

ALFACIONADA

FEBRUARY 2019



2019 Awards Banquet: Food, Fun, Prizes and Surprises! See pages 10-13.



Mid-Year Retreat report and photos, pages 16-19.



Driving School at Streets of Willow, story and photos on pages 20-23

Classic Auto Show Update 14 • New Track Schedule 25 • Classifieds 26

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.

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.

On the Cover This Month

Top: Our Banquet host, Rafael (standing far right) created another sumptuous banquet for our year-end celebrants ... here shown creating their own plentiful conversation. Yes, it was good times. Jim Barrett photo. Left, if you don't have one already (or want another), the Morongo Casino will be happy to let you try to win one! Elyse Barrett photo. Right, Instructor Don Wagner, on left, has a good crew and an enthusiastic first class of 2019 at The Streets. Terry Major 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.*

February 23-24 – DE, TT & Race, Willow Springs. See Track Calendar, page 24.

March 16-17 – Classic Auto Show at OC Fairgrounds. See page 14.

March 30-31 – TT & Race, Buttonwillow. See Track Calendar, page 24.

April 5-7 – Wine Tour, Atascadero/Templeton area. See info on page 15.

May 4-5 – TT & Race, Auto Club Speedway, Fontana. See Track Calendar, page 24.

May 5 – Petersen visit and Club Concorso #1. See page 15.



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.



Mid-Year Retreat: Through Desert Hot Springs, towards San Geronimo to the West, past the sign telling us to watch the road instead of the scenery. Photo by Elyse Barrett, who was not driving and so could watch all the scenery she wanted, and take its portrait. too.

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

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

Attendance was down a little at the Annual Meeting, probably due to the wet weather we have been having. Chris and I drove down from Camarillo through heavy rain, but it cleared up by the time we got there, and we were rewarded with a rare crystal clear view of Catalina. The food was excellent as always. Our thanks to MJ and Sheila who host the Annual Meeting as well as the Holiday Party.

The Charlie Cup is a traveling trophy named after Charlie Theriot, who was our Competition Director for so many years. Recipients are individuals who have made great



efforts to make our competition events a success. This year the Charlie Cup went to Sheila Kutkus, to the sound of enthusiastic applause. My kudos to Sheila, and also to the people who managed to keep the award a secret.

Wow, what a busy month! Chris and I made it to the AROC Mid-Year Retreat in Palm Desert. Yes, people really do attend from all over the Southwest. To put it in perspective, there were 80 people at the Saturday lunch. Many people drive long distances and as a result there were a lot of new Alfas – from Washington State, Arizona, upstate California – with fewer than usual vintage models. The Saturday day drive was a bit on the creative side as the government was shut down and we had to drive around Joshua Tree National Park instead of through it.

The following weekend, January 26th-27th, was the driving school at the Streets of Willow. I only have a report from Norm Silverman who was one of the instructors. See pages 20-23 for more details. We have rented the big track at Willow Springs for February 23rd-24th; this is the HPDE, Time Trial & Race event that we typically have in January. So if you had fun at the Driving School, this is your chance to come back and do it all again.

March 15th-17th brings up the Classic Auto Show. This year they heeded our pleas and have moved the event from the L.A. Convention Center to the Orange County Fairgrounds. This means more space, less congestion, and cheaper and easier parking. Check out their website at <https://www.theclassicautoshow.com/homepage>. Click on the box labeled Buy Tickets if you want to be a spectator. If you want to exhibit your vehicle, you must register through us, via info@arosc.org. (Displaying your car is more work, but it is also the way to get preferred parking inside the show.) See Norm Silverman's write-up on page 14 for additional details.

March 30th-31st is a Time Trial and Race at Buttonwillow. This is our third track event of the year and our third venue as well. The little hill with the off-camber turn, aka Phil Hill, is challenging. Make sure to check the runoff area before you push it too hard though. It could be a mud hole or, worse, hard, dry mud with deep ruts. I've always enjoyed the three esses, but don't lose count and floor it too soon (voice of experience!) I have always liked this track, and it has good support facilities.

