

ALFACIONADA

FEBRUARY – MARCH 2017



2016 Awards Banquet, pages 10-13

Alan Ward Memorial Weekend, pages 20-23



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 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 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: Paul, Tony, Nico and Mary pose more or less patiently before joining yet another ring-ding Awards Banquet. M.J. Kutkus took the photo, and a lot more on pages 10-13. Below: For the first time in too long two NEW Alfa sedans joined a 4C in leading an all-Alfa parade at Willow Springs in our salute to the memory and legacy of Alan Ward. See more on pages 20-23.

AROSC Board of Directors, 2017

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.*

March 18 – Spring Day Tour, Orange County. See info on page 5.

April 1-2 – DE, TT and Race, Buttonwillow (NCRC).

April 22-23 – Wine Tour, San Diego County. See page 14 for info.

May 6 – Nethercutt Collection visit and Club Concorso #2.

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



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.



“Hey, fella,” says Giulia, “I’ve got one of your relatives on my badge!” Taken at the Galleta Meadows sculpture garden; see more of the big guy on page 33, and quite a few more Giulias scattered throughout this issue. Dave Hammond photo.

New Activity in March —

Day Tour/OC!



Saturday, March 18th

Please update your calendars! We now have a Spring Day Tour to enjoy on March 18th over some of the most scenic and historic backroads in Orange County.

Our route will take us through Newport Beach, Irvine, Orange, Santiago Canyon, San Juan Capistrano and Dana Point. The drive will conclude with a casual lunch at a restaurant in Dana Point Harbor, complete with sweeping ocean views.

We'll gather at Crystal Cove Plaza on Coast Highway in Newport Beach at 9:30-ish AM, then aim for a 9:45 drivers' meeting and a 10:00AM departure. Bathrooms and Starbucks are available there. Detailed driving instructions will be distributed, but your navigator may also want to carry AAA maps for central and south Orange County and/or a GPS.

The driving instructions will include a few trivia questions about points of interest on the route. Awards for the most correct and most creative answers will be given at lunch.

If you RSVP to treasurer@arosc.org you will receive more detailed instructions. But since the restaurant choice is pretty casual, we don't need an exact count; in other words, feel free to show up even if you haven't RSVP'd. Crystal Cove Plaza is located at 7845-8085 East Coast Hwy. in Newport Beach, 1.3 miles south of Newport Coast Drive. The Newport Coast exit from the 73 Toll Road provides the closest highway access.

The hard core among us are invited to start the day at 7:00AM at the current incarnation of Cars & Coffee located in Aliso Viejo at 26701 Aliso Creek Road, corner of Enterprise. We can have a quick breakfast after C&C and then caravan over to Crystal Cove.

— Jay Mackro

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

First an update on the Sprint. Yup, it's bad gas! When I clean up the jets, it runs great until things plug up again. I even suffered the indignity of having it give up two blocks from home. The new fuel filter hasn't clogged up, so just maybe I can clean out the carb again and burn this stuff. Otherwise, my neighbor has offered to help dispose of it. I just hope he isn't planning to try burning it in his truck.

Let's see. A lot has happened since our last *Alfacionada*. We had three events in January: AROC's mid-year retreat in Palm Desert, our Annual Meeting and Awards Banquet, and the (first annual) Classic Auto Show at the Los Angeles Convention Center. All three were good events, and our thanks go to Cindy Banzer, MJ and Sheila Kutkus and Norm Silverman, respectively. We didn't plan for three events because three is just too many even for dedicated Alfisti. I missed the retreat in Palm Desert, but made the other two. Look for coverage of all three in this issue.



The Classic Auto Show merits some extra discussion since it was the very first annual. It ran Friday-Saturday-Sunday. When I was there on Sunday morning, Norm Silverman and I were kept busy chatting with enthusiasts and answering questions. Many thanks to Norm for pulling this together and for recruiting a great selection of Alfa Romeos, including a new Giulia, which really stole the show. People flocked all around it. Too bad we didn't have any sales literature to hand out. By the way, the new Giulias are in dealerships now and test drives are available. Getting back to the show, we also received a number of membership applications. I did walk around the show, and it was a nice mix of foreign and domestic stuff. You can find a few clips on YouTube, but the domestic guys tend to just show the domestic stuff. I have no idea what the show will be like next year, but expect it will be much bigger. Mark your calendars for March 2nd-4th, 2018.

February 12th was the Petersen Automotive Museum tour and our parking lot Concorso. Every year we get a good turnout, and 2017 was no different. Jim and I were kept very busy judging daily driver entries before we plunged into the exhibits. The first floor featured Bugatti automobiles, art and furniture. Afterward we all walked/drove the one block to Tom Bergin, the iconic L.A. Irish Public House for lunch, where we managed to stuff and overflow the back room. The Guinness was good, and so was the food. See pics and write-up starting on page 16. Many thanks to Norm Silverman for arranging the museum tour, and to Jeff Srinivasan for our first Club Concours of the year.

February 18th and 19th was the Alan Ward Memorial Weekend at Willow

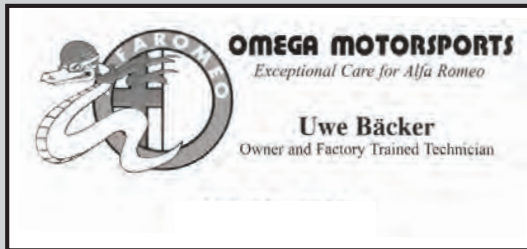
Springs. When I first joined the Club in 1973, Alan Ward and Dave Vegher would come to the meetings and take turns answering questions. Once, I asked Alan if putting a larger front sway bar on my Sprint would make it understeer more or less. His response was, "Maybe". Years later, I now understand. Anything that keeps the car from cornering on its door handles is likely to reduce understeer. Just for the record, Alan later constructed the 7/8" sway bar that is now on the front of the Sprint, and that made it understeer less. Paul Blankenship really got into organizing this event, and I'm really sorry I missed it. Thank you Paul.

