

ALFACIONADA

AUGUST-SEPTEMBER 2018

sempreverde2018



See the complete report from Olympia and more photos on pages 24-28!

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NEWSLETTER OF THE

Alfa Romeo
Owners of Southern California

Alfa Romeo Owners of Southern California

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Submissions

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

Changes of Address

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

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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 website for a membership application form with rates and contact details.

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Meeting Information

General Meetings are held monthly, on a weekend day, at various locations in Southern California. A full listing of activities is on our website, arosc.org; a 12-month calendar of events is emailed with every January issue of this newsletter, and detailed information is in Previews. Check both; email any questions to info@arosc.org, and a Club director will respond.

Our Cover This Month

The Concorso at the Convention included many cars not in competition, ranging from daily drivers and those that had made the trip from their homes to Olympia to priceless gems from nearby collections. Those shown here, grouped on a scenic riverside overlook, are from John Shirley's collection. Jim Barrett photo.

AROSC Board of Directors, 2018

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

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

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

September 22 – Summer Day Drive, Mt. Wilson. See adflyer, page 10.

September 15-16 – Driving School, Streets of Willow. See Race Calendar, page 36.

October 20-21 – DE, TT & Race, Laguna Seca Raceway, Monterey. See Race Calendar, page 36.

November 2 – 2019 Board Election notice.

November 4 – Best of France & Italy, Woodley Park, Club Picnic. See info on page 29.

November 25 – Board Planning Meeting for 2019.

December 8-9 – DE, TT & Race, Auto Club Speedway Infield Course, Fontana. See Race Calendar, page 36.



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.



Not a secret society of Garden Gnome Ritual Dancers, these are actually Concorso judges. They do this all the time, honest, though hats may vary. Jim Barrett was there to catch it.

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

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

We just got back from our AROC National Convention in Olympia, Washington, *sempreverde2018*, and I have to say it was a huge success. Congratulations to the Northwest Chapter who made it happen and made it look easy as well. Chris and I are still marveling at the scenery. The hotel was surrounded by tall trees and blackberry bushes (yum!) with a view of a lake. Alfas were everywhere. I had never heard of Ridge Motorsports Park, but was pleased to see a track with some elevation changes and a downhill section reminiscent of the corkscrew at Laguna Seca. We flew up, but several from our chapter opted to drive their Alfas. Special congratulations to Mario Cano who purchased a 1988 Spider, had Santos give it a little TLC, and drove it up.

Speaking of congratulations, our newsletter editor, Elyse Barrett, received special recognition at the banquet for her volunteer efforts editing the national magazine *Alfa Owner*. I knew she had agreed to help, but had no idea how much work she is doing. So, now you know who is behind a lot of the recent improvements. Way to go, Elyse.

See pages 16-19 for some pics from the June 24th Highway Earth Car Show and our Club Concorso #2 event. Also, if you go out to www.arosc.org, there is a link to David Waelder's pictures. I drove the Sprint, although it is still giving me some trouble. The needle valve that meters fuel into the float bowl was fine that day, but was clogged up again two weeks later. It seems that some of the needle valves have plastic tips that don't like ethanol. Unlike a Weber, the needle valve is inside a cage making it difficult to clean and impossible to inspect. I have taken to sucking the carburetor dry when I shut it down.

If you didn't make it to the Summer Party, well, you should have. Good food, good weather, and a very entertaining auction. The perennial cast aluminum gas cap was not seen this year. Has it finally found a home? Enquiring minds want to know. Our thanks to Chuck and Jan Cline for a fine party. See page 20-23 for a recap, and a link to more pictures. Be sure and check out the picture of Tony and Mario (Or is that really Enzo?).

The competition website is still in need of a volunteer to keep it current. Someone who knows the people and has a little programming background would be perfect. In the meantime, I am posting more competition stuff on www.arosc.org and we are doing our best to keep www.alfaclubracing.com current. Bruce Colby is helping out when he isn't traveling. Last time I checked he was in the Yukon.

September 15-16 is the driving school at the Streets of Willow. The Streets is a highly technical track (lots of different kinds of turns) that never gets old. It's our effort to introduce new people to competition events and is very popular. Some people just like doing the school again and again.

September 22 is the Fall Day Drive. We are set up for a quick hillclimb on Hwy 2 to the top of Mt. Wilson and a private tour of the observatory, before finishing with lunch at Damon's in Glendale. See page 10.