Mark your calendars for the Wine Tour April 5th-7th. Chuck and Jan Cline know the Atascadero-Templeton-Paso Robles area well, and have already made a couple of trips to scout out some new wineries. A few details are still being finalized, but see the write-up on page 15 and get ready to book your rooms.

May 4th-5th we return to Auto Club Speedway for another Time Trial and Race. I know, some of you will have to choose between this event and the May 5th trek to the Petersen Automotive Museum and Club Concorso #1. Sorry. Sometimes we do not get everything perfect.

We go to the Petersen every year, but the exhibits keep changing, so the visits never get old. One new exhibit features racecars and racecar builders from in and around Los Angeles. Another features 11 of Bruce Meyer's favorite cars and is fittingly titled "Winning Numbers, The First, The Fastest, The Famous". I see tickets are available to visit the basement, better known as The Vault. This is where they store cars that are not currently on display. You need to book this tour in advance, as tickets are not usually available on the morning of our visit. It is well worth the effort if you have never done it.

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

– Mike & Chris



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TECH GUY ... *Talkin' About Generation*

Early cars did not have much of an electrical system, usually just a magneto to generate the energy for the spark plugs. As they added electric accessories such as lights, there was need for a source of electricity, usually a battery. To keep the battery charged a generator (or dynamo) was added.

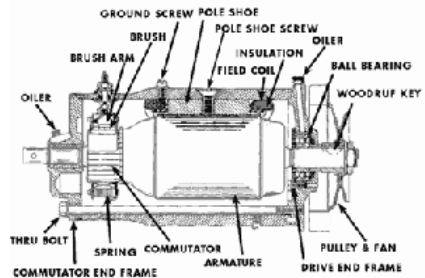
How does a generator work? If you place a coil of wire on an armature and rotate the armature between the poles of a magnet, a current is induced into the coil and electricity is generated. The problem is that with every half-turn, the direction of the electricity flow reverses because of the relationship of the two magnetic poles and the coil. To solve this issue, the generator has a commutator which switches the connections to the coil every half turn so the electricity flow keeps going in one direction. To get the electricity from the generator armature, a pair of carbon brushes is placed against the commutator on opposite sides.

The amount of electricity output varies with the relationship of the coil to the magnet poles, so with each half-rotation, the electricity goes from zero to its peak and then back to zero. By placing a number of coils evenly spaced on the armature, each with its own pair of commutator contacts, the output electricity will remain near the peak, and the generator output will be near constant since the brushes will be on the contacts for the coil nearest the center of the magnetic field.

To regulate the generator output, the magnet is replaced with an electromagnet, made by wrapping a coil of wire (called a "field coil") around an iron shoe. Running an electrical current through the field coil induces a magnetic field into the shoe, providing the magnetic field needed for the generator. By controlling current through the electromagnet the strength of the magnetic field, and thus the generator output, can be controlled.

The typical generator has two or three connections. They are the armature, the field and, in some cases, a ground. On some generators there is an actual ground terminal and on others the ground is the body of the generator and the connection is made through the mounting bolts.

The output of a generator varies with speed and as such it is necessary to regulate the output. This is done through the regulator. The voltage needs to be regulated since too much voltage can cause electrical parts to fail and lights to burn



Typical Generator

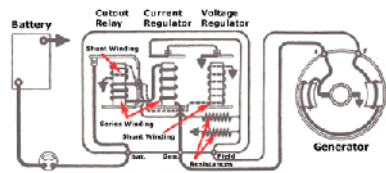


Diagram of a typical three-unit regulator. Trace all circuits a few times and you will understand how it functions.

Typical Voltage Regulator

out. Too much current can melt wires and damage the battery.

The regulator for a generator system is composed of three parts: the cutout relay, the voltage regulator and the current regulator.

The cutout relay is used to disconnect the generator from the electrical system when the generator slows down or stops. This prevents the generator from discharging the battery when the car is shut off.

The voltage regulator checks the output voltage of the generator. If it is below a certain point, the relay is energized and the generator field coils are connected through the relay contacts providing a strong magnetic field for higher generator output. If the generator output exceeds a specific value, the voltage regulator relay contacts open and the field coils are connected through a resistor thus reducing the magnetic field and the generator output.