March 18th brings up a new Spring Day Tour. Jay Mackro has planned for us to enjoy some of the most scenic and historic roads in Orange County. It will begin in Newport Beach and wrap-up with a lunch in Dana Point. See page 5 for more details.

April 22nd and 23rd is the 2017 Wine Tour hosted by John Britton and Tony Santarelli, who have been happily scouting good wine tasting opportunities down toward Julian. They have put a lot of advance work into this and John has arranged a room in Oceanside for our informal Friday night potluck, so they deserve our support. For more info see page 14, and reserve your room early.

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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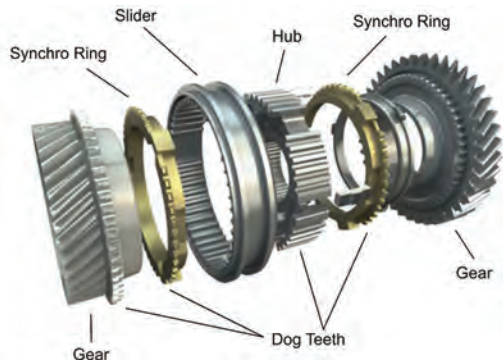
The Tech Guy ... *Avoiding the Crunch*

In the last column I covered the transmission. This month we look at the item that changed the transmission from a necessary evil to one of the fun parts of motoring.

Early transmissions consisted of two sets of gears. The input gears were driven by the engine and rotated at engine speed. The other set of gears slid along the splined output shaft and rotated proportional to the road speed. The operator would engage one output gear to one input gear, depending upon the road speed desired. These gears were straight-cut to ease engagement, but to effect smooth operation, the operator had to match the speeds of the input and output gears. This took a bit of skill to avoid grinding the edges of the gear teeth together; an experienced driver could change gears with hardly any noise. The straight-cut gears also caused the gearbox to whine as the surfaces of the teeth slid against each other. In our Alfas the reverse gears are straight-cut and you can hear the whine as you reverse.

In 1928 Cadillac introduced a new transmission feature called synchromesh, invented by GM engineer Earl Thompson. In this design some of the gears were in constant mesh but not connected to the output shaft. Instead there was a “synchronizer” that was coupled to the output shaft and had a sliding collar that would connect the synchronizer to the gear while matching the gear speed to the output shaft speed. This let the selected gear to engage without clash, allowing almost any driver to perform noiseless gear changes. Synchronizers were used only on the higher gears;

first and reverse gears were still unsynchronized, as first and reverse are usually selected when the car is stopped. But today all forward gears are synchronized, and in some cases even reverse. Another change was from straight cut to helical cut gears, eliminating gear whine since the teeth did not slip against each other.



The synchronizer assembly consists of four main parts, the hub, the slider, the synchro ring and the constant mesh gear. The hub is pressed onto the output shaft and rotates with it. The hub has teeth that engage the teeth on the inside of the slider and a groove on the outside that engages the shift fork. The slider slides horizontally on the hub so that when moved it can engage the appropriate gear. There is usually one slider for two sets of gears. The rings are engaged with the hub and the slider but allowed to float horizontally. The outside of the ring has dog teeth that engage the teeth on the inside of the slider. The inside of the ring is a tapered cone shape that has shallow grooves in it to increase friction. The constant mesh gear rotates freely on the output shaft and is constantly engaged to the matching gear on

the layshaft. The side of the gear facing the synchronizer has a tapered surface to match that of the ring and dog teeth that match the teeth on the slider.

When the driver moves the gearshift, the slider is moved and engages the dog teeth on the ring. Further movement of the slider causes the tapered surface on the ring to engage the tapered surface on the gear. The friction between the two tapered surfaces causes the gear to speed up or slow down so that the speed of the gear matches the speed of the slider (and the output shaft). Once the gear and the slider speeds match, further movement of the slider engages the dog teeth on the gear with no noise and minimal wear. At this point the gear change is complete and the clutch can be released. This takes a bit to describe but actually happens in a few tenths of a second.

To ease engagement the dog teeth on the gear, the ring and the slider are tapered at the ends so that they can smoothly engage each other. This is a point of wear but since the parts are all rotating at the same speed the wear is minimal. The rings are made of brass or bronze so that the wear takes place on the rings, both at the dog teeth and the taper, and can be replaced when too worn. One concern with the constant mesh gearbox is the inertia of the gears, since when changing gears the entire gear train plus the clutch plate must be sped up or slowed down, so that the engaging gear matches the speed of the output shaft. The more inertia, the longer it takes to change the speed of the parts. As the tapered portion of the ring wears the friction decreases and it takes longer for the gear and shaft speeds to match. If the speeds don't match the gearbox will let you know that something is wrong; this is the "second gear crunch" common to a lot of Alfas. Once this has started the only sure fix is to replace the worn ring. Shifting slower can prolong the life but at some point repairs will be needed. But no matter what you do and no matter what make of transmission, at some point the synchro rings will need to be replaced. But don't worry, just think of this as an "opportunity". You can either have the fun and experience of rebuilding a transmission (not all that hard to do) or you can help your mechanic make another boat payment.

Meanwhile, just shift gently, and you will have many happy miles of real driving.