October 20-21 is the Laguna Seca Time Trials and Races. Early registrations have been excellent, but we are not fully booked yet. If you plan to go, please register now!

Elections are coming up! We need fresh ideas and new participants, plus one more candidate for the Board of Directors. The commitment is not daunting. We conduct much of our business by email and have meetings when necessary. I promise that we will not elect you *il Presidente*, at least not the first year.

On a somewhat disturbing note, someone (not a bot) surfed our website and spoofed my name in an email to our chapter treasurer, asking him to pay a fictitious bill. Fortunately, he noticed this immediately and let me know. If you get a suspicious email from me, or anyone, please look closer and check to see if it is from an unknown email address with a familiar name attached. Thanks!

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

– Mike & Chris

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Tech Guy ... Road Trip!

Having just returned from a road trip to the AROC National Convention in Olympia, Washington, I thought I would write about the fun of taking a 46-year-old Italian car on a 4.4 Megameter (2,734 mi) drive.

When taking a trip in a newer car you don't worry too much about it. Newer cars are pretty reliable and their onboard computers can pretty easily tell you how they are doing. Also, if you run into a problem you can usually find a dealership and/or a mechanic to quickly (but not necessarily cheaply) take care of it.

It is a different case when driving a 40+ year old Alfa Romeo. Alfa dealerships are starting to sprout up, but they generally do not know much, if anything, about the older models. Alternatively, there are a number of good Alfa mechanics and parts suppliers around the country, and you can find a list of them on the AROC-USA website. AROC members are quite good at lending advice and help too if you have a problem when you are on the road. They can possibly refer you to other local mechanics, if those in the Club list are booked up and can't take your car.

The best way to avoid problems on a road trip is to maintain your car well, and get it checked out by your mechanic well before departure. In my case, I do my own maintenance and you know what they say about getting what you pay for. I did check the Montreal over very thoroughly before the trip. All the fluids were good, tire pressure (including the spare) was set and everything else looked good. In the trunk I always carry a toolbox and a small assortment of Montreal-specific spare parts.

This summer's trip started out on a nice Saturday morning with a stop in Solvang for breakfast. My wife and I were accompanied by Mario Cano in his newly acquired 1988 Alfa Spider. When getting ready to depart Solvang I noticed a significant gas leak at the rear of the car. So I whipped out the old AAA card and called



The Gene Brown Montreal in Olympia. It did the 2.7K round trip with minor issues.

for a tow. Did you know that mechanics don't work on Saturday in the Solvang area? Neither did I. I did find a mechanic in nearby Buellton, so I had the car towed there. He was too busy to work on the car, but he did loan me the use of a jack. The problem turned out to be a split fuel line at the output of the fuel pumps. It was a relatively simple job to remove the fuel line, then take a short walk to an auto parts store for some new fuel line, and put the new line back on. With the wait for the tow and the work performed, it was about a three-hour delay.

Having owned the car for 18 years and done all my own maintenance, I was very familiar with the car so that helped a lot, but any mechanic could have easily found and replaced the fuel line.

The rest of the trip the car ran perfectly. We had a great time at the Convention, and the return trip was just good old fun driving. However, my wife says that before the next Convention trip, the car has to have air conditioning.

So before you take that road trip in your older Alfa, be sure to get the car checked over and carry a toolbox in the trunk. As a minimum, the toolbox should contain a list of Alfa shops, an Auto Club card and a credit card. You can also throw in a tool or two if you must.

Happy Motoring!

– Gene Brown



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Fall Day Drive: Mt. Wilson Hillclimb Sept 22

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One of 6 telescope enclosures of the CHARA (Center for High Angular Resolution Astronomy) Array, left, with the 60-inch telescope beyond right. Photo copyright and courtesy of Gem City Images; no further use allowed.

IDon't miss the Fall Day Drive on September 22nd!

We're doing a morning hillclimb on Mt. Wilson, with a private tour of the observatory, followed by lunch at the Glendale landmark eatery, Damon's Steak House. It's a short and spritely morning jaunt, with some group photo ops along the way. Damon's is a cool tiki-themed hang-out with salads, meats, seafood and tropical libations.

ITINERARY

Meet 8:00 am

United Artists 8 Theatres (parking lot), La Canada-Flintridge

Drive 8:30 am – 9:30 am. (w/ photo-op stop)

Hwy 2 to Red Box Rd. to the top. Parking \$5.