The current regulator works in a similar way to the voltage regulator, except that if the output current exceeds a specific amount the magnetic field is reduced to reduce the generator output.

The voltage and current regulator relays will cycle many times a second while the cutout relay cycles only a little.

The most common problem with a regulator is pitting on the contact points due to arcing as the points open and close. Spring fatigue over time can also cause regulator failure.

The regulator is a simple device, but setting the trip points is difficult since they are determined by the contact gap and spring pressure. So if the regulator goes bad it is best to replace it with a new or factory rebuilt unit.

One word of caution about generators: If the generator has been replaced it needs to be polarized or it won't function correctly. The method for doing this depends upon the generator construction so it is best to consult a service manual for the proper procedure.

– Gene Brown

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Annual Meeting and Awards Banquet 2019 Celebrating Us!



Erwin, Terry W., Don, Beverly, Terry M. and Mario are getting it all worked out. Jim Barrett photo.

“Wonderful Awards Banquet,” was the consensus comment from the 40-plus people who came to enjoy the food, wine, awards, and especially the camaraderie among folks from both the Competition and Social sides of the Club.

Sheila Kutkus welcomed everyone to the fine Italian buffet prepared by the same great chef, Rafael, who has served us for the past 10 years, in Palos Verdes Estates. As a token of good fortune for the New Year, Roy Tsugawa brought tangerines, harvested from his tree, to wish all a Happy New Year.

After our delectable meal, former Competition Director Terry Watson, along with our new Competition Director Don Wagner, conducted a lively year-end Competition Award presentation. Roy Tsugawa, Mario Cano and Gary Glazier were present to collect their awards.

Terry surprised Sheila Kutkus by awarding her the Charlie Cup for 2018. Terry reviewed the outstanding efforts Sheila has put in toward the success of our Competition program during the past 20 years. 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. Terry announced that we have again booked Laguna Seca, this time for a November race weekend.



Terry and Don with Sheila and the fabled Charlie Cup. M.J. Kutkus photo.

Jeff Srinivasan, our Concorso Director, reviewed the very successful events that were held in 2018. Jeff then presented year-end awards to the 2018 Concorso winners in all categories, including the new “modern” class. John Ireland and Art Russell were on hand to accept their trophies.

President Mike Riehle then briefly reviewed what’s coming up in the next few months. Elyse Barrett discussed the AROC Mid-Year Retreat in Palm Desert, set for the following weekend. Norm Silverman highlighted the Classic Show Auto Show coming up in March at the OC Fairgrounds.

Based on the AROSC elections held in November, and at the subsequent Board Planning Meeting, Mike Riehle and Chris Burke were re-elected as president. Mike and Chris are now the longest-serving president – sitting for nine years. Don Wagner was elected to the Board and is the new Competition Director. Many thanks to Terry Watson for an outstanding job in running the track events for the last many years.



Concorso Director Jeff Srinivasan awards First in the Modern class to past-president John Ireland. Photo by M.J. Kutkus.



Track winner Gary Glazier with outgoing and new Competition Directors Terry Watson (left) and Don Wagner (right). M.J. Kutkus photo.

Sheila and Mike then conducted our traditional and enjoyable door prize drawings. Rafael came out to a round of applause from an appreciative group and Mike closed out the meeting.

It was a fine occasion to catch up with friends not seen since the last Annual Banquet. A good time was had by all, so if you missed this year's "celebration of us" plan to come next year. Once again, it was a fine event kicking off the new year!