– Gene Brown



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AROSC Awards 2016 Banquet



Clockwise from front, are Tony, Happy, Bruce, Chuck, Sheila, Jeff, Margaret, Nico and John. M.J. Kutkus took this and all but one of the photos for this article.

“Wonderful Awards Banquet” was the general comment from the 50 Alfisti and friends who came to enjoy the food, the wine, the awards and especially the camaraderie with folks from both the Competition and Social sides of the Club.

Sheila welcomed everyone to a fine Italian buffet served by the same great chef we’ve had for the past 10 years, once again at the P. V. Grill in Palos Verdes Estates.

After our delectable meal, former Competition Director Bruce Colby, filling in for Competition Director Terry Watson, along with Dennis Fibrow, conducted a lively year-end Competition Award presentation. Art Russell, Mario Cano, Greg Nelson, Dennis Fibrow, Tony Presto and Beverly Major were present to collect their awards.

Jeff Srinivasan, our Concours Chair, assisted by his wife Margaret, eloquently presented the year-end awards to the 2016 Concours winners in four categories. Fred Stewart, Art Russell, Norm Bianchi and Mike Riehle were on hand to accept their trophies. We had a record-breaking 19 unique competitors in this year’s concours program. Well done, Jeff.

The complete list of the trophy winners in the Concours, Time Trial and Race classes is on page 13.

This year, the coveted Charlie Cup



Bruce and Dennis award the Charlie Cup to Greg Nelson.

award went to Greg Nelson. Bruce and Dennis reviewed the outstanding efforts Greg has put in toward the success of our Competition program during the past years. Along with being a great competitor, Greg is always there to help his fellow drivers sort through mechanical problems and get back on track. The Charlie Cup is given in fond remembrance of Charlie Thieriot, the man who dedicated much time and effort to get our Time Trial and Race program started 40 years ago, and kept it running long after that.

Il Presidente Mike Riehle thanked Sheila and MJ for arranging this special get-together, then briefly reviewed what's coming up in the next few months. Sheila concluded the event with the drawing of door prizes.



Beverly Major won a Race Award, as did Tony Presto, right.

It was a fine occasion to catch up with friends not seen since the last Annual Banquet. During the meal, Dan Ritter and Scott Cline were seated at the same table, and as they chatted, realized that they were classmates in Whittier High School 50 years ago. The beautiful day outside complimented a fine afternoon within, and a good time was had by all!

– Sheila



Art Russell (above) and Tony Cano (right) won awards in Time Trials.





Three of the Concours winners are shown receiving their Awards from Concorso Director Jeff Srinivasan, with Margaret's assistance: Upper left, Fred Stewart; upper right, Norm Bianchi; left, Mike Riehle.

Below from left front: Charlie, Bonnie, Marge, Dan, Chris, Mike, Lucinda and Mimi.



2016 Club Concorso Results

Open

2nd	1967 Duetto	Al Evans
1st	1958 Giulietta Spider Veloce	Fred Stewart & Hector Vazquez

Competition Prepared

1st	1966 GTV Race Car	Art Russell
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Daily Driver

2nd	1974 Spider Veloce	Norm Bianchi
1st	1978 Spider Veloce	Pat & Cindy Terrisse

Closed

2nd	1966 Sprint GT	Jay Mackro
	1959 Giulietta Sprint	Mike Reihle & Chris Burke
1st	1960 Giulietta Sprint Veloce	Fred Stewart & Hector Vazquez

Record Breaking 19 unique competitors in 2016!

TIME TRIALS					
Class	Pos	Name	Car	Points	EventDays
M	1	Mark Wooldridge	GT3	27	3
M	2	Robert Johnson	BMW M3	15	2
N	1	Arthur Russell	GTV	36	4
N	2	John DeAnda	Mustang	24	4
N	3	Cesar DeAnda	Mustang	21	4
O	1	Mario Cano	NSX	43	6
O	2	Gil Rios	Porsche	24	3
O	3	Greg Smith	Miata	18	2
P	1	Jimmy Riordan	Protege	42	5
P	2	Giafranco Maseda	GTV	18	2
P	2	Jeremy Yeung	RX8	18	2
Q	1	Mike Steben	GTV	60	8
Q	2	Andy Steben	GTV	48	6
RACE					
Class	Pos	Name	Car	Points	EventDays
M	1	Aaron Schroder	Mustang	18	2
N	1	Gary Glazier	BMW	72	8
O	1	Terry Watson	RX7	26	5
O	2	Jorge Mazlumian	Miata	23	4
O	3	Greg Nelson	Miata	21	3
P	1	Tony Presto	Miata	54	8
P	2	Chris Mayring	Miata	53	7
P	3	Dennis Fibrow	Miata	50	10
Q	1	Beverly Major	Miata	36	4

Wine Tour '17 – We're Heading South!



Our annual AROSC Wine Tour will be charting new territory in April as we head to a region we have not visited in some years: the Warner Springs-Mt. Palomar-Julian area.

This trip will commence early on Saturday, April 22nd from Oceanside, at the parking lot of the Worldmark Resort, where I will be waiting for all of you in the little red Audi.

We have four unique establishments on the itinerary, the charming Apple Tree Inn outside Julian proper as the overnight stop, dinner conveniently located within walking distance, and some additional fun planned for Sunday morning. The wineries produce mostly reds (Cabernet Franc, Tempranillo, Bordeaux, Cabernet Sauvignon, Malbec, Syrah) then also some herby, fruity whites (Sauvignon Blanc, White Riesling, Chardonnay).