Walk 10:00 am – 12 noon

Private group tour of Mt. Wilson Observatory; must be paid in advance: \$15 per person/\$13 seniors

Drive 12:15 pm. – 1:00 pm (w/ photo-op stop)

Down the mountain, same way we went up

Lunch 1:30 pm – 3:30 pm

Damon's Steak House – \$11-\$25 + drinks

Reservations are required for the observatory tour and lunch, so let us know now that you'll join the fun! Email emb.editorial@gmail.com – *Elyse and Jim*



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OUR RUN GROUPS

Time Trial – Your chance to achieve your best lap times at Laguna Seca. Controlled passing in specific sections of the track, or with a point-by. Based on your experience and car, we will assign you to the proper run group.

Alfa Only Time Trial Group – Bring your Alfa out to join the fun of running in sessions comprised of all Alfa Romeos. Nothing is more fun than running the track with cars of similar performance!

Race – Wheel-to-wheel racing action. Experienced drivers only! If your car is OK to race with VARA or other sanctioned race series, then it is OK to race with AROSC. Note that this is a 92 dB track.

Lunchtime "Track Intro" – A great deal for buddies and significant others. No special safety equipment required. Only \$50 for about 30 minutes of lunchtime track driving fun. Includes pre-track classroom session. Snell 2005 or better helmet required. We can usually provide a loaner helmet for you.

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15 Minutes of Fame with Two of the Coolest Car Guys Ever *by Jay Mackro*



Last winter, the producers of Donald Osborne's classic car appraisal program "Assess and Caress", part of CNBC's "Jay Leno's Garage", decided to do a show featuring an Alfa Romeo Sprint GT. Donald titled this show "Prodigies" because he wanted to discuss the 105 Sprint's designer, Giorgetto Giugiaro, who penned the car when he was just 22 years old. As an Alfa guy, he knew to have the producers contact Cindy Banzer at AROC to help them source a candidate in Southern California. Cindy contacted AROSC, and my Sprint and I were tapped to appear on the program.

The taping took place on Saturday March 17th (Yeah, I had to give up going to the Lyon Museum; can't do all the fun Alfa events). Catherine and I drove the Sprint up to Burbank and had some free time to wander through Jay Leno's garage, which is really more of a museum. After lunch, we watched the taping of another program. By about 2:00pm the car was fitted with GoPro cameras, the stills were shot, and Donald and Jay took it out for a drive. When you maintain your own car, there is some anxiety about putting Jay Leno, plus a bunch of cameras, into your car and sending it off. What if a wire comes loose? A hose starts leaking at the new clamp you just installed? Fortunately, all went smoothly.

When Donald and Jay returned, we began taping the show. Our discussion was more in-depth than what appeared in the final program, including my car's value, the impact of modifications on classic car values, the work of Giorgetto Giugiaro, and the usual banter that happens when car guys get together. For example, Donald commented that if this were a Porsche, similar modifications would severely impact its value, but the Alfa community is generally OK with some modifications. My Sprint has a 2L engine replacing the original 1600, alternator, electric fan and a 4.10 differential. His appraisal was that the modifications might reduce the car's value by \$10K.



Above: Donald, Jay and Jay discuss the lovely “Stepnose”; below, Giulia Sprint GT is ready for its closeup. Both photos by Catherine Kusnick.

After taping the show, Jay, Donald and I spent a little more time just talking about cars, life in general and fire extinguishers. Jay was excited about new style of extinguisher that looks a bit like a flare; he was emphatic that every classic car should carry an extinguisher, and told a story about an incident that happened with one of his Packards (or maybe it was a Duesenberg?).

The whole experience was a great deal of fun. The show aired on August 16th under the title “Prodigies”. The segment featuring my car appears at the end of the hour program. Many of the “Jay Leno’s Garage” shows are archived on YouTube, so if you missed the broadcast of “Prodigies”, it may appear there later.



Highway Earth is a Smash (Again!)



A record number of Alfas joined our party at Turnout 3. Photos by David Waelder, except where noted.

This year's Highway Earth Car Show, the fourth in which the AROSC has participated as a Club, brought unexpectedly cool temperatures, and all the fun of previous events and more. Every year Evan Klein brings together a diverse collection of fantastic cars and enthusiastic owners to share the better part of a day at Franklin Canyon Park in the Hollywood Hills. And this year's Alfas turned out in force once again.