— Sheila



Above right, Sheila and Mike doing their star turn, awarding the door prizes. Below, Mario (center) receives his award from Terry and Don. Both photos M.J. Kutkus



2018 CONCORSO YEAR-END HIGH-POINT WINNERS

Class	Place	Owner	Car
Closed	1	Steve Cole	1977 Alfetta GT
Daily Driver	1	Pat & Cindy Terrisse	1978 Spider Veloce
	2	David & Susan Waelder	1991 Spider Veloce
Modern	1	John Ireland	2017 Giulia Ti Lusso
Open	1	Norm Bianchi	1974 Spider Veloce
	2	Dan Napier	1969 Spider 1750
Race	1	Art Russell	1966 GTV Racecar

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Classic Auto Show March 16th-17th

Entry Details

The Classic Auto Show's third year in the USA is moving away from the L.A. Convention Center to the wide-open spaces of the Orange County Fair Grounds. They are again providing AROSC a large, prestigious location among the myriad Southern California Car Clubs. Based on our previous support, quality presentation and consumer comments we will have room to present 50 selected cars.

The cars can arrive Friday afternoon, March 15th, or both Saturday and Sunday, March 16th and 17th, before 8:30AM for display placement. Open and displayed for the public will be on Saturday, March 16 from 10AM to 8PM and Sunday from 10AM to 6PM. You may either leave your cars on display for the two days (24 hours security), or drive out the end of each day.

Vehicle Registration

Show information is at <https://www.theclassicautoshow.com/los-angeles>
Please send email to info@arosc.org with the subject line: Classic Auto Show. Include your Name, Alfa Model, Year, Features Info. and Color, and we will arrange for (1) 2-Day Weekend Admission Ticket/Badge and instructions for making payment.

The car MUST be committed for two days. If you are not displaying a car, you do not need to register. Just come to the show and have fun.

Each \$25 Vehicle Entry Fee includes:

- (1) Two-Day Weekend Admission Ticket/Badge
- Discounts on Merchandise and VIP Package (Discount included in product pricing)
- 15% Off all Classic Auto Show Merchandise
- 20% Off the Platinum VIP Package
- Access to the On-Site Car Club/Private Owner Lounge
- Awards Consideration (Watch for more information)
- Half-Price Weekend Trailer and Parking (for daily in/out access)

Move-in/Move-out:

Watch for more information information on car placement by March 7th. Placement takes place Friday, March 15th, 2PM - 6PM, and Saturday, March 16th, 6AM - 8AM. Show ends Sunday, March 17th at 6PM.

Some Important Information for Vehicles:

- Fuel/gas tanks cannot exceed 1/4 full.
- Please bring an oil pan or a mat to place under the car in case of a leak to protect the venue's floor.
- Batteries in vehicles must be de-energized (disconnected) once in place.

For additional details, consult Norm Silverman at normanev@msn.com

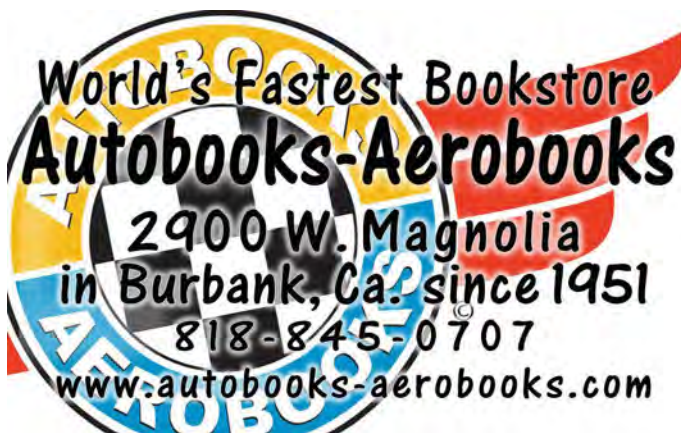
Annual Observances: Wine Tour & The Pete ...*Important Dates to Remember*

Two of AROSC's traditional but ever-renewable activities are the annual Wine Tour and annual visit to the Petersen Automotive Museum (sometimes, like this year, with a Concorso). Our habits die hard – or rather won't die – and both events are on for 2019. Details are under development, so save these dates!

April 5th-7th, Wine Tour – Organizers Jan and Chuck Cline will be making their second canvass of the Atascadero-Templeton area in late February to ink the itinerary. Meanwhile, they have booked the Adelaide Inn as our headquarters hotel. Our rooms are \$188 per night and will be held until March 5th. Reserve now by calling 805.238.2770 and let the reservationist know you are with the Alfa Romeo Owners Club. You may also make your own arrangements independently and join us for the Friday evening party.