Our drive will take us inland along Hwy. 76, and some wonderful driving roads, to Hwy. 79, then 78 to visit these wineries:

– Emerald Creek, a modern facility, is the brainchild of four doctors, built on large acreage and rather lovely. We will have a hosted tour and discussion – you should all enjoy the experience.

– La Serenissima, a Tuscan-style establishment about 8 miles away,



John scouts several wineries for the 2017 Tour, including La Serenissima, above.

where we will be welcomed for our traditional picnic. Created by Tony Tiso, an Italian from Venice and a major Petrolhead, having owned six Alfa Romeos, we will get a special tour here.

– Sierra Roble, a boutique vineyard on the north slope of Palomar Mountain where proprietor David Lowe, a wonderful gentleman, is excited about our cars and the Club event.

– Menghini, our last stop, where our hosts Michael and Toni Menghini, of Italian parentage are also Petrolheads. He will rattle off his car collection whilst telling about wine and his fine establishment. Tony and Niko Santarelli (co-producers of your 2017 wine adventure) and I loved this place and the ambiance, and we all believed it was the greatest way to finish the winery side of the tour.

After settling in at the Apple Tree Inn, we can have a little party together, then it's on to dinner at 8PM, at Jeremy's on the Hill, where we will have our own Marquee Tent, which is heated and very comfortable.

On Sunday morning, may I suggest we proceed to Julian some 500 feet higher than our inn, have a stroll around and have breakfast before going on our way north, south east or west.

There are just 16 rooms at the Apple Tree Inn, so reserve now by calling 760.765.0222. If you miss out there, the Julian Lodge is available, with tons of parking. Call 760.765.1420.

Finally, please RSVP to me at johnbritton.AU@Gmail.com and/or call personal cell/house: 714.493.6054, or work cell: 714.981.9350.

– John Britton



Niko, Tony and John, your 2017 Wine Tour organizers, complete the route by sampling dinner at Jeremy's on the Hill.



Concorso #1 at the Petersen – Terrific Turnout, Great Tour!



Record attendance packed the rooftop space. This photo by Kirk Gerbracht.

Our Club Concours season got off to a brilliant start on a sunny February 12th on the third floor of the Petersen Automotive Museum's parking lot. Being in the company of some of the most unique vehicles on the planet surely inspired our 24 little cars to be their best. Fourteen of them participated in the concours and all were inspiring to see. The winners are L.A.'s finest, and included wonderful examples from a 1958 Giulietta Spider racer to a 1974 Spider Veloce; and they ranged in age from a 1956 1900 CSS to a 2015 4C.

Friends and members with other unique rides brought the car count to 36 and headcount to 61. We were able to include two very special Citroens, plus a Mercedes, a Porsche and Maserati into the periphery of our exhibit space.

Norm and Gene were again our most excellent Petersen docent-hosts and led two groups through the newest featured exhibits and the standing collections in the still-fresh interior of what we fondly call "The Pete." Highlights included the tribute to Dan Gurney and his All American Racers in the theatre in the round; a 1960s panoply of racing life through the lens of Jesse Alexander; art of the



Managed chaos: Jeff's spider anchors the exhibit and snack bar. Jim Barrett photo.

Bugatti family beyond a Royale and Atlantic from the Mullin collection; and a new Art Car room. We have no space to describe the excellence on view. You need to see for yourselves. Go there. Experience it all.

After touring the museum, we retired to Tom Bergin for lunch and an awards presentation that overflowed the space reserved. Thank you, everyone, for participating!

— Elyse Barrett

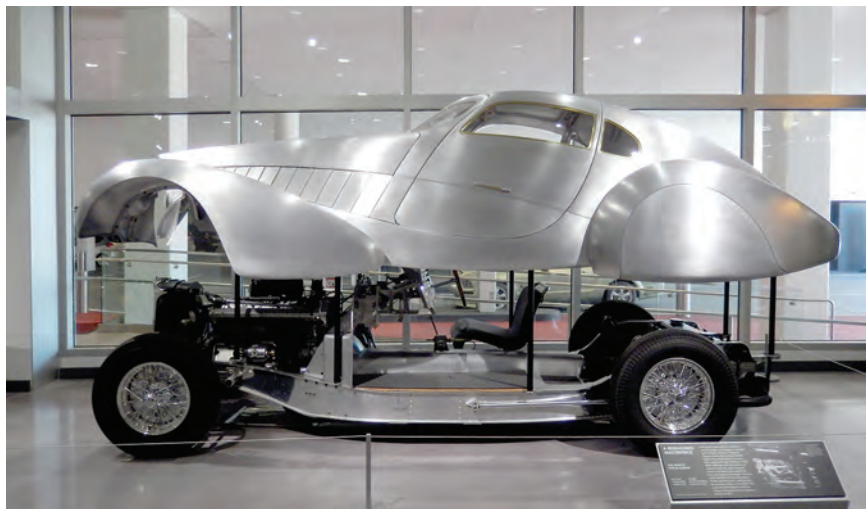


Our well-versed docents, Norm and Gene. David Waelder photo.



Above, Pat's Spider gets a thorough judging. David Waelder photo. Below, Back on the road this year is Randy Bent's lovely blue Sprint GT. Jim Barrett photo.





Stewart Reed's Art Center students executed this Bugatti study. Jim Barrett photo.



Left, Fred's winning Sprint ready for its closeup. J. Barrett photo. Right, Mike runs the meeting at Tom Bergin. D. Waelder photo. Below, stunning Bizzarini by J. Barrett.