Highway Earth is Evan Klein's production and he's an Alfa guy. Jeff thanks him for this fun opportunity to celebrate our cars.



Above, Chuck judges Harry's Spider.

Right, Pat's beautiful 1956 Sprint in the Featured Cars area. Jim Barrett photo.



Below, Mike, John and Chuck swap good-time stories.





Concorso Winners: Darrin with Dan's 1st place ribbon, Harry, Rich, Barbara, Dan, Tony, Niko, Chris, Jeff, Norm and Pat.

As is our tradition, we held our second Club Concorso of 2018 as a “show-within-a-show” and packed the park’s Turnout #3 with 25+ Alfa Romeos spanning over 50 years of Alfa goodness. Our judges, Norm Silverman, Mike Riehle, Chuck Meschter, John Ireland and I, carefully reviewed this fine collection of Italian machinery

Open Class

1. 1969 Spider 1750, Dan Napier
2. 1965 Giulia Spider Veloce, Norm & Evie Silverman
3. 1975 Spider Veloce, Harry White

Modern Class

1. 2017 4C Coupe, Jeff Ponzi
2. 2018 Stelvio Sport, Scott Martin

Daily Driver Class

1. 1978 Spider Veloce, Pat & Cindy Terrisse
2. 1974 Spider Veloce, Rich & Barbara Priebe
3. 1981 GTV6, Chris Andropoulos

People's Choice

1977 Montreal, Tony & Niko Santarelli

Best of Show

1969 Spider, Dan Napier (at right)

Thanks to returning and new concorso participants:
You made this a great gathering
of L.A. Alfisti!

– Jeff Srinivasan,
Concorso Director





Non-Alfa treats, clockwise from top left: McLaren slinks into the park; inviting classic Lotus cockpit; most fun entry, this accessorized Metropolitan, all from David Waelder. Very original 289 Cobra, and very cool work truck with Johmerland motorcycle are from Jim Barrett.

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Clockwise from HERE: Niko, Mario, Bonnie, Jan, New Alfa Pal, Gene, Tony, Gino, Mario. David Waelder photo.

AROSC certainly saluted the season in fine style at our annual summerfest in the O.C. on a hot, humid day – one of many following the previous 18 hot, humid days since the never-ending heatwave rolled into SoCal back on Independence Day weekend.

Forty-five members and friends gathered to share some delicious luncheon creations, from cold salads featuring white beans, quinoa, fluffy greens, grape/ cherry tomatoes and jello, to jalapeno-egg strata, sausage-fennel bread pudding, and grown-up mac 'n cheese, to an array of delicious sugar-bomb desserts. Then there were Chris's devilled eggs, Mario's ribs and Bruce's hand-made cabernet. These last-mentioned delicacies disappeared from the table instantly.

We chatted, remembered and relived drives and Alfas of old, paid rapt attention to Mike during the membership meeting, then settled in for the Auction Previously Known as White Turkey. Paul, Charlie and Norm entertained us with some pretty good lot-calling and we netted \$101.84 (after venue expenses). Wine totes, Shin illustrations, vintage *il Quadrifoglio* magazines, even more vintage event T-shirts, and some nifty books went home with happy new owners. There were 47 lots and some spectacular no-sales: a GTV6 drive shaft; two anti-roll bars for an SS; a lovely black 164 sedan, and at least two sets of not-well-identified headlights.

We gained one new member: welcome Mario Vitale of Playa del Rey! And it was great to have Sheila and MJ with us. Thank you to our far-flung members from Victorville, Palm Springs, Simi and Santa Monica for braving the elements. Thank you to our hosts for graciously opening their home for this celebration of summer. Let's do it again next year!

– *Ciao, Chuck & Jan*



Above, Gene is obviously explaining something fabulous to Kathy and John. Below on the left are Steve and Catherine; Gino and Tony are on the right.



It was very good to have MJ and Sheila back with us again. Here they share the shady end of the table with Jim and Evelyn.





Every car guy surely needs his own wine purse, don't you think? Here co-auctioneer Paul demonstrates the proper use of the solid leather model, while Norm holds a fetching striped fabric number. The crowd was unimpressed ... Below, Norm is clearly intent on finding a home for a very nice vintage California Tour Guide, illustrated in pen-and-ink drawings and watercolor. Yr friendly newsletter guy is a sucker for those, and took it home. (Jan is in background right, Pat in foreground left.)