May 5th, Petersen Visit + Club Concorso #1 – AROSC has secured the Petersen's third-floor parking area outside for our first 2019 Club Concorso, and our docent-led tour of the newest exhibits will follow inside. RSVPs are required for both aspects of the day. Contact Norm Silverman via email at norman@msn.com for Petersen admission and parking. Contact Jeff Srinivasan via email at rogueman1@mac.com to enter the Concorso.

Refer to your January 2019 *Alfacionada* for the basics, then watch the March-April issue and subsequent eblasts for more news. We're going to have a fabulous spring. Come drive with us! – *Elyse*



6TH ANNUAL MID-YEAR RETREAT



Fast laps at Thermal, from the cockpit of GTVSEIS. Elyse Barrett photo.

The AROC 6th Annual Mid-Year Retreat – a weekend first designed to bring the National Board of Directors together to discuss Club business in the comfort of a California low-desert winter – has evolved into a mini-convention. What began with a meeting of a half-dozen Club officers is now a 100-member *Festa Alfacella*.

This year's gathering was attended by about two dozen AROSC members from Camarillo to Coachella, Palmdale to Palm Springs, Moorpark to Mission Viejo. We didn't do anything organized as a chapter, and maybe that should be remedied next year, but we intersected at the three major activities of the event: a Friday evening reception, the Saturday drive and luncheon, and the Saturday evening cocktail confab, plus the Sunday farewell concorso-luncheon.

A number of new Alfas were present, and we in the vintage versions had fun examining the cars and interviewing the owners. Giulias and Stelvios now more



Stan's Milano, Doug's Spider and all the rest parked at Thermal. Jim Barrett photo.

than a year on the road were standing up well. Testimonials to the comfort and dependability of those driven from Washington, Arizona and upstate California were part of the weekend buzz.

Friday's sundown observance was again hosted by Bob Merlis and Lynda Keeler at their fabulous hillside mid-century home + garages. They let us view their fun cars while we hiked up and down their driveway where only pre-1995 Alfas were allowed to be parked.

Saturday's day drive was a re-route due to the U.S. government-shutdown closure of Joshua Tree National Park, so we drove through Desert Hot Springs, transited Yucca Valley and then the town of Joshua Tree en route our lunch destination of 29 Palms Inn. The inn coped well with the 50+ hungry Alfisti, seating us under their dining tent and on adjacent patios. Fabulous salads and sandwiches with freshly baked breads got us focused on the second half of the drive – around the Coxcomb Mountains through Desert Center, Chiriaco Summit and up the I-10 to Thermal.

Many of us had heard of The Thermal Club, an exclusive residential development plus three purpose-built sportscar tracks and an adjacent airstrip, but few of us had ever been inside. AROC got us a private lapping session and tour of the facilities. BMW has established a full-time performance driving academy on the property, and other marque organizations may access the facilities by special arrangement. It was fun to see what's possible.

The end-of-day bash in the spot where it all began – AROC president Cindy Banzer's house – was the crown jewel of the weekend. Hearty hors d'oeuvres and a variety of libations made for a lively evening. We had more time to meet members from out of state and talk of many things.



Bonnie, Charlie, Catherine and Jay discuss the merits of the Joshua Tree GTV6. Jim Barrett photo..



Words to live by in Palm Canyon. Elyse Barrett photo.



Highway 62 out of 29 Palms. Dietrich 2000 follows Mackro-Kusnick Sprint GT. Elyse Barrett photo.

Sunday's luncheon and casual concorso at the Escena Golf Club followed the formal Board of Directors meeting. About 15 Alfas were able to fit on the green in front of the club and we hung out, saying our goodbyes until the sun slipped behind the San Jacintos.

Every year has been fun. Some of us arrived a little early and explored the area – Palm Springs Indian Canyons was beautiful as an oasis should be. The Living



Old and new grace the greens at Escena Golf Club. Elyse Barrett photo.



Coyotes at Living Desert Zoo & Gardens. Jim Barrett photo.