Petersen 2017 Concorso #1 Results



*Concorso Winners –
D. Waelder photo*

Open

3rd	1965 Giulia Spider Veloce	Peter Norman
2nd	1967 Duetto	Al Evans
1st	1963 Giulia Spider	Art Russell

Competition Prepared

2nd	2015 4C Coupe	Marcus Mancini
1st	1958 Giulietta Spider Veloce	Brandon Adrian

Daily Driver

3rd	1978 Spider Veloce	Gerry Perlman
2nd	1978 Spider Veloce	Pat & Cindy Terrise
1st	1974 Spider Veloce	Norm Bianchi

Closed

2nd	1956 1900 CSS	Jayson Hymes
1st	1960 Giulietta Sprint Veloce	Fred Stewart & Hector Vazquez




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ALAN WARD MEMORIAL WEEKEND



Two Giulias and a 4C are set to lead an all-Alfa parade

The idea was great: Let's get a bunch of Alfas together in February to race in honor of the late Alan Ward. How about if we do some Alfa parade laps at lunchtime too? Hey, there's a new Alfa dealership in Lancaster; maybe they can join us? Our long-time flag team lead, Billy Wampler, just passed away. Can we squeeze in a memorial service for him too? Why not?

What could possibly go wrong?

Let's start with torrential rains billed as the "Storm of the Century", which flooded freeways, closed lanes, buried firetrucks and blew big rigs on their sides. Driving to the track on Friday was challenging to say the least, making one wonder, "Are we really going to do all this?" However, the weather gods smiled, and the skies cleared Saturday morning for all the brave souls who planned to run, rain or shine! Sadly, Jodi and Dennis Fibrow (our timing team) had to leave very early on Saturday morning due to a family emergency, leaving Terry Watson and Mike Easterman with their hands full. Stacy filled in on timing until Asa Keszek could drive up to the track and spend the weekend filling in for us.

Paul Blankenship and Anthony Rimicci made a huge effort to promote the Alan Ward Memorial Race, resulting in the most Alfas at the track in years. Katie Nelson of Hunter Alfa Romeo in Lancaster, brought three new Alfas (4C, Giulia, Giulia Ti) to the track for display, pace car duties and lunchtime parade laps. We hope to be a consistent friend to Hunter Alfa Romeo of Lancaster. When you need a new Alfa, we hope you give them a call. You may even get an AROSC Driver School out of the deal!

Saturday lunch hour, we paid tribute to "Billy" the Flagger for his wife Bobbi. We put a camera car in front, followed by a line of race cars, each carrying a corner flag, followed by a pick-up with Billy's family and ashes in the back, carrying the checkered flag. We left Billy as we found him, at the track, and in the corners. Godspeed Billy!

We also ran the Alfa parade laps at lunchtime, led by the three brand new Alfas from Hunter Alfa, followed the most Alfas we've had at an event in a very long time. Really great to see and hear all those wonderful sounds!

Paul Blankenship drove one of the new Giulias as pace car for the Saturday Alan Ward Memorial Race. Imagine buying a brand new Alfa with pace car history at the Big Willow from Hunter Alfa Romeo? Especially if driven by Paul. That may either bring the value up, or more maybe, um, down? Paul also had many novices in



the classroom sessions for instruction and periodic entertainment. The education was great and produced more laughs than a comedy club with a two-drink minimum!

What about the racing? I know one thing for sure, this is the Alfa Club. The Hunter Alfa Giulia Ti paced the field to the green and The Alan Ward Memorial Alfa Race was under way. Spectacular

battles in the field, with Rimiccis, Anthony and Fabrizio, fighting against each other, and with Antonio Cavelli, for the lead. When the checkered flag finally fell, Fabrizio Rimicci was the first to cross the finish line. Lots of great racing also within the grid between the various levels of cars.





The Saturday Open Race included eight Miatas! The overall winner was a very fast car brought by the owner of 949 Racing, Emilio Cervantes in what? A Miata. We were looking for Brad Gray with his new hot rod Mustang, but shakedown issues kept him from the race. We were missing other cars due to circumstance: Dennis Fibrow, Tony Presto, Majors x2, Watson. Saturday's weather forecast got us, and 11 Miatas, an RX7 and a Mustang, and others regulars didn't make it out.!

The Saturday night chili dinner with Oak Hills Brewery beer went well, thanks to Ross Beckwith and Greg Nelson. Meanwhile, the Alfa drivers headed to El Indio for food, drink, tales of the club's past, and the race award to be presented to Fabrizio.

Sunday was more of the same, with not a cloud in the sky! The Alfa drivers decided at the last minute that they were up for another wheel to wheel race, and Christian Sniady worked his way past the Rimicci brothers for the lead, and never looked back. Greg Nelson dominated the Open race, and once again there were some great races going on for several positions.

The color commentary for the weekend was impossible to ignore, as "Mad Dog" Mitch McKibbin monopolized the mic. AROSC needs another award, the Golden Mic. No one else comes close as Master of Magic at the mic. Well one thing is for sure, every driver now has a colorful nickname for life! Watch out, Bruce Flanders!

—Terry Major

Photos by Mike McKibbin, Terry Major, Beverly Major

Editor's Notes: 1) Results were delayed at press time, so look for them in the next Alfacionada. 2) Our all-Alfa run-group celebration of Alan Ward's talent and legacy was noticed by online motorsports outlet, StanceWorks. See their coverage of the event at <http://www.stanceworks.com/2017/02/alfa-romeo-vintage-racing/>



Thank you, Katie Nelson, Hunter Marketing; Anthony Rimicci; Julio Jimenez, Hunter Tech; Paul Blankenship; Kourtney Hiatt, Hunter Sales, for your contributions to a great Alfa weekend at Willow.