Clockwise from top, Newsletterman is a sucker for Shin prints, too; Chuck tried hard but nobody wanted the shaft; Treasurer advises Prez Mike on value of an item, to Niko's amusement; Susan, Mary and Jolene think it's funny too.

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We Make the Pilgrimage to Olympia



Tumwater Falls, where the Deschutes River once fueled the Olympia Brewery but still is a functioning fish ladder. Elyse Barrett photo.

When an AROC National Convention is held on the West Coast, it is a wonderful thing. Many of us can entertain the thought of attending, and some of us do make the pilgrimage. In a version of “Planes, Trains and Automobiles,” about a baker’s dozen of us from AROSC and our extended family of dual members from San Diego and Reno, Nevada arrived in Olympia, Washington to celebrate all things Alfa Romeo at sempreverde2018, hosted by Northwest ARC.

Drivers: Gene and Helen and their Montreal; Chuck and Jan in their new Giulia; Elyse and Jim in their GTV6; Mario in his new-to-him-that-week Spider, and Fred and Tina in their Odyssey. Fly-and-renters: Mike and Chris and Norm and Evelyn. Two of the drivers had mechanical issues but completed all 3,000+ miles of their round-trips in the same vintage machines. Chuck and Jan put a few extra miles on their comfy red car by participating in the traditional Convention pre-tours. These exemplified the event theme “sea to summit” by taking them from Mt. Saint Helens and Mt. Hood to the shore at the mouth of the Deschutes River.



The Clines’ new Giulia made the entire journey plus event tours. Jim Barrett photo.

The Convention proper kicked off with a Wednesday evening welcome party on the lawn surrounding the host hotel. The organizing committee had fun, and arranged the buffet tables in the Alfa badge symbology of cross and serpent. Thinking we'd get a respite from the summer heat blanketing our homeland, we expected cool forest air and breezes wafting up from the inlets below Olympia. No such luck, we perspired and angled for space in the shade.

That morning the annual Board of Directors meeting was conducted, which Jan attended, thank you! Afterwards they headed out on an oyster quest with Jim and Elyse. The foursome found Celeste's down by the Olympia waterfront, a boutique grower that sells the delicacy in their own gastropub. Outstanding late lunch!

Thursday was track or bus tour day and our gang went both directions. Chuck and Jan put the Giulia on the track for the midday drives, and Norm got behind the wheel of a go-kart – at a very sunny Ridge Motorsports Park. Additionally, at the track there were time trials, and instead of slaloms, a fun-khana. Laid out as the cross and serpent, contestants had to put a “crown” on the saracen and toss bean bags into cutouts representing car windows. Fun to watch it, more fun to run it.

Elyse and Jim and Tina and Fred enjoyed an air-conditioned bus ride to the LeMay America's Car Museum and Tacoma Museum of Glass. America's Car Museum was built to house the collection of Harold and Nancy LeMay, who founded the museum as a non-profit charitable



Oysters are a thing in Olympia. Celeste's grows their own and serves them in a chic gastropub. Elyse Barrett photo



Norm and Evelyn in front of the huge LeMay America's Car Museum. Photo by Helen Brown.

organization to protect the collection from individual disbursements, placing 975 of their nearly 3,000 cars into the museum to form the initial collection. The doors opened in 2012 and permanent and rotating exhibits make up the core content. The architecture is unique, the displays beautifully done; the visitor walks up and down ramps that follow automotive history timelines, then branch off into pockets of LeMay's favorite models. LeMay made much of his fortune in refuse collection (A question on the gimmick rally really was "What is the name on the bins you see in front of homes along this part of the route?") and was an unabashed admirer of a wide variety of American automotive design and engineering.



Chihuly overhead panels on the Tacoma museum bridge. Jim Barrett photo.

The Museum of Glass was compact and impressive. Lots of Chihuly, but several other outstanding artists' work, a children's glass art project, and a forge in the center where, on this day, apprentices were turning out spectacular super-sized martini glasses. Yes, it was warm inside.

That evening our contingent foraged locally for dinner, finding Falls Terrace, a family-owned restaurant overlooking Tumwater Falls and serving locally grown seafood and vegetables.