Desert Zoo and Gardens, a well-built and maintained three square miles, offered a snapshot of the region's flora and fauna. And few old and new samplings of culture – a coffee shop chain called Koffi for pick-me-ups, the Palm Desert Total Wine & More for sustenance (and to recycle corks!!), the popular Freida & Wilma's for breakfasts and Cafe Des Beaux Arts for dinners filled in whatever gaps might have appeared in the already busy itinerary.

Keep Martin Luther King Day weekend, 2020, in mind for your next winter getaway and come drive with us.

– Elyse and Jim Barrett



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AROSC HPD School: Slow In/Fast Out



Gridding for Sunday's graduation laps. Terry Major photo.

We welcomed everybody to AROSC HPD, January 26th-27th, at The Streets of Willow, this time with our focus on Street Performance and Time Trial. The classes were split more than normal, we had plenty of real estate and time due to there being no Race Group! The weather was a cool beautiful 65F-70F, which was great for cars, proven by almost zero attendance drop-off on Sunday! And we had “rain” again this weekend, on demand.

Alfa Club Lead Instructor Steve Hamilton ran the first driver meeting for all groups together. We found by a show of hands that most of this weekend's students had never attended a performance driving school of any kind. The curriculum included: Car and Driver Prep, Braking, Contact Patch, Weight Transfer, Throttle Steer, Cornering, Apex, Understeer, Oversteer, and Passing. A lot of info for new-to-track students to grasp in one day.

We had another strong instructor staff as Blast to the Past Greg Dahlen, Beverly Major, BMW Bob Poulin and Norm Silverman instructed Street Performance.



Most of this class had never participated in a high-performance driver education school. Terry Major photo.

Time Trialers were coached by Bruce Colby, Greg Nelson, Dennis Fibrow and Don Wagner. Terry Major and Paul Blankenship were moving class to class as roving instructors. Let's give Don Wagner some recognition as he is now Competition Director. Terry Watson has passed the clipboard and checkbook. Bob's son Matt Poulin was chief flagman and did a fine job!

Fire & Safety was present, putting in a couple of uneventful (for them) days, so that one of the team could drive the "rain cloud" directly over the skidpad.



AROSC executive chef Ross Beckwith ditched his cooking duties to pilot a racecar for the first time on the track. That was OK, as Jodi and Linda prepared and served our terrific meatball sandwich lunch. Ross redeemed himself and brought honor

"Rain Cloud" at work. Terry Major photo.

to his apron for the Saturday dinner crowd, giving a super take on tri-tip steak, with Jodi, Beverly, Linda and Happy Colby providing all the fixin's.

Saturday introduced three separate father and son duos to Alfa Club HPD: David and Jacob Silberfarb, Kip and Zach Ashton and John and Collin Wolf, with a variety of vehicles including: Tesla, Focus, M4, Mazda 3, Race Miata! These families have their priorities in order for sure! As you would expect with so many



Lining up for a session on the track. Terry Major photo.

new students, the driving on display was less than stellar. What is an apex? Oops. How come I missed that turn? Why is there dirt all over the track? Well it looks like we have some work to do. With a BMW, Sentra, Lotus, Camaro, G35, Alfa 4C, Alfa Guiliias (two Quadrifoglios), NSX, M2, M4, Mustang, 911 Porsche, Cayman GT 4, FRS, BRZ, Honda Civic, Mazdaspeed, Miatas (seven) and more. What a cool group to work with!

The next day it started all over again. A lot of improvement was visible from one day to the next, and confidence was building through every group. It is amazing to see the progress of students from Saturday to Sunday and how they continue to improve by the end of instruction.



Bruce Colby coaches new time-trialers. Terry Major photo.

On another note, it was bittersweet to see my previous Race Miata (white, two blue stripes) at the track. It was very special to watch a 16-year-old go from a newbie to a driver I can trust on the highway. Collin Wolf was pretty mild in the car and unsure of the dynamic, but we gave him a lunchtime lesson with Greg Nelson as pilot on the skidpad and the track. By the end of Day 2, Collin was putting this Miata into a controlled slide lap after lap! Great job, Collin and welcome aboard for life! Watch out for the killswitch!

