, TT & Race, Willow Springs

Nov 11-12 – High Performance Driving School, Streets of Willow

One other event may be added – we are working on it!

Save the dates and come on out to the track!

**You can sign up for our track event
email flyers at www.AROSCHPD.org**

2017 Summer Day Drive Into the San Gabriels: Alfas Lead

Are we ready for a fun-in-the-sun loop through San Gabriel National Monument's best mountain twisties? You betcha!

The 2017 Summer Day Drive is making a run for the hills on Sunday, July 23rd, and everyone is invited. But Alfas get to lead the pack – other makes and models will be the followers.

We will be doing an extended "hillclimb" from Azusa to Mt. Baldy Village via the scenic and challenging San Gabriel Canyon, Glendora Mountain and Glendora Ridge Roads with an in-restaurant lunch stop at Mt. Baldy Lodge.

An optional visit to the Rancho Santa Ana Botanical Garden in Claremont is on the ticket for the end of the event.

Mark your calendars for July 23rd and get your Alfa ready to spend a day in the mountains (4,000 ft. elevation) with us. RSVP to Jim & Elyse at eddinab@verizon.net to get more info and secure a spot in the lineup! – *Elyse & Jim*



Summer Shows with Alfa Classes – June is High Season for Concorsi in SoCal

Every year, there are simply too many wonderful opportunities to see and be seen with your Alfa as the show season gets rolling in June. The Club cannot participate in all of them, but there are two favorites that we support and publicize so that individuals may do so on their own.

June 3rd-4th – The first is the Huntington Beach Concours d'Elegance in Central Park. Now in its 32nd year, this laid-back, beachy gathering benefits the children's wing of the Richard Neutra-designed Huntington Beach Central Library. There are always classes for Alfa Romeos of all types from comp cars to daily drivers to classics. This year is no exception, and you can join the fun on June 4th. Visit the event website, <http://www.hbconcours.org/event-schedule/> to view the event schedule and get an application. June 3rd is the rod and custom day, honoring Donut Derelicts. June 4th is the concours d'elegance saluting Lincoln and Bentley.

June 11th – The second is the 5th annual San Marino Motor Classic staged in Lacey Park, San Marino. The show benefits the Pasadena Humane Society and SPCA, Rotary International and the USC Marching Band. As a Classic Car Club of America event, the emphasis is on antiques and classics, and this year Alfas requested to show are for Class Q-2 Alfa Romeo through 1974. You may also be interested in Italian Sports Cars 1946-1973. A trolley service will be available for general admission ticket holders. Visit <https://www.sanmarinomotorclassic.com/> home for details.

Wine Tour '17 – Exploring Warner Springs and Julian on (and off) the North Mountain Wine Trail



Lineup in the parking lot of our first stop, Emerald Creek Winery. Steve Edelman photo.

We are all back to reality once more, and at work, thinking of the great time we had together on our 2017 Wine Tour in the mountains of San Diego County.

The tour, which was planned to commence with a get-together at the World Mark Resort in Oceanside, stayed true to plan with a wonderful group arriving at my rooms to enjoy a couple of glasses of wine, some shared dinner and great conversation. This tried and proven way the Club has gotten the tour on the way really made for a great start to this year's event.

Next morning found us in the large car park right at 8AM to assemble the array



Lunch at La Serenissima: Chris, Mike, Evelyn, Norman, M.J., Sheila, David, and Susan. Steve Edelman photo.

of Alfa Romeos: two GTVs, two Spiders, two Montreals. Alternative transport included the two “ring-in” Audis, Porsche, BMW, MR2 and Ford Focus. After a cup of coffee and another chat about our route, we were off, following Route 76 through the farms of Pala and the Pauma Valley, then skirting a brimming Lake Henshaw, to its end at the junction of Route 79.

We stopped here for everyone to catch up and then set off on Route 79 to arrive at Emerald Creek Winery where our host, Kathleen Veasy, had set up coffee for us, and the five additional cars joined the group from their alternate starting points: two more Spiders, a 164, the Kutkus Tazmobile, and a Kia crossover-ish vehicle (with AROSC sticker, thank you), bringing our group to 17 for the rest of the day.

We welcomed new Club members Allen and Lonna, and new-to-this-event members Dan and Margaret, David and Luci, and Jeff and Michelle.

After everyone was taken care of, Kathleen gave a fine address about the 700-acre property, the owners, and their product that we had tasted, including varietal reds, a sauvignon blanc and a chardonnay, and a promising red blend, which was well received by the group. I believe this was an excellent choice to get the day going with a bang.

Next stop, after a U-turn or two, was Tony Tiso's wonderful Tuscan-influenced winery, La Serenissima, where we had a chance to savor some excellent red wines (claret, syrah and cabernet sauvignon) while enjoying our al fresco lunch in his breezeway.



The Tiso's La Serenissima is landlocked in the San Diego County countryside, but it is a supremely serene place to nurture a traditional Italian approach to winemaking. Steve Edelman photo.

Much to everyone's pleasure Tony made the most wonderful speech about first, his life in the wine business starting with him and his dad in Italy, and second, how he made it back to Warner Springs to purchase their land and get growing. Here he is dedicated to raising wine grapes the "old-fashioned way". It seems to work, as the wine here is superb.

We next moved on to our third great winery of the day, Sierra Roble, a lot smaller, but I believe well managed by a lovely couple, David Lowe and his bride. This too was an interesting stop, with David explaining his vineyard's terroir, water management techniques and the differences between the Bordeaux varietals he grows. An added benefit was the breathtaking views of the mountains and other wineries around us.



Sierra Roble's David and Janine Lowe talk Bordeaux with John, Catherine and Jay. David Waelder photo.

them up and told us their stories, which was indeed something special. Inside the tasting room, one could make a horror movie, a love story or even an Indiana Jones movie, it was so interesting. One more thing here: the family mowed the lawn at the rear of the property, set it aside for us, and we had a mini car show right there. By this point in the weekend, word had gotten out that there was an Alfa event on the roads, and two Hart Winery boys came in from the Temecula area to join us with their very nice GTV.

After a fine time at Menghini, we made our way back to the Apple Tree Inn, a comfy establishment run by Charlie Molinari (are all the people in Julian from



Mike Menghini delights in sharing his cars, including this terrific Model T. David Waelder photo.



Our dining pavilion at Jeremy's, dinner music included. David Waelder photo.

Italy?) and his partner, Janie Brannon. The rate was good here, and we were right next door to our restaurant of choice, Jeremy's on the Hill, by far the best restaurant in the Julian area. Jeremy took terrific trouble in giving us our own dining room: a heated tent attached to the restaurant itself, with twinkle lights overhead and cloth table linens. We enjoyed a very affordable prix fixe three-course dinner with a choice of three entrees, and the staff there were absolutely great.

Before we knew it, it was Sunday and we were all wandering around the car park getting hungry. So we drove the four-odd miles up the mountain to Julian where the whole group fit into one restaurant called the Miners Diner. Another great establishment, this eatery resides in a national trust building. Once again, service was great, everyone up here seems to be happy, and it shows in their attitude.

I absolutely loved getting this tour together, and I think everyone enjoyed it. I thank you all for being so patient with me, now knowing I am Aussie, and that you have to make allowances. Nonetheless, I believe it was highly successful.

– John Britton



Sunday breakfast at Miners Diner in Julian. Steve Edelman photo.

Classified – Cars/Parts For Sale

FOR SALE – 1987

SPIDER VELOCE. Red w/tan interior and new canvas top, only 57,000 miles. Rust-free car with a few parking dings (touched up), paint looks great. Interior has no tears, rips or seam separation;



carpets clean with new floor mats. New master brake and clutch cylinder, fresh oil, air and oil filter. Air conditioning NOT operational. Ready to go to new home. \$8900.00. Fred, 480.773.7541 or alfaoro@yahoo.com

WANTED: CLASSIC ALFA FOR PHOTO SHOOT – My fiancée and I are looking for a 1950s-1970s Alfa Romeo for our engagement pictures. We don't need a concours-worthy car, but condition is a consideration; a convertible is preferred, but we would be happy with a hardtop. We can offer professional digital photos of your car, and up to \$200. The location is downtown Redlands, in June or July (6pm-9 pm). If you're interested, or know someone who might be, please email me, Sam, murrat11@yahoo.com, and include a couple of pictures of your car. Thank you!



FOR SALE – 1974 SPIDER 97k miles. Our weekend driver, bought from Alfa mechanic/specialist; was his well-kept daily driver. Shoulder seat belts, headlight covers, Retro Sound AM/FM w/ hi-tech connectivity. \$13,999. sigband@gmail.com

Classified (non-commercial) Advertising

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

Commercial Advertising

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

MEMBERSHIP APPLICATION

Alfa Romeo Owners of Southern California

Dues for a one-year membership in the Alfa Romeo Owners of Southern California (AROSC) and the Alfa Romeo Owners Club - US (AROC) are \$78. Please fill in the information blanks in this form, clip and mail with your check, payable to Alfa Romeo Owners Club, to Alfa Romeo Owners Club, P.O. Box 92155, Portland, OR 97292. You may also join online using your credit card by visiting aroc-usa.org.

NAME _____ SPOUSE _____

STREET _____ CITY _____ STATE _____ ZIP _____

HOME PHONE _____ WORK PHONE _____

E-MAIL _____ ALFA(S) OWNED _____

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

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

Affiliation/Subsription

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

*Alfa Romeo Owners
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Our 2017 Calendar of Events

June

25 – Highway Earth, Club Concorso #3, Franklin Cyn., Beverly Hills.

July

23 – Summer Day Drive, San Gabriel Mountains.

August

6 – Summer Party and General Meeting at the Clines.
14-20 – Monterey Weekend; Monterey Motorsports Reunion, Concorso Italiano, Concours/Tour d’Lemons, auctions, parties and more!

September

9-10 – DE, TT & Race, Willow Springs.
16 – Galpin Collection Tour, lunch at Horseless Carriage Restaurant.