Friday was gimmick rally day, and only Elyse and Jim pursued this exercise in fine touring, teeth-grinding, hair-tearing, spouse-abusing and nail-biting. NWARC's Gordy and Dolly wrote the rally and confidently said in the drivers' meeting that everyone could complete it in four hours or less. Um, no! The route was straightforward, taking us through some lovely countryside and the picturesque town of Tenino, but the five pages of multi-faceted, truly tricky questions were vicious. The super-sharp top three finishers did complete the course in about three hours, missing 9, 13 and 16. E and J did it in 3:59, literally, and missing 22.



The large display-only area was filled with almost 100 cars, rain or no rain. Chuck Cline photo.

Saturday morning was concorso time – in the rain! But the judges had their game faces and red fedoras on, and the points for the cars on the green were tallied in proper order. The display-only cars numbered nearly 100, including the AROSC Montreal, new Spider and Giulia. We would not learn Best of Show, Certificato d’Oro or Pat Braden People’s Choice winners until Sunday.

Later that afternoon, the swap meet was established in the parking lot and it promptly dumped down with rain. Fred and Tina brought a Honda Odyssey full of parts, and had precious little time to display them.



Above, eye-catching 2000 Spider with rare hardtop. Jim Barrett photo. Below, P2 cockpit in the rain. Jan Cline photo.



That night, we dressed up and enjoyed the AROC Annual Meeting (one minute, sorta like our Chapter meetings) and banquet, and a delightful time with keynote speaker Garth Stein, author of what should be in every car and dog enthusiast's library, "The Art of Racing in the Rain". Oh, and then a couple of service awards for long-suffering volunteers were presented. Wes Ingram received the Fred DiMatteo award, and Elyse was named the Char Sommers Volunteer of the Year for her work on the national magazine, *Alfa Owner*. She thanks *bellissimo presidente* Cindy for the surprise.



*Cindy's best friend Susan, Elyse, Cindy.
Jim Barrett photo*

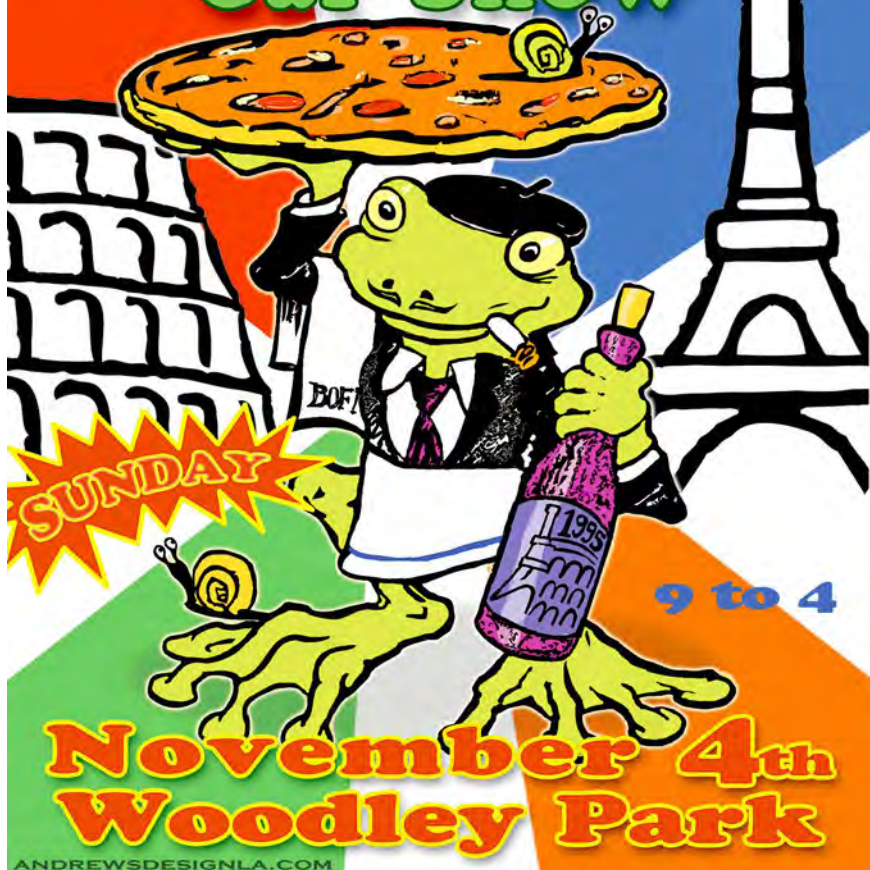
Many of us attend both the banquet and the arriverdeci brunch on Sunday to learn the winners of the various competitions and to say goodbye to new friends and old. We are so proud of Helen's ceramic "Montreal" and Fred's "Barn Find Dreaming" submissions to the judged 3D art category. Fred garnered first in category and people's choice. Congratulations!