Just prior to the graduation and TT simulation, all participants were supplied with a brand new AROSC High Performance Driving School t-shirt stating the vision for the weekend, “Smooth is Fast”.

Interaction between Steve, participants and instructors again proved that after two long days of the Alfa Romeo High Performance Driving School there is still plenty of room for ear-to-ear smiles throughout the classroom, including talk about grad TT lapping sessions. We hope you had as much fun as we did, and come see us again with your buddies!

Graduation lapping session for time trial had 15-20 cars. There were street performance as well as TT cars in the final simulation. We lined two groups in the Hot Pit with two pace cars, gave students two lead-follow laps. This on a track they had never driven, including a high-speed Turn 1 at the end of the front straight. Then they were sent to the skidpad to funnel into the go-kart track as entry to the practice track (which is the School track, going the opposite direction). It was



A point-by is the safe way to keep your drive under your own control. Terry Major photo.



Beauty Alfa duo on The Streets course at school. Mike Kerr photo.

an end another world-famous Alfa Romeo Owners of Southern California High Performance Driving School!

It looks like we're next heading to the Big Track: Willow Springs February 23rd-24th, followed by Buttonwillow March 30th-31st, then California Speedway Roval (AAA) May 4th-5th, when it's time again to "Put it on the Track"! Hope to see you there!

everything but normal: sparks, squeezed corners, missed apexes, dropped wheels, missed shifts, lots of speed downhill to the first turn, students trying to squeeze time out of a car with their newly acquired abilities. As usual, the final 10 laps are very exciting. Everybody came through with flying colors. These drivers give us reason to do it again and again. It was a wonderful final session bringing to

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Join Us at the Track

Just starting out, experienced or a racer?

We have a run group just for you!

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Alfa Romeo
Owners of Southern California

2019 Schedule

Feb 23-26	Big Willow, DE, TT & Race
Mar 30-31	Buttonwillow, TT & Race
May 4-5	Auto Club Speedway, TT & Race
Sept 14-15	Streets of Willow, HPDE Driving School
Oct 12-13	Big Willow, DE, TT & Race
Nov 23-24	Laguna Seca, DE, TT & Race 92dB. Why not take off the 3 days before T-Giving!



At the skid pad new member Nicholas Keper is all ears as Bev instructs: "OK. Floor it. Spin. Repeat as necessary."

You can sign up for our track events at
<http://aroschpd.org>
or at alfaclubracing.com

Classified – Cars/Parts For Sale



1979 Alfa Romeo Spider – Past *Alfacionada* newsletter editor is reluctantly having to sell this pretty Spider after 28 years of delightful ownership. Our eight-year-old daughter (can you believe it!) is commanding too much of our time so, our Spidey has been sadly neglected and needs to find a new home. Car was restored (including engine rebuild) and has been kept in tip-top shape by Alfa Performance Connection. All service records available. It has been shown at many Concorso Italiano (a featured Alfa in 1998) and Best of France and Italy shows, participated in many AROC events, and was featured in the “Original Alfa Romeo Spider” book by Chris Rees. Relatively recent replacements/repairs include the Spica fuel injection pump, top, starter motor, tires, transmission, tires, and was just smogged. Runs great! Detailed description. \$5,000. Randall Higa, AlfaTruth@yahoo.com 213-220-2476.

WANTED: 1979 Alfetta Sport Sedan windshield – Will pay for packaging and shipping to Nashville, TN. Call 310-357-4737 or email agloddeck@aol.com

Classified (non-commercial) Advertising

Classified ads are published in *Alfacionada* as a free service to the Alfa Romeo community. Content must be Alfa-related! Suggested length is 60 words. Include price, location and contact info. Photos must be in focus JPEGs, at least 50KB to 300KB in size; cellphone images are permissible. Send us your text and photos and your ad will be published in the next three issues. If you wish an extension, or if your item sells, please let us know within two weeks of your ad’s last appearance, at these email addresses: emb.editorial@gmail.com and nashwill912@earthlink.net

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