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AROSC Featured at The Classic Auto Show, Los Angeles Convention Center



The Classic Auto Show made its first U.S. appearance at the Los Angeles Convention Center January 27th -29th and it seems to have been a hit. Free space was allocated to AROSC and, based on the comments and traffic, we made the most of it. We signed a number of new members, membership applications and Club business cards were taken by others, almost all of our event calendars and copies of *Alfionada* were gone at the end of the weekend.

Sean Russell, in addition to bringing his pristine GTV also brought the only AROC pop-up that we are aware of in Southern California and it dressed up the space nicely.

As for the cars, the collection we rounded up presented was a history of Alfa Romeo from 1958 to today, and their honest work-play abilities.

Our Alfa friend from Phoenix, Chris Shaler, sent his “Beast”, the new Alfa Giulia Quadrifoglio, which had driven with us over the mountains and valley roads of SoCal a few weeks before. I believe it was among the most photographed and commented about cars at the show. The sign on the windshield identifying it as the new world lap record holder for a four-door sedan at Nurburgring (7.32 – 36th fastest time of ANY production car in history) got well-earned respect from more than a few supercar owners.

Evie and I were overwhelmed and thankful for the support we received from AROSC, its members and non-member Alfa owners who contributed their time and cars to this great presentation. Special thanks to Jack and Margaret Brown, not just for their spectacular 1965 Bertone Sprint Speciale, but for being there from open to close for three days. In addition to our 1965 Spider Veloce, we had Robert and Allie Russell’s 4C; Dennis and Sharon White’s 1966 2600 Touring; Robbie Pyle’s 1958 Bertone Giulietta Sprint Speciale and 1966 Stepnose GTV Art Russell’s pristine 1966 Stepnose GTV (that he restored himself), and Hector Vasquez’s multi-Concorso winning GTV.

Mark your calendars: We’re planning to be there again in 2018.

– Norm & Evelyn

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Racing to the Finish of 2016 at

LAGUNA SECA

Story and photos by Terry Major

Booking Laguna Seca for Friday-Saturday, Dec 30th-31st, 2016 could have been a very wet affair, but because people brought rain tires, the track stayed dry. Temperatures hovered around 55-65 degrees for the weekend, with dark clouds in the sky much of the time.

We had about 75 competitors, with a good group of Alfas, Miatas, RX8s, Mustangs, BMWs and more. That meant about 15 to 20 cars in each run group, which meant there was plenty of open track for getting good clean laps. There was also a fair number of women drivers at this event, which was nice to see. With the variety of cars, the Club had great competition in all the classes.



Alfa Group – 12 Alfas strong – went out first and reported the track a bit wet and slippery, but it dried quickly for the rest of the run groups.

The timing tower contained 16 different timing loops. We are lucky Dennis Fibrow could figure out which ones worked! I think Jodi Fibrow tricked Asa Keszek into running the timing tower, and wow he may be there forever. I think she handed him the clipboard! Great job Asa!

There were nearly zero issues with the 92dB sound level regulations, other than my



Friday's first session required caution as the fog had left the track moist for our 9AM track start. The



#14 Miata, which got meatballed after 10 laps in my first session, at 97dB. I blame low cloud cover. A number of cars had added additional mufflers to ensure that the sound levels would not be exceeded. Terry Watson's added



Flowmaster took the car from 97dB to 83dB, and was set up for easy removal for other tracks. Terry's car was showing some new stickers: "No Miata" and a "Target"! Word on the track was if you had any contact with his car, you would become the new Competition Director. Everyone gave him plenty of room.

While a few people managed to spin or put a couple of wheels off once in a while,



overall the driving was clean.

Greg Nelson was the "go to" guy for the weekend for car parts and help, including John Fedele's Miata repairs, Tony Presto's clutch replacement, and Dennis Fibrow's front left hub. It is people like Greg who really make our Club shine.

A 24 Hours of LeMons 280Z got the most track time by competing in just about every run group. Drivers including Brad Gray, Dave Ross, Marty Hudson and Mike Easterman ran both days.

Gary Glaser won both his races in his BMW. He was constantly chased by Matt McFadden, who did get the fastest race lap. Both drivers were VERY fast!

We got a couple of returning school grads, driving two RX8s and a WRX (Jeremy Yeung, Wesley Chan and Joe Breese). Jeremy and Wesley were both on podium in their class. Another school grad was Erwin Perl, driving in his second only race group competition. Good job Erwin, and welcome!

Take a look the Race and TT sheets, and pick out some of our very old friends. It was really good to see them again. Did you do better this time or can you do better next time? Check it out and lets do this again! Most drivers went home satisfied,

and confirmed the reason we compete! It also confirmed the possibilities to enjoy our AROSC family as we broke in the New Year at Laguna Seca!

It was terrific driving this track again. Thanks to all who made an effort to help with this event: the competitors for their actions and input for this article; Club Directors for administering the event; Asa and Jodi for timing; Mike Easterman, Paul Ellis and Bruce Colby for all kinds of track help; Terry Watson for keeping it straight; and Jim Sula, the Laguna Seca track coordinator host, you were extremely helpful.

Take a look at the 2017 schedule on the website. And, let's hear it for Laguna Seca, June 2017, or Sears Point, July 2017. Let me know!