And then the Alfisti diaspora began: trailers loaded, air travel re-confirmed, rentals returned. In a blink of the eye, it was done. But we will remember the new friends we met, the expertise we encountered, the beauty we absorbed. *Buona sera, sempreverde2018!*



Helen's ceramic Montreal wine caddy! Jon Inge photo.

Best Of France and Italy Car Show



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

Paul Ellis – In Memoriam



As many of you may already know, the Alfa Club racing world lost one of our own this spring, longtime participant, director, instructor and all-around great guy, Paul Ellis.

A number of our competition members and affiliates took a Saturday afternoon and drove up the coast, via the Cachuma Highway, ending up at the The Victorian, in Arroyo Grande, to pay tribute and say farewell.

We arrived to find a “Dunestang Parking Only” area directly in front. It had

been a while since we have seen this interesting vehicle, and only fitting because it is a Paul Ellis signature creation.

Attending were Terry Watson, Steve Luftman, Don Wagner, Paul Blankenship, Steve Hamilton and family, Steve Paul, Drew, Terry and Beverly Major, Bob Poulin, Mike “Litte E” Easterman.

The memorial started with a greeting by Tim Ellis, Paul’s brother. Then many offered open-mic stories including: Paul’s “midnight tribute” to Fred Hamilton’s homemade wines christened at the Laguna Seca Corkscrew; Paul’s car diagnosis on the phone; the tale of the stuck truck towed home by Paul’s Dunestang; motorcyclists in the desert noticing the Dunestang out doing some rock crawling and recognizing the ’Stang from Willow Springs on the Big Track and not believing it worked well on both. Family thank-yous were followed by a closing poem, then Paul’s favorite: apple pie for everyone.

The grounds were perfect. This family had a wonderful table of Paul photos and memorabilia, including a walk-through tunnel of his T-shirts and ball caps. There was also Steve Luftman’s beautiful 1961 Alfa Spider parked out front.

Paul has now joined a few of our Finish Line Friends including Charlie, Billy, Fred, Tony A to Z, Dave H, who are now together sharing a cocktail, telling stories about who can BETTER grab the apex!

RIP Paul Ellis, 10/11/1944 - 4/14/2018, Tech, TT, Race and Safety Director, and so much more.

– Terry Major and Terry Watson



The fabled Paul Ellis "Dunestang." Photos by Terry Major.

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AROSC Takes Over June Buttonwillow Weekend

I was recently just reminded I “volunteered” to do a write-up on the June Buttonwillow event. Man, that was a long time ago, so here it is.

This event got off to a rocky start. But first some background on how some of our Time Trial and Race weekends happen.

Buttonwillow Raceway, about 150 miles north of Los Angeles on I-5, is one of the places where we join up with another car club to make the racing happen. They are NCRC, Northern California Racing Club. They book the venue and are in charge of running the competition. We share the finances and some of the organizational duties. NCRC operates mostly in Northern California so the Buttonwillow weekend is sometimes an event that they cannot get enough entrants, and we help provide them. This is usually a win-win for both of us.

Anyway, in May registrations were coming in. Then nine days before the event Terry Watson, our Club Competition Director, sent out a brief email saying the event was canceled due to “circumstances beyond our control,” and refunds would be made. No further details were offered.

Well, it turns out that the main organizer at NCRC had become very ill, so they had to cancel. Bummer dude. OK, so we’d all made other plans for June 2nd-3rd, like family and yard work.

Two days after the email (seven days before the canceled event) Terry sent out another email saying a lot of planets aligned and we, AROSC, were hosting the meeting. So it was back on.

It seems that Terry had been working with an organization called V8 Road Racing West (V8RRW) a group of V-8 powered racers (think NASCAR/TransAm-type cars and trucks). They need clubs like us to secure track time for their group since they are not big enough to rent a track for the weekend on their own. Terry and the leader of V8RRW, Michael Cohen, joined forces and worked out a favorable, 11th inning transfer of the event from NCRC to AROSC.

Great! Now we all changed the alternate plans we had made; sent out emails and made phone calls to let people know that we need sign-ups again. Fortunately NCRC gave us access to their Facebook page so we could announce that AROSC was now running the weekend and for them to come on out to the track.

Our timing person could not make it, so we found someone from NorCal who would drive down, for a few dollars, and run timing. Oh boy, it looked like we would indeed have a Buttonwillow event. And we did.

The results follow this report, and be assured the bottom line for our two days at Buttonwillow Raceway was: a great time was had by all.

Never driven Buttonwillow? I am including a link to a ridealong I got with Roy Tsugawa, longtime AROSC member and a new Cadillac owner. Not bad for a pretty much stock Cadillac ATS-V: <https://tinyurl.com/yc63nu5s> Note: all the camera stuff and data displayed is from GM.

See some of you at Laguna Seca in October!

– Paul Blankenship

Buttonwillow Race Results

Pos OA	In Class	No.	Name	Car	Class	Total Tm	Best Tm
1	1	325	Gary Glazier	BMW 325	N	28:03.322	2:03.031
2	1	336	Matt McFadden	BMW M3	M	28:10.205	2:04.569
3	2	150	Gregory Scilley	Spec Boxter	N	28:39.137	2:10.032

Pos OA	In Class	No.	Name	Car	Class	Total Tm	Best Tm
1	1	336	Matt McFadden	BMW	M	28:10.205	2:04.569
2	1	325	Gary Glazier	BMW	N	28:03.322	2:03.031
3	2	150	Gregory Scilley	Spec Boxter	N	28:39.137	2:10.032

Sunday

Pos OA	In Class	No.	Name	Car	Class	Total Tm	Best Tm
1	1	325	Gary Glazier	BMW 325	N	27:14.994	2:03.257
2	1	118	Kiem Tjong	Super Miata	O		
3	1	3	Alex Renderos	Spec Miata	P		

Pos OA	In Class	No.	Name	Car	Class	Total Tm	Best Tm
1	1	325	Gary Glazier	BMW 325	N	27:14.994	2:03.257
2	1	118	Kiem Tjong	Super Miata	O	27:29.998	2:05.506
3	2	326	Ian Stewart	280Z	O	29:21.598	2:14.787
4	1	54	Suren Simonyan	Spec Miata	P		

Buttonwillow Time Trials Results

No.	Name	Car	Class	
888	Czapla, Viktor	Audi R8	L	Top Time of Day
28	Hagdorn, Hanno	Mustang GT	L	
84	Hartounian, Armen	McClaren	L	
209	Bloch, Andrew	Dodge Viper	M	
11	Tsugawa, Roy	Cadillac ATS-V	M	
	Willmott, Llyod	Cayman S	M	
150	Scilley, Gregory	Spec Boxter	N	
10	Sanada, Jerry	Focus RS	N	
2	Siguard, Hennig	Dodge Charger	N	
11	McSwiggin, Rich	BMW M3	O	
49	Smith, Greg	Spec Miata	P	
71	Perl, Erwin	Spec Miata	P	

No.	Name	Car	Class
52	Manda, Mark	Ferrari 360 Scud	M
3	Renderos, Alex	Spec Miata	P
49	Smith, Greg	Spec Miata	P

Classified – Cars/Parts For Sale



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

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

I'd like to pass this along to someone who wants to use it. Fun to drive; FWD is unobtrusive (unless you floorboard it in 1st gear!). I hate to give it up, but have to. I'd pay \$1500. You? Any offer considered. Will Owen, nashwill912@earthlink.net, 626.644.7173. Car is in Pasadena.



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

Classified – Cars/Parts For Sale



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



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

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we have a run group just for you!

All marques are welcome –



2018 Schedule

- Sept 15-16 High Performance Driving School
At The Streets of Willow
Your Car, Your Helmet, Your FUN
Weekend
- Oct 20-21 Laguna Seca Raceway – DE, TT & Race
92dB limit, so get a new muffler NOW!
We need 95 cars to make this work, so
make plans now!
- Dec 8 & 9 AAA Fontana Infield – DE, TT & Race

You can sign up for our track events at

<http://aroschpd.org>

or at alfaclubracing.com