AROSC Race Laguna Seca - Friday December 30, 2016								AROSC Time Trial Laguna Seca - Friday December 30, 2016					
Pos	OA	In Class	No.	Name	Car	Class	Laps	Total Tm	Best Tm	No.	Name	Car	Best Lap
1	1		325	Gary Glazier	BMW	N	12	21:36.763	1:46.861	Class I			
2	1		29	Greg Nelson (1)	Miata	O	12	22:19.094	1:49.641	12	TC Kline (1, 2)	BMW M3	1:41.527
3	1		4	Chris Mayring (1)	Miata	P	12	22:45.935	1:52.116	Class M			
4	2		183	John Adams	Miata	O	12	23:00.706	1:53.141	911	Robert Johnson	BMW M3	1:45.890
5	2		50	Dennis Fibrow	Miata	P	12	23:04.871	1:54.232	123	Andrea Correll	Porsche Turbo S	1:46.670
6	3		8	Phil Guiral	Miata	P	12	23:05.428	1:54.048	Class N			
7	2		26	Brad Gray	280Z	O	11	21:42.621	1:55.802	839	Allan Slocum	Porsche Cayman S	1:52.539
8	3		291	Terry Watson	RX7	O	11	22:16.053	1:58.956	3	Michael Yasinski	BMW M3	1:52.896
9	1		18	Beverly Major	Miata	Q	11	22:36.689	2:01.613	91	James Harland	Porsche 911 S	1:53.084
10	2		366	Matthew McFadden	BMW	N	11	22:44.664	1:45.877	6	Dylan Rundie	350Z	1:54.959
11	2		66	Jeremy Cottrell	Miata	Q	11	22:49.190	2:02.350	44	Mario Cano	NSX	1:55.118
12	4		88	Tony Presto	Miata	P	11	22:53.123	1:54.034	18	Gregory Monteleone	BMW M4	1:55.134
13	5		44	John Fedele	Miata	P	10	19:03.502	1:51.848	86	Erik Hansen	CLK55	1:57.725
14	6		71	Erwin Perl	Miata	P	8	23:02.502	2:12.591	Class O			
										204	Jeff Thraen	Giulia	1:52.332
										95	Anthony Rimicci	1600 GTA	1:55.291
										13	Brian Hoffman	350Z	1:56.690
										326	Martin Hudson	2802	1:58.663
Pos	OA	In Class	No.	Name	Car	Class	Laps	Total Tm	Best Tm	Class P			
1	1		325	Gary Glazier	BMW	N	12	21:36.763	1:46.861	280	Jeremy Yeung	RX8	1:53.969
10	2		366	Matthew McFadden	BMW	N	11	22:44.664	1:45.877	55	Nizam Zambrì	Milano	1:55.804
2	1		29	Greg Nelson (1)	Miata	O	12	22:19.094	1:49.641	12	David Burgoon	GTV	1:56.910
4	2		183	John Adams	Miata	O	12	23:00.706	1:53.141	151	Joseph Goddard	R32	1:57.286
7	2		26	Brad Gray	280Z	O	11	21:42.621	1:55.802	49	Greg Smith	Miata	2:03.014
8	3		291	Terry Watson	RX7	O	11	22:16.053	1:58.956	28	Randal Harris	Duetto	2:04.082
3	1		4	Chris Mayring (1)	Miata	P	12	22:45.935	1:52.116	16	April Zambrì	Milano	2:08.767
5	2		50	Dennis Fibrow	Miata	P	12	23:04.871	1:54.232	93	M.J. Kutkus	SLK-230	2:09.195
6	3		8	Phil Guiral	Miata	P	12	23:05.428	1:54.048	Class Q			
12	4		88	Tony Presto	Miata	P	11	22:53.123	1:54.034	1	Mike Steben (1)	GTV	1:59.618
13	5		44	John Fedele	Miata	P	10	19:03.502	1:51.848	5	Andy Steben	GTV	2:01.445
14	6		71	Erwin Perl	Miata	P	8	23:02.502	2:12.591	105	Norm Silverman	Giulia	2:16.370
9	1		18	Beverly Major	Miata	Q	11	22:36.689	2:01.613				
11	2		66	Jeremy Cottrell	Miata	Q	11	22:49.190	2:02.350				

Notes:

1 New Lap Record

Notes:

- 1 New Lap Record
- 2 Fastest Time of the Day

AROSC Race

Laguna Seca - Saturday December 31,

Pos	OA	In Class	No.	Name	Car	Class
1	1		325	Gary Glazier	BMW	N
2	2		366	Matthew McFadden (1)	BMW	N
3	1		29	Greg Nelson	Miata	O
4	1		4	Chris Mayring (1)	Miata	P
5	2		88	Tony Presto	Miata	P
6	2		183	John Adams	Miata	O
7	3		50	Dennis Fibrow	Miata	P
8	4		8	Phil Guiral	Miata	P
9	3		291	Terry Watson	RX7	O
10	1		18	Beverly Major	Miata	Q
11	5		44	John Fedele	Miata	P
12	6		71	Erwin Perl	Miata	P
DNF	4		204	Jeff Thraen	Giulia Super	O
DNF	5		126	Dave Ross	280Z	O

Pos	OA	In Class	No.	Name	Car	Class
1	1		325	Gary Glazier	BMW	N
2	2		366	Matthew McFadden (1)	BMW	N
3	1		29	Greg Nelson	Miata	O
6	2		183	John Adams	Miata	O
9	3		291	Terry Watson	RX7	O
DNF	4		204	Jeff Thraen	Giulia Super	O
DNF	5		126	Dave Ross	280Z	O
4	1		4	Chris Mayring (1)	Miata	P
5	2		88	Tony Presto	Miata	P
7	3		50	Dennis Fibrow	Miata	P
8	4		8	Phil Guiral	Miata	P
11	5		44	John Fedele	Miata	P
12	6		71	Erwin Perl	Miata	P
10	1		18	Beverly Major	Miata	Q

Notes:

- 1 New Lap Record

AROSC Time Trial

Laguna Seca - Saturday December 31, 2016

No.	Name	Car	Best Lap
Class M			
123	Andrea Correll (1)	Porsche Turbo S	1:44.806
911	Robert Johnson	BMW M3	1:45.212
4	Lucas Ross	Corvette	1:49.049
Class N			
3	Michael Yasinski	BMW M3	1:49.421
839	Allan Slocum	Porsche Cayman S	1:51.852
6	Dylan Rundle	350Z	1:52.377
44	Mario Cano	NSX	1:54.778
Class O			
13	Brian Hoffman	350Z	1:52.638
688	Wesley Chan	RX8	1:54.533
26	Brad Gray	280 Z	1:57.536
Class P			
28	Jeremy Yeung	RX8	1:53.602
55	Nizam Zambri	Milano	1:53.840
151	Joseph Goddard	R32	1:53.933
113	Peter Russell	240Z	1:55.829
13	Robert Russell	240Z	1:57.418
12	David Burgoon	GTV	1:57.726
49	Greg Smith	Miata	1:57.878
28	Randal Harris	Duetto	2:01.393
16	April Zambri	Milano	2:02.476
93	M. J. Kutkus	SLK 230	2:05.338
Class Q			
1	Mike Steben	GTV	1:58.506
5	Andy Steben	GTV	1:59.252
105	Norm Silverman	Giulia TI	2:16.409

Notes:

- 1 Fastest Time of the Day



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

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

Other events to be added

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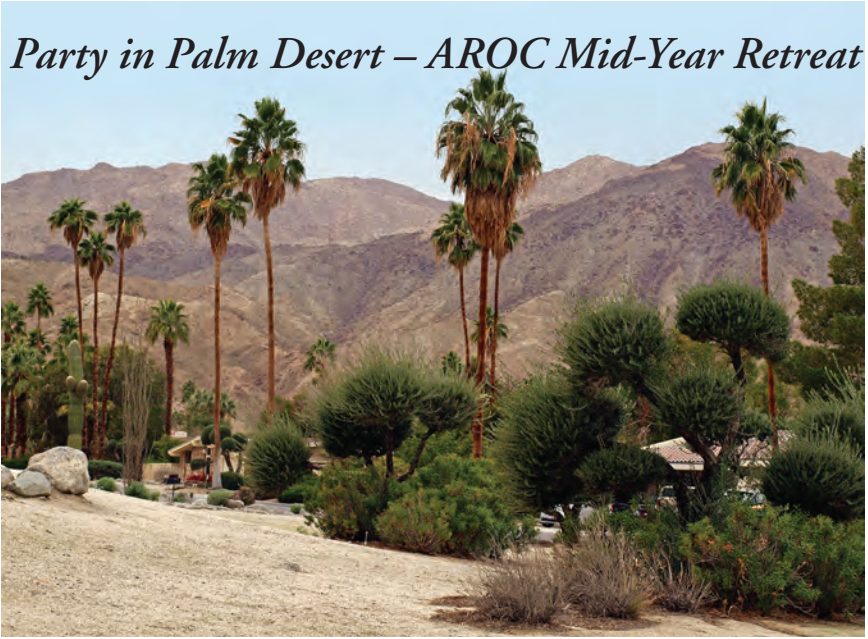
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Party in Palm Desert – AROC Mid-Year Retreat



Mid-winter serenity in Palm Desert, perfect for AROC retreat. Dave Hammond photo.

Our collective need for an annual winter visit to the low desert was again met by attending our national board's now regular meeting in Palm Desert. President Cindy Banzer hosted another reaffirming well-thought-out event, giving us another chance to meet and share with board and committee members. It was nice to again put faces with names and enjoy that Alfa-bonding experience in several contexts: the parking lot chat with Starbucks in hand; the day drive with stupendous scenery and good roads; the lunch at a sumptuous locale, and the evening of hearty hors d'oeuvres and lively conversation.

This year's meet-up started early with Friday evening art-house reception where we were hosted at Heather James Fine Art for a viewing of "Ferrari and Futurists, an Italian Look at Speed", curated by Donald Osborne. Osborne was there to discuss the Ferraris he brought out of AROSC honorary member Don Murray's collection: a 166 Inter Berlinetta, 340 America Berlinetta, 250 GT Speciale, and 400 Superamerica. The sale pieces at Heather James were excellent as well.

Our day drive took us around the mountain on Hwy. 74 and down to Anza-Borrego for lunch at Casa del Zoro, followed by another art viewing: the monumental sculptures in Galleta Meadows (remember our 2011 Spring Driving Tour?). We returned via Ocotillo Wells and the south shore of the Salton Sea. And it rained off and on the entire time, until late Saturday night.

The Saturday evening party at Cindy's home brought in more Alfisti, and we were able to connect and re-connect some more. Sunday featured a midday garage tour in Palm Springs. Thank you, Madame President, for this opportunity.

– Elyse Barrett



Above, Donald (left) talks with Chuck and new Alfa friend at the Heather James Fine Art reception. Above right, the Barrett Spider and Cline GTV6 outside the gallery in the rain. Right, Pat Terrisse and Morgan Langley off-roading Alfas in the desert. Dave Hammond photos.



Evelyn and the Serpent in Galleta Meadows sculpture garden. Jim Barrett photo.

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Our 2017 Calendar of Events

March

18 – Spring Day Tour, Orange
County.

April

1-2 – DE, TT and Race,
Buttonwillow.
22-23 – Wine Tour, San Diego
County.

May

6 – Nethercutt
Collection visit and Club
Concorso #2.

